

**BEFORE
THE OHIO POWER SITING BOARD**

In the Matter of the Application of	:	Case No. 16-0253-GA-BTX
Duke Energy Ohio, Inc., for a	:	
Certificate of Environmental	:	
Compatibility and Public Need for	:	
the C314V Central Corridor	:	
Pipeline Extension Project	:	
	:	
	:	
	:	
	:	

**DIRECT TESTIMONY OF GORDON MATTHEW PERRY
ON BEHALF OF THE CITY OF BLUE ASH, OHIO**

Q. Please state your name and business address.

A. Gordon Matthew Perry. My business address is 4343 Cooper Road, Blue Ash, Ohio 45242.

Q. Where are you employed?

A. The City of Blue Ash, Ohio.

Q. What is your job title?

A. Public Works Director.

Q. How long have you held that position?

A. Approximately nine years.

Q. What are your job responsibilities as the Public Works Director for the City of Blue Ash?

A. My responsibilities include oversight of all city-owned and operated construction projects, any public improvements, facilities and facility management, and also right of way permits. I have overseen projects like the construction of the Summit Park facility, construction of roads, installation and coordination of public utilities, and approval of right of way permits. As the Public Works

Director, I am responsible for the maintenance and repair of the 164 lane miles of roads in Blue Ash.

Q. Have those responsibilities been the same over your nine years at Blue Ash?

A. Yes.

Q. Are they currently your responsibilities?

A. Yes.

Q. Have you previously testified before the Ohio Power Siting Board?

A. No.

Q. What is the nature of your involvement in this proceeding?

A. I am testifying on behalf of the City of Blue Ash, Ohio. The purpose of my testimony is to discuss the concerns Blue Ash has regarding the proposed Duke central corridor pipeline and the impact the proposed pipeline will have on the City of the Blue Ash and its residents.

Q. Please provide your formal educational experience, starting with high school?

A. I graduated from Chaminade Julianne High School in Dayton, Ohio. I then went on to Ohio University, where I graduated with a bachelor's degree in civil engineering in 1996. I am a licensed professional engineer in the state of Ohio.

Q. Where have you worked?

A. I worked in the private sector for 11 years at ATC Associates, an engineering company that does construction engineering, geotechnical engineering, environmental engineering, and construction materials testing. I then worked as Service Department Director for West Chester Township. This position is essentially the same as the public works director position I hold with Blue Ash. I left West Chester Township in 2011 and joined Blue Ash.

Q. Did you have the same duties in West Chester Township that you currently have in Blue Ash?

A. I was responsible for many of the same things in West Chester Township that I am currently responsible for in Blue Ash. Unlike in Blue Ash, however, Butler County was responsible for West Chester Township's engineering duties.

Q. You said you are a professional engineer?

A. I am a professional engineer.

Q. Do you have a license?

A. I do.

Q. When did you obtain that license?

A. I obtained my license in 2003, and it is still current today.

Q. How did you obtain your professional engineering license?

A. You have to pass a professional engineering license test in order to be awarded your license by the state board.

Q. Can you generally describe Blue Ash, such as its location and population?

A. The City of Blue Ash is about seven and a half square miles. It has a daytime population somewhere between 35,000 and 40,000. The nighttime population, or the resident population, is somewhere in the 12,000 to 14,000 range. It is mostly a commercial office and business community, with some residential, and some green space.

Q. How many employees does the City of Blue Ash have?

A. Blue Ash has over 200 employees at this time.

Q. What types of businesses or commercial entities are located in the City of Blue Ash?

A. The City of Blue Ash has businesses ranging from light manufacturing, shipping, warehousing, general commercial, as well as higher end office space.

Q. What type of infrastructure does the City of Blue Ash have?

A. Blue Ash has a large public infrastructure that is necessary to move mass amounts of traffic through the City due to the daytime population increase for individuals commuting to and from work.

Q. Can you identify some of those major routes?

A. Some major routes include Kenwood Road, Glendale Milford Road, Pfeiffer Road, and Reed Hartman Highway. Each of these routes have access directly to Ronald Reagan Highway, Interstate 71, and Interstate 275.

Q. Are there amenities that the City of Blue Ash provides its citizens and residents?

A. Blue Ash provides a recreational center, which has a pool and tennis courts. Blue Ash also provides multiple parks, other recreational facilities, and sports recreation fields.

Q. How many parks does the City of Blue Ash have?

A. I believe there are four parks, which would include Summit Park.

Q. What is Summit Park?

A. Summit Park is 130 acres, and it has both finished spaces, meaning there are sidewalks, community buildings and restaurants, as well as a playground, a storage facility used for housing maintenance equipment, and also an observation tower with the stage. In 2018, 884,559 people visited Summit Park, including its ice rink, restaurants, and other attractions. About two-thirds of Summit Park is still undeveloped. There is a lake and natural forested areas. Blue Ash has developed Summit Park and continues to do so today.

Additionally, Blue Ash continues to explore opportunities for new development in Summit Park and close to Glendale-Milford Road. This area is along the proposed Alternate Route for the Central Corridor Pipeline. Copies of the City's Conceptual Master Plan, the Summit Park Functional and Master Plans, and a document illustrating the Summit Park Trails and Amenities are attached hereto as Blue Ash Ex. 1. Blue Ash also has plans for road improvement projects (roundabouts) on Glendale-Milford Road near Summit Park. This too is along the proposed Alternate Route. The contemplated roundabouts are shown in the attached Blue Ash Ex. 2.

Q. Does the City of Blue Ash hold any events in Summit Park?

A. Blue Ash puts on two city-sponsored events -- SummitFest and Red, White & Blue Ash. Many other private events are also held at Summit Park.

Q. What is Red, White & Blue Ash?

A. A July 4th fireworks event and concert, which attracts approximately 100,000 people.

Q. What is SummitFest?

A. SummitFest is a one-day concert and food venue, where many of the restaurants in the area provide food for patrons. There are also concerts. It was previously a

three-day event, but this year it will be one day only. SummitFest typically attracts around 40,000 people.

Q. What types of private events are held at Summit Park?

A. Private events include 5K and 10K walks and runs, usually raising money for specific causes. People can also have small concert events. There was a private pig and whiskey event with music and food vendors. There was also a food truck rally.

Q. Are there restaurants at Summit Park?

A. Yes. There are four restaurants, all with indoor and outdoor seating. Those restaurants are visited on a daily basis by patrons.

Q. Are there playground amenities at Summit Park?

A. Yes, the playground amenities are used daily and draw people from all parts of the Tri-State area. Adults and families with children, schools, and youth groups use the playground and observation tower. Attendance depends on the weather. Colder weather would draw more than 100 people per day, and warmer weather would likely draw more than 1,000 people per day. Specific events will bring several thousand people per day to the play areas.

Q. Is Summit Park open every day?

A. Yes.

Q. Are there future uses contemplated for Summit Park?

A. There are future uses contemplated for Summit Park, including possible basketball facilities, ropes training and ropes courses, group hub, park maintenance facility, and an arts facility.

Q. Does Blue Ash anticipate those amenities will increase the usage of Summit Park?

A. Yes.

Q. What abuts Summit Park?

A. The park is abutted by a brand new development, which will occupy approximately 120 acres adjacent to the park on the south side. On the north side, Summit Park is abutted by commercial and office spaces, and on the west side, it is abutted by a cemetery, residential areas, and a golf course.

Q. For the residential component abutting the park, how many residents there will be?

A. At this time, the new housing development is expected to have 106 single-family homes and approximately 290 apartments. But these figures are continually evolving. There will also be senior living facilities, which will include 209 additional units.

Q. Is there a plan for the performing arts center?

A. We are still working on finalizing that plan, but we are contemplating a 1,200 seat venue and performance area and additional adjacent art display areas.

Q. What major roads are adjacent to Summit Park and what is the daily traffic like on those roads?

A. Glendale-Milford Road typically sees approximately 30,000 vehicles per day during typical weekday travel. Reed Hartman Highway is about the same. This is where the proposed Alternate Route is scheduled to go.

Q. Are you familiar with the Duke Energy Central Corridor Pipeline project?

A. Yes.

Q. What have you done to familiarize yourself with that project?

A. I reviewed any submittals of information that Duke sent to Blue Ash or provided as general public information. I have also attended a few of Duke's public information sessions that were held in Blue Ash. At the public information sessions, I met with Duke's public information personnel and talked about maintenance operations, the pipeline layout, and the construction process in general.

Q. What other documents have you reviewed?

A. I reviewed the May 31, 2017 Staff Report of Investigation, Duke's revised application that was submitted in March 2017, the proposed layouts of the alignments of the pipeline, and the March 5, 2019 Amended Staff Report of Investigation.

Q. Based on your review of the documents and your sitting through the meetings you just described, do you have an understanding of what the project entails and how it will impact the City of Blue Ash?

A. Yes.

Q. Are you familiar with both the preferred route and the alternate route?

A. Yes.

Q. How have you become familiar with those routes?

A. I reviewed them specifically for the impact they may have on the City of Blue Ash.

Q. When we talk about alternate and preferred routes, just for definitional purposes, the preferred route will mean the route that Duke submitted in its application that goes through downtown Blue Ash, and the alternate route is the route that the Staff recommended. Do you agree?

A. Yes.

Q. Based on your familiarity with the preferred route, how does that traverse Blue Ash?

A. The preferred route begins just north of the Blue Ash city limits and heads through our northern city limits, up in the area of our sports center and around specifically the railroad area behind the sports center. Then, it comes down Grooms Road, down Deerfield Road, and then goes through private properties to Pfeiffer Road. It then turns down Pfeiffer Road and heads in a west direction and south along the Kenwood Road alignment, and then traverses on both sides of the railroad tracks at different points. They then go down through the Kenwood area, through the downtown Blue Ash area, before heading on a western direction to exit the city to the south of Blue Ash.

Q. What about the alternate route?

A. The alternate route also starts near our sports center off of Grooms Road, is proposed to go through the former Procter & Gamble property, to Reed Hartman Highway, travel along Reed Hartman Highway, down to Glendale-Milford Road, and then travel through the west direction along Glendale-Milford Road, to the Blue Ash city limits with Evendale, and then down Glendale-Milford Road into Evendale.

Q. What residences are impacted by the preferred route?

A. Most of the residences impacted would be single-family homes. A majority of those homes would be south of Deerfield Road, where it would go through the Kenridge subdivision, and then the additional single-family homes along

Kenwood Road through the southern terminus of the City impact with the pipeline.

Q. What businesses are impacted by the preferred route?

- A. There are a lot of light manufacturing and commercial businesses north of Deerfield Road, and also along Pfeiffer Road, and then through the downtown Blue Ash area on Kenwood Road.

Q. How does the preferred route impact infrastructure, traffic, or potential development plans that may be thought of in the future for Blue Ash?

- A. There is potential impact with plans we have developed along Pfeiffer Road and future improvement plans to deal with traffic congestion issues. There is also a potential to impact plans for downtown street scape improvements and some of our improvements in that area. Additionally, the preferred route would potentially intersect or cross many utilities along the alignment throughout the City, which would include large culvert pipes which transport storm water, and numerous other privately-owned utilities.

Q. How do you define “impact”?

- A. I would define impact as anything disrupting travel, anything disrupting utility service, or disrupting residences and businesses.

Q. What residences are impacted along the alternate route?

- A. There are very few residences involved with the alternate route in the City of Blue Ash. Most of the alignment is in commercial area.

Q. What businesses are impacted by the alternate route?

- A. The alternate route is along our major transportation corridors, primarily the Reed Hartman Highway and Glendale-Milford Road corridor. So the alternate route potentially could disrupt business travel to and from most of the major employment areas in the City, and could disrupt traffic significantly. The alternate route could also potentially disrupt or cause conflicts with existing utilities providing service to all of our businesses, including storm water services, sanitary sewer services, water, electric and gas services, and telecommunications services.

Q. Are there any impacts to the amenities that Blue Ash provides along the preferred route?

A. Along the preferred route, the impacted amenities could include the sports center, if there is any need to go through the sports center. It could impact a lot of the pathways that we've installed, especially in the downtown area. Blue Ash has recently done a number of street scape improvements in this area.

Q. Are there any impacts to the amenities that Blue Ash provides along the alternate route?

A. Along the alternate route, the recreational amenities impacted would also be the sports center, if it is necessary to travel through that area. The other amenities specifically impacted would be Summit Park and any potential future development opportunities at Summit Park.

Q. What about disruption to utilities?

A. There are many utilities within this corridor which service businesses in Blue Ash. These include storm sewer, sanitary sewer, water, electric, gas and telecommunications, including fiber-optic lines. Fiber-optic lines provide data and communications to our businesses and could result in a serious financial impact if disrupted.

Q. What about disruption to traffic?

A. The Reed Hartman Highway and Glendale-Milford Road corridors see the most traffic in the City. Disruption from construction would cause delays to regular and emergency traffic. Glendale-Milford Road is a primary route for ambulances traveling to Bethesda Hospital. If the constructed pipeline is damaged or if an explosion resulted in this corridor, the City would be severely disrupted, potentially causing loss of life and property and causing major traffic and emergency response delay.

Q. Do you know whether anyone from Duke has had discussions with anyone from the City of Blue Ash about Blue Ash's 2003 comprehensive plan?

A. I am not aware of any discussions.

Q. When was the Blue Ash comprehensive plan last revised?

A. In 2016.

Q. Was the Blue Ash comprehensive plan updated before Duke submitted its revised application in March of 2017?

A. Yes.

Q. To your knowledge, did Duke look at the revised comprehensive plan for 2015?

A. I have no knowledge of that. I am not aware of Duke asking for it, and Duke did not ask me to provide it.

Q. In revision one of Duke's March 2017 application on page 7-21, Duke states that there is a minimum front setback of 50 feet, "which provides a wide undeveloped area that may be utilized for the siting of a pipeline." Is that standard still in effect, to your knowledge?

A. To my knowledge, it is not in effect.

Q. So from the City of Blue Ash's perspective, at least as you understand it, the information that Duke relies on with respect to the 2003 comprehensive plan at page 7-21 is out of date?

A. That is correct.

Q. Have you personally had contacts with Duke officials about the pipeline project?

A. Yes.

Q. Could you please describe your contacts with Duke officials about the pipeline project?

A. The Blue Ash City Manager and I had an initial meeting with Duke where Duke staff presented the project to us. Since that time, Duke asked for permission to drill a soil boring hole in one of the City-owned parking lots. These are the only contacts I personally have had with Duke regarding the pipeline project.

Q. When was your last contact with Duke?

A. Around the spring of 2017.

Q. Has anybody from Duke ever contacted you about any future development plans Blue Ash may have that impact either businesses, residences, or any other establishment along either the preferred or the alternate route?

A. No.

Q. Does the preferred route have any impact on schools?

A. Yes.

Q. What impact does the preferred route have on schools?

A. There are two elementary schools along the preferred route just off of Kenwood Road -- the Edwin H. Greene School and Maple Dale School. In addition, there is a private high school, Ursuline Academy, along the preferred route.

Q. Does either the preferred route or the alternate route impact any daycare facilities?

A. I am aware of one daycare center along the preferred route off of Zig Zag Road on Kenwood Road that would be adjacent to the preferred alignment. There may be additional ones that I am not aware of. I am not aware of any daycare centers along the alternate route.

Q. Are there any retirement centers or assisted living facilities that would be impacted by either the preferred or the alternate route?

A. For the preferred route, I am aware of a nursing home facility located off of Cooper Road, which would be the closest to the preferred route along Kenwood Road. Along the alternate route, a senior living facility is planned to be constructed in the next 1-2 years in the Neighborhoods of Summit Park, which will include 209 senior living apartments. The Neighborhoods of Summit Park will also include 290 apartments.

Q. With respect to the preferred route, do you believe locating the pipeline along the preferred route will impact the City of Blue Ash in a negative way?

A. Yes. The construction of the pipeline could impact Blue Ash's plans for future development and road improvement projects. Additionally, there is always a risk associated with any underground utility work. This risk is heightened when the underground utility is a pipeline designed for maximum allowable operating pressure of 500 pounds per square inch gauge. Blue Ash is also concerned that Duke will be able to increase the pressure from 400 PSIG to 500 PSIG without any oversight, vetting, or approval.

Q. Will the preferred route have any impact on future roadway improvements to Pfeiffer Road between Kenwood Road and Interstate 71?

A. Blue Ash has performed engineering studies on re-working the traffic route between Kenwood and Interstate 71 in order to account for heavy traffic usage along Pfeiffer Road. The preferred route may impact future road improvements Blue Ash would make to this area, such as roundabouts and utility relocations.

Q. Regarding the particular plan for Pfeiffer Road, Kenwood Road, and Interstate 71, have you performed a traffic study to determine what improvements are needed.

A. Yes. Blue Ash has completed an engineering study to address traffic concerns along the entire Glendale-Milford Road, Pfeiffer Road corridor within the City of Blue Ash, as well as the adjacent roads just outside of the immediate vicinity of Blue Ash, including the section between Kenwood Road, along Pfeiffer Road and Interstate 71.

Q. How would the installation of the pipeline along the preferred route impact those improvements?

A. The installation of the pipeline along the preferred route could impact improvements due to potential utility relocations that are necessary to improve the traffic flow in the area.

Q. And if that impact, in fact, occurred, would that, in your view, make the improvements that the traffic study recommends unable to be completed or performed?

A. I do not have enough information on the pipeline, nor on our actual construction improvements to determine that at this time.

Q. Has Duke given you enough information to be able to determine the scope of that impact?

A. Duke has provided me no detailed information on that.

Q. Have you been able to evaluate that impact yet?

A. Not in any detail.

Q. Why not?

A. I don't have the necessary information from Duke to determine the impact on public infrastructure, such as the exact location and depth of the pipeline, in addition to the approximate area necessary to construct the pipeline. Without this information, it is not possible to determine the impact on our facilities.

Q. Anything else on the Pfeiffer Road, Kenwood Road, Interstate 71 interchange that could be impacted, to your knowledge?

A. From an engineering standpoint, no.

Q. What about safety?

A. The pipeline could impact safety along the corridor from potential explosion. That potential is currently unknown by the City of Blue Ash of what may result from the construction along that corridor.

Q. And why is that unknown to the City of Blue Ash?

A. The City does not have enough information provided by Duke Energy to know what that impact would be. The City has not been provided the exact location and depth of the pipeline, nor have any assessments been provided indicating the possible impact from explosion of this size and pressure.

Q. Are you familiar with the Malsbary Road extension project?

A. Yes. The Malsbary Road extension project extended Malsbary Road to intersect with Kenwood Road at Aldine Road. The project also included improvements to the railroad crossing and a new traffic signal at that intersection, which improved traffic flow in the general area.

Q. If the preferred route is installed, how will that impact that project and/or safety in the area?

A. As best as Blue Ash can determine, the information that has been provided by Duke for that route shows that the pipeline would go through this project area and through the property owned by the City, which could potentially be redeveloped into a commercial development.

Q. Do you have enough information from Duke to be able to evaluate that on behalf of Blue Ash?

A. No.

Q. Is there some residual Malsbary Road property that is owned by the City of Blue Ash?

A. Yes.

Q. If the pipeline is installed along the preferred route, would that impact that sale or potential sale?

A. Potentially, yes.

Q. How big of an area would that be?

A. The area originally was approximately five acres. A portion has been used for roadway improvement. The residual property would probably amount to about 3-3.5 acres, a small section just to the north of Malsbary Road, and a larger

section to the south of Malsbary Road. Having a pipeline through these properties could greatly limit the potential for buildable area. The pipeline would require a utility easement in order to access the pipeline for future construction activities or maintenance activities, which would limit the ability of the City, or anybody who would purchase that property from the City, to have a buildable area.

Q. Based on your understanding and knowledge of Blue Ash, would the installation of the pipeline on the preferred route impact the value of the Malsbary Road property in terms of potential purchasers?

A. It could potentially. It could reduce the useable space of the property, thus reducing the value of the property.

Q. Has the City received any interest in purchasing the property?

A. Yes.

Q. Does the City of Blue Ash provide street scape improvements in downtown Blue Ash?

A. Yes.

Q. Has the City undergone a recent upgrade of those street scape improvements?

A. Yes.

Q. When was that done?

A. Most recently Blue Ash completed a project in 2018, and Blue Ash is currently working on a project this year as well.

Q. How much did the city spend in those street scape improvements?

A. Last year's project was approximately one-million dollars. In previous phases, Blue Ash spent anywhere from \$600,000 to more than one-million dollars each year since approximately 2012. In my tenure as Public Works Director in the City of Blue Ash, street scape improvements in downtown Blue Ash have probably exceeded \$3 million.

Q. Would installation of the pipeline along the preferred route have any impact on those street scape improvements?

A. Yes. The pipeline, if it's constructed within the street scape area, could potentially affect the utilities Blue Ash has placed, as well as the landscaping and sidewalks Blue Ash has installed.

Q. Would that be an additional cost to Blue Ash to remediate or abate the impacts that the pipeline is installed?

A. That is currently unknown because I do not have any construction information from Duke Energy at this point.

Q. In your view, is that a potential cost that the City is going to have to undertake?

A. In my view, Duke Energy should pay the cost of any restoration.

Q. Is there an impact on lower income residents along the preferred route?

A. Yes. Blue Ash has a tax abatement program to try to incentivize a redevelopment of lower income and older housing adjacent to the downtown Blue Ash area. It is specifically an area surrounding the downtown Blue Ash area and includes areas within the preferred route to the west of Kenwood Road.

Q. What is the impact to those residents?

A. The impact to those residents would be the potential inability to sell, or to reduce the value of their property, so as to not be able to sell or redevelop their homes or properties.

Q. Does the City have a CRA program to incentivize reinvesting in this area?

A. Yes.

Q. How would that be impacted?

A. People may not want to redevelop older homes, and thus not change the housing stock. Additionally, people may not want to reinvest in those neighborhoods.

Q. Is there a similar impact for higher income residents and their residences along the preferred route?

A. There is a potential for reduction in housing because of the impact, or the view of the impact, on housing along the preferred route.

- Q. Have residents raised concerns that they believe the value of their homes will be negatively impacted if the pipeline is installed along the preferred route?**
- A. Yes. We have heard from a considerable number of residents who have come to Blue Ash City Council meetings or expressed that very opinion in public meetings provided by Duke Energy.
- Q. So the opinion from residents along the preferred route that the values of their homes will be impacted, you've heard that expressed to Blue Ash City Council and you've heard it expressed in other public forums, such as the public meetings that have occurred previously?**
- A. Yes.
- Q. You also talked about utilities that about the preferred route. Are there potential specific utility conflicts that you could point to in the City of Blue Ash?**
- A. Yes. The most major one for the City of Blue Ash would be impacting the Kenridge dam. Kenridge dam falls under the jurisdiction of the Army Corp. of Engineers. I don't have enough information at this time from Duke Energy to know the specifics of the impact on the dam; however, the general alignment that Duke provided to the City shows that it would be adjacent to or potentially within the earth and dam at Kenridge Lake.
- Q. How many residents are serviced by the Kenridge dam?**
- A. There are several hundred homes in and adjacent to the Kenridge subdivision. But the impact to the Kenridge dam could eventually impact Interstate 71, which it would flow into at that point. The dam prevents flooding, it provides storm water storage, and it prevents flooding in the lower areas beyond the dam to the east, which would be Interstate 71 and any potential structures to the east of the dam.
- Q. Who benefits from the Kenridge dam?**
- A. The dam is used as a storm water control measure, but it also services the residents as a recreational amenity in the subdivision.
- Q. Has Blue Ash been able to evaluate the potential impact to the residents or to Interstate 71 if the pipeline is installed along the preferred route and there's an impact on Kenridge Lake?**

A. No. Blue Ash does not have sufficient information from Duke Energy to make that evaluation.

Q. Is there an issue with the storm water culvert near Ursuline Academy on the south side of Pfeiffer Road?

A. Yeah, the general alignment shows the pipeline could go through the area of the culvert near Ursuline Academy. But again, Duke has not provided sufficient information at this time to really determine the impact on that. Such an impact would be a concern because it is a large structure that conveys a large amount of water from our commercial areas, which could cause flooding upstream if the culvert is damaged, clogged, or adversely affected.

Q. Would that have an impact on Pfeiffer Road?

A. The impact would be on Pfeiffer Road. That could also potentially impact housing immediately south of Pfeiffer Road, in the Zig Zag Road area of Blue Ash, which includes several hundred residents in single-family homes.

Q. So there is potential impact there that the City of Blue Ash cannot evaluate, both to traffic on Pfeiffer Road and to several hundred residences?

A. Yes.

Q. Is there any potential impact to the storm water channel located behind 10250 Alliance Road?

A. Yes. This is known as the LSI detention basin. The LSI detention basin was installed to help alleviate flood issues in the commercial area located off of Malsbary and Alliance Roads in Blue Ash, and it also directly impacts several residences to the east of that detention facility, which was the reason why it was installed, to help with storm water containment. There is not enough information at this time to determine what the impact will be.

Q. Is there any potential impact to other concrete culverts within the Alliance Road area?

A. There are concrete culverts within the Alliance Road area that could be impacted by the pipeline along the preferred route. There is a concrete drainage swale which provides drainage for the storm water from the commercial areas of the City, which travels down to the Plainfield Road area and into the Sycamore Creek system. The pipeline impact is not yet determined because Blue Ash has insufficient information regarding the potential alignment and construction. That could potentially just be a conflict of a construction area and would have to

be mitigated during construction. If Duke is to build through that area, they would have to allow for continuous flow through that area, making construction very difficult, and also potentially damaging those facilities.

Q. Is there a culvert under Keystone Plaza at 9737 Kenwood Road?

A. Yes.

Q. Is there any potential impact from the installation of the pipeline along the preferred route?

A. It is difficult to determine because Blue Ash does not have specific information on the alignment, but that is one of the main storm water pipes which drains water from several hundred residences immediately to the west of that property. That would have to be taken into account through any construction of the pipeline.

Q. Of all the issues you identified along the preferred route, has Duke had any conversations with you about the potential impact of any of these things and/or provided any potential thoughts about remediation, or abatement, or even addressing them?

A. No.

Q. You previously mentioned conflict with other utilities along the preferred route. Would you explain why that's a potential issue in your view?

A. Yes. The City of Blue Ash, as it has grown over many years, has a lot of utilities existing within the public right of way and potentially areas adjacent to the public right of way to service the various homes, residences, and commercial areas within the city, specifically along the preferred alignment. That includes major corridors like Pfeiffer Road, Kenwood Road, and then through the downtown area along Kenwood Road that have a significant amount of utilities that have been installed in those areas. Trying to design a utility to go through those areas could be very difficult just because of all the existing utilities that are already within the public right of way, or adjacent to the public right of way.

Q. What are some of those utilities?

A. The utilities are telecommunications, water, electric and gas, and sanitary sewer and storm sewer.

Q. Has Duke provided any information to you as of this date on how they would thread that needle, if you will?

A. No.

Q. Let's talk about the alternate route, and the potential impacts that you see. Are there future roadway improvements to Glendale-Milford Road planned between Plainfield Road and Reed Hartman Highway?

A. Yes. Blue Ash has planned improvements along Glendale-Milford Road, between Plainfield Road and Reed Hartman Highway, including three potential roundabouts that the City is interested in constructing to provide access and to improve mobility on various streets, but specifically to provide improved access to the new Summit Park area.

Q. How would the installation of the pipeline along the alternate route impact those potential improvements?

A. The potential impact would be relocating utilities, the cost of relocating utilities during the construction of these improvements, potential conflict with the location of the pipeline and widening efforts of Glendale-Milford Road, potential installation of valve stations, or other undisclosed necessary improvements for the pipeline on City property at Summit Park. One roundabout is scheduled for construction beginning in the summer of 2019. That roundabout is located at Lake Forest Drive and Glendale Milford Road. Two others are proposed along the alternate route, one at Plainfield Road and the other between Lake Forest Drive and Plainfield Road.

Q. Do you understand if there's going to be a valve station installed on Blue Ash property as part of the alternate route?

A. It is my understanding that there will be some type of facility located potentially on Summit Park property, on the south side of Glendale-Milford Road, to the east of Pfeiffer Road.

Q. How would that impact the City of Blue Ash?

A. The information about the valve station has not been disclosed to the City. We don't know the size or the screening method, other than the general information that there will be a chain link fence there. We don't know the location or the impact of its proximity to our proposed roadway improvements. Blue Ash has spent a significant amount of time and money on Summit Park's aesthetic design and quality. Any valve station will need to match the aesthetic design and quality of the rest of Summit Park.

Q. Are there future sidewalk improvements contemplated in the City of Blue Ash to Reed Hartman Highway north of Cornell Road?

A. As part of our master planning efforts, we have sidewalk improvements proposed for the east side of Reed Hartman Highway between Creek Road and Glendale-Milford Road, on the south side of Glendale-Milford Road between Kenwood Road and Reed Hartman Highway, and potentially also additional sidewalk improvements along Glendale-Milford Road between Reed Hartman Highway and Plainfield Road.

Q. How would these improvements be impacted if the pipeline is installed along an alternate route?

A. The improvements could be damaged or moved during the construction process. Also, the pipeline could potentially be in conflict with our improvement because we don't have the information from Duke Energy as to the exact location of the proposed pipeline.

Q. Without having that information, is it possible to know whether the improvements would be undertaken in the future at all?

A. No.

Q. Is there a potential that the improvements would not be undertaken as a result of the final routing of the end siting of the pipeline along the preferred route?

A. Potentially, if costs would be too high to relocate said utilities, or if there was cost to the City for those utility relocations.

Q. Regarding Reed Hartman Highway and Cornell Road, is there a potential conflict if the pipeline is sited along the alternate route, with sidewalk and retaining walls on the west side of Reed Hartman Highway and south of Cornell Road?

A. There is a potential conflict with the existing walls that are mechanically stabilized earth walls, which have a geo grid reinforcement behind the walls. Any construction in, on, or behind those walls could potentially affect the stability of those walls.

Q. Has Duke provided you enough information to be able to evaluate that impact?

A. No.

Q. Has Duke provided you enough information to provide the Ohio Power Siting Board all the potential safety impacts, necessity impacts,

need impacts, and how they would impact Blue Ash at this particular time?

A. No.

Q. Based on what Duke has provided at this particular time, are you able to evaluate and give the Ohio Power Siting Board testimony about these impacts, to a degree of certainty, without the information?

A. No.

Q. Are there utility conflicts that have to be accounted for if the pipeline is sited along the alternate route?

A. Yes. We have several large storm water culverts that cross Reed Hartman Highway, and also that are in the vicinity of Glendale-Milford Road, which convey a large amount of storm water. These conflicts would have to be taken into account for any construction, as the potential damages to these facilities could disrupt travel, create safety issues, and create flooding issues. These areas, as along with the preferred route, contain a tremendous amount of utilities currently within the public right of way and adjacent to the public right of way, which include water, storm water, sanitary sewer, electric, and gas.

Q. Are there any utility conflicts with respect to Reed Hartman Highway from Osborne Boulevard to Creek Road?

A. Yes. There is a large storm water culvert just north of the intersection of Osborne Boulevard that conveys a large amount of storm water. We also have a 30-inch conduit just immediately south of the intersection of Reed Hartman and Osborne Boulevard which conveys several different utilities, mostly communication providers and electric from the east to the west, and also many utilities underground immediately in the vicinity of the area between Ilmenau Road and Osborne Boulevard.

Q. What are the potential impacts to the traveling public or to residents?

A. There could be disruption to travel. There could be potential safety issues if any of these utilities were to be compromised or damaged before construction or after construction.

Q. Are you able to determine or evaluate that impact at this particular time?

A. No, I have not received enough information from Duke Energy to make an assessment.

Q. Is there a 72-inch storm water culvert at Reed Hartman Highway and Glendale-Milford Road?

A. Yes.

Q. Is there any potential impact to that if the pipeline is sited along the alternate route?

A. Yes. That storm water culvert would have to be accounted for in Duke's design and construction process. That pipe conveys a large amount of storm water from the industrial park and the commercial park immediately to the northwest of that location.

Q. What properties are benefitted by this storm water culvert?

A. Basically, many properties to the northwest of Reed Hartman Highway and Glendale-Milford Road. Storm water from the office park drains to that location.

Q. And how many businesses use those?

A. I'm not sure of the exact number, but several. There are probably more than a hundred acres of commercial development.

Q. If the pipeline is sited along the alternate route, what are the impacts to Summit Park?

A. The impacts to Summit Park could potentially be limiting the future development, or development of some of the improvements the City has investigated, such as a performing arts center, a basketball facility, a group hub and/or rope climbing training facility. At this time, the City can't evaluate the impacts because Duke has not provided enough information. In particular, the valve station and main are going to be placed where the City had future plans and visions for other features at Summit Park.

Q. If the alternate route is sited where proposed, what impacts are there to the current uses of Summit Park?

A. The impacts could be potential relocation of any improvements performed, and/or park utilities due to the development of the pipeline. We don't know the impact of that yet because we haven't been provided specific details as to the alignment of the pipeline. The general proposed location of the Alternate Route poses the significant challenges I have outlined. Plus, it also competes with our designed park amenities.

Q. Have you been provided any kind of evacuation or safety plan by Duke if there's a pipeline infrastructure issue, or a pipeline blowup issue?

A. No.

Q. Have you been provided with any safety studies, or any information at all, from Duke that would help you evaluate the potential concerns to a park that's used on a daily basis by, at some point, over a hundred thousand people, and the impact of that pipeline to their potential safety?

A. No.

Q. Have you been provided any information from Duke about the potential impact, if there's a pipeline infrastructure issue, or a pipeline blowout issue, that could damage any part along any route either preferred or alternate, in the City of Blue Ash to any properties?

A. No.

Q. Have you been provided any information from Duke about a safe blast zone, or a safe zone, for any properties along the preferred route or the alternate route in Blue Ash?

A. No.

Q. Is that something Duke has discussed with Blue Ash in any fashion, in any manner, at any time?

A. No, not that I am aware of.

Q. Has Duke provided any information about the time or the studies that it may have done about safety precautions during installation of the pipeline either along the preferred route or the alternate route?

A. No.

Q. Has Duke provided Blue Ash with any input regarding the contractors or the subcontractors hired to construct either the alternate route or the preferred route?

A. No.

Q. Has Duke provided Blue Ash with a proposed construction schedule for the pipeline on either the preferred route or the alternate route?

- A. Duke had an initial timeline but no construction schedule.
- Q. Does Blue Ash have any concerns about the potential impact on public services, during construction or after completion?**
- A. Yes. In addition to the impacts referred to previously, the potential impact on public services could be great on Blue Ash citizens if there is a pipeline explosion. This is apparent from the recent pipeline explosion in Boston.
- Q. Does Blue Ash have any concern about traffic being impacted during pipeline construction?**
- A. Yes. Blue Ash traffic would be disrupted during construction. There is also a potential for delays, road closures, and damage to existing utilities as a result of the pipeline construction.
- Q. Has Duke provided Blue Ash with any information about what the potential traffic impacts will be?**
- A. No. Blue Ash has not been provided any construction documents.
- Q. Is that a concern from Blue Ash's perspective?**
- A. Yes. Since this pipeline would go through most of the City of Blue Ash, there could be a potential impact on traffic along either the preferred or alternate alignments due to construction.
- Q. Duke has said that it considered locating the pipeline along parallel interstate highways such as Interstate 71, but that option did not score as well as the preferred and alternate routes under Duke's criteria. Has Duke provided Blue Ash with any information regarding Duke's criteria for this conclusion?**
- A. No.
- Q. Has Duke provided Blue Ash any information about what it attempted to do with either ODOT, or any other federal agency, in terms of trying to locate the pipeline along an interstate highway?**
- A. No.
- Q. Has Duke provided Blue Ash any information about Duke's contacts with ODOT, and what they tried or didn't try to do with ODOT, to see if the pipeline could be located along either a state or an interstate highway?**

A. No.

Q. Have you had discussions with Duke about requesting that Duke install the pipeline, if they could, along highways?

A. Yes. We specifically asked, in our first introductory meeting about the project, whether Duke could locate the pipeline along the Interstate 71 corridor or, in lieu of that, if Duke could install it along the railroad alignment.

Q. What was Duke's reaction to that?

A. I don't recall exactly. I think Duke said they looked into it and could not do it.

Q. Did Duke ever provide Blue Ash any underlying information as to what they did to "look into it"?

A. No.

Q. Did Duke provide Blue Ash any information on what their efforts actually were?

A. No.

Q. Do you know if Duke actually undertook any efforts?

A. I'm not aware of any.

Q. From Blue Ash's perspective, would locating the pipeline along Interstate 71 better serve the public necessity, safety, and welfare of the citizens of Blue Ash?

A. Yes. In my opinion, the alignment along Interstate 71 would have less impact on the general traveling public. Duke could work off of the highway, and the City of Blue Ash would be the least impacted from a residential, commercial, travel and safety perspective. There would also be much less of an impact on Summit Park and the surrounding developments. By having construction on Interstate 71, the City of Blue Ash would not have traffic impacts and would not have the pipeline adjacent to many of the residences or businesses within the City of Blue Ash.

Q. From Blue Ash's perspective, has Duke addressed the City's concerns about the potential impact on public services, such as traffic concerns, if the pipeline is sited either along the preferred route or the alternate route?

A. No, because I have not ever received any construction documents.

Q. What about the safety concerns. Has Duke adequately addressed those at this point?

A. Safety concerns have not been addressed from a perspective of potential explosion or other failures of the pipeline.

Q. Why does Blue Ash have that concern?

A. Blue Ash has that concern because any utility can fail, and we don't know the direct impact of a failure of this size of pipeline.

Q. From Blue Ash's perspective, are there any aesthetic impacts if the pipeline is sited along the alternate route?

A. The only aesthetic impacts that I'm aware of would be potentially the valve station located at Summit Park due to the improvements that Blue Ash has invested in the park. We do not know and have not been provided information on what the valve station would look like. Recent information provided through discovery has shown that a potential green-screen chain-link fence would be used on the valve station location with potentially some lighting elements to light the valve station. We do not know the size of the valve station, nor would we necessarily agree that the chain link fence would be appropriate at that location.

Q. Would that blend with the Summit Park aesthetic that Blue Ash has planned and spent money to achieve?

A. No. In my opinion, a chain-link fence would not be appropriate for the level of finishes we are hoping to ultimately complete at Summit Park.

Q. Duke has indicated in its application, as well as the staff report confirmed, that there will be a six-foot tall privacy screen fence with a chain-link design around regulator or valve stations. I know you talked about the aesthetic impact of that, but is that consistent with the aesthetic element to be achieved by and accomplished by Summit Park?

A. No, it is not consistent with our design at Summit Park.

Q. Does it blend with Summit Park?

A. It would not blend with Summit Park.

Q. Can you provide some examples of how the aesthetic does not blend or does not fit with what you've accomplished at Summit Park?

A. Summit Park has been designed with the intention of using premium finishes on all the amenities. We have a Tennessee crab orchard stone that has been used as a finish for many of the facilities. We have redwood siding and decorative metal architectural elements at the park, including stain glass at the glass canopy, and other lighting amenities to highlight the architectural improvements at the park.

Q. Does Blue Ash have a concern about the pipeline failing if it is sited along the alternate route and its impact to users at Summit Park?

A. The failure at the park depends on the mechanism you're talking about. If it's an explosion during one of Blue Ash's major events, where they have a lot of people attending the park, that could be catastrophic. Our park attendance for major events could be in the range of 100,000 people. If an explosion occurred, that could potentially injure or kill many people. I don't know what the potential impact is because I have not been given any information on the potential of an explosion of this type of pipeline.

Q. The alternate route, where it is sited abutting Summit Park, how close would 100,000 people be to the site of that pipeline during Red, White & Blue Ash, for example?

A. According to my understanding of where the pipeline would be located, during Red, White & Blue Ash, there would be several hundred, if not several thousand, people immediately upon or over the pipeline location, or at least within 100 feet of the location. That depends on the timing and where people would be at the time of an explosion.

Q. But you'd have 100,000 people within several hundred yards of the pipeline?

A. Yes.

Q. Mr. Perry, has Duke provided any information regarding the time frame for returning the property impacted by either the installation of the preferred or the alternate route to its original condition after construction is complete?

A. Duke has not provided Blue Ash any information in regards to that.

Q. As a Public Works Director for the number of years you've been not only in Blue Ash, but also in West Chester Township, do you have experience with utilities returning things to their original condition?

A. I do have experience with that. Typically, my experience is that the restoration activities do not meet the expectations of residents, meaning they give

substandard or more generic treatment to those restorations, many times requiring local or city officials to address complaints about such restoration, such as grass restorations, or any type of landscaping improvements or other amenities along the way.

Q. Has it been your experience from prior or similar situations where utilities disrupt property, that the city or the township, as the case may be, is left to finish or deal with the remediation or abatement and the complaints?

A. Yes. Many times the city is called upon to try to repair due to the utility saying they will no longer provide any further repair to restore the utility construction zones.

Q. Has Duke informed Blue Ash of the steps Duke has taken to assess the nature of the probable environmental impact of the pipeline along either the alternate or preferred route?

A. Environmental impact is only from what has been provided publicly.

Q. Anything else beyond that?

A. No.

Q. Has Duke addressed Blue Ash's concerns regarding the potential health and safety risk of the pipeline, again, either along the alternate or the preferred route located in Blue Ash?

A. No.

Q. Has Duke addressed Blue Ash's concerns regarding the potential impact to property values if the pipeline is sited in Blue Ash along either the preferred or alternate route?

A. No.

Q. Has Duke indicated whether there are any known developments or plans along the proposed pipeline routes that would be incompatible with the pipeline?

A. No.

Q. Has Duke even asked that question?

A. No.

- Q. Has Duke informed Blue Ash how the placement of the pipeline along either route will affect Blue Ash's ability to perform future construction near the pipeline?**
- A. No.
- Q. Has Duke informed Blue Ash of the limitations on future construction if the pipeline is constructed along either route in Blue Ash?**
- A. No.
- Q. Has Duke provided Blue Ash with any information regarding the permanent changes to landscape that will occur if the pipeline is installed along either route in Blue Ash?**
- A. No.
- Q. Has Duke informed Blue Ash of procedures Duke is planning to take to minimize any aesthetic impacts to Blue Ash?**
- A. No.
- Q. Has Duke provided Blue Ash with any information regarding the safety precautions being implemented to prevent explosions during operation of the pipeline?**
- A. No.
- Q. Has Duke provided Blue Ash any information regarding the safety precautions being implemented to prevent gas leaks during operation of the pipeline?**
- A. They have not presented them to the City of Blue Ash. However, Duke has, at their public information sessions, provided information that they regularly inspect their pipelines for potential leaks.
- Q. Anything other than Duke's general course of business that is specific to Blue Ash?**
- A. No.
- Q. Has Duke provided Blue Ash with any information regarding the potential size, scale, or geographic impact of an explosion in Blue Ash involving the pipeline along either route?**
- A. No.

Q. Has Duke provided Blue Ash any information regarding the potential size, scale, or geographic impact of a gas leak in Blue Ash involving the pipeline if it is installed along either route?

A. No.

Q. Duke stated that it cannot determine how long it would take to shut off the gas once it becomes aware of a leak or a break in the pipeline, due to a number of variables. Does that cause any concerns for Blue Ash?

A. Yes, particularly given the unknown impact to the traveling safety of our residents and businesses and service to our residents and businesses. There could be significant personal property damage from an explosion within 15 feet of a building. That's deeply troubling without any information from Duke, not to mention the concerns for human life.

Q. Are you concerned on behalf of Blue Ash that Duke has not provided the City with enough information to determine all the potential safety, traffic, aesthetic, all of the impacts you discussed today, to be able to evaluate those and provide testimony to the Ohio Power Siting Board about those impacts?

A. Yes.

Q. Are you concerned that some of those impacts will not be revealed until the pipeline is actually installed?

A. Yes.

Q. Are you concerned that if these impacts are not revealed until the pipeline is installed, that the City may not be able to address them in the most safe or effective way?

A. Yes. Blue Ash has concerns regarding the existing infrastructure and existing buildings, as well as private property owners and their inability to plan for the worst-case scenario.

Q. Has Duke provided any information regarding the potential evacuation zone in the event of an emergency?

A. No.

Q. Has Duke provided any blast plan in the event of a pipeline explosion in Blue Ash?

A. No.

Q. In the event of damage to the pipeline, has Duke provided any information regarding the amount of time required to repair or to replace the damaged pipeline?

A. No.

Q. In the event of damage to the pipeline, has Duke provided any information regarding the procedures for repairing or replacing the damaged pipeline?

A. No.

Q. In the event of damage to the pipeline, has Duke provided any information regarding the anticipated impact to service delivery for natural gas customers in Blue Ash?

A. No.

Q. Has Duke provided any proposed emergency response plan to Blue Ash?

A. No.

Q. Duke stated that no steps have been taken with regard to an emergency response plan for the proposed pipeline sited along either route in Blue Ash. What concerns does Blue Ash have with Duke determining a pipeline route without an emergency response plan?

A. The City of Blue Ash does not know the potential impact or what Blue Ash's obligations would be for the residents or businesses and how to handle or deal with an emergency.

Q. And will Duke be responsible for an emergency response or an evacuation plan in terms of actually effectuating that plan and ensuring that the public is safe?

A. It would be the City of Blue Ash.

Q. Has Duke stated whether it plans to coordinate any future emergency response plan with Blue Ash Police Department, Fire Department, or your department?

A. No.

Q. Has Duke provided any emergency training to Blue Ash employees concerning pipeline blowups, or gas leaks, or anything like that?

A. No.

Q. Duke has stated that it cannot determine the need for any specialized emergency training until the pipeline's route is determined. What concerns does Blue Ash have with Duke determining a pipeline route without providing any emergency training?

A. Until we know, we do not have any experience or expectation on what our responsibility would be.

Q. Has Duke stated who is responsible for monitoring properties for the pipeline settling, cracking, or sinking during its operation?

A. Based on Duke's public information sessions, my understanding is that Duke Energy will regularly inspect their alignments for whatever failure mechanism they would look for.

Q. Mr. Perry, does the installation of the pipeline in Blue Ash along either the preferred route or the alternate negatively impact the public interest or convenience?

A. Yes. The pipeline could interfere with expansion of infrastructure improvements. It could interfere with potential development capabilities of various properties throughout the alignments, and it could potentially, in case of a utility failure, cause disruption to traffic and life-threatening safety issues.

Q. Since you have been the Public Works Director in Blue Ash, can you recall any significant disruption in natural gas service in Blue Ash?

A. No.

Q. Do you recall, in that time period, any citywide disruption of natural gas service?

A. No.

Q. Do you recall, in your time in Blue Ash as Public Works Director, any complaints expressed by citizens of disruption of natural gas service?

A. No.

Q. Has Duke continued to coordinate with anyone from Blue Ash during construction and operation of the pipeline in order to minimize and

mitigate any future development conflicts following guidelines outlined by the Pipelines and Informed Planning Alliance?

A. No, with the exception of the utility location of the soil boring that was installed for determining soil conditions.

Q. So just in that one area?

A. Just in that one specific area and location.

Q. Anything else?

A. No.

Q. Has Duke informed you what the guidelines are in the Pipelines and Informed Planning Alliance?

A. No.

Q. OPSB Staff recommended in Condition 12 that Duke coordinate construction of the pipeline in parks and recreation areas during off-season or off-peak times to minimize impacts to recreational activities. Has Duke contacted you about coordinating that construction in Summit Park or any of the other parks and recreation areas?

A. No.

Q. Has Duke contacted anyone at Blue Ash concerning a road-use agreement that you are aware of?

A. I am not aware of any.

Q. On page 7-13 of revision one of the application, Duke talks about an 80-foot wide construction work area, which includes a 30-foot wide permanent right of way. Has Duke explained to you the impact of that 80-foot wide maximum CWA along either route in Blue Ash?

A. No.

Q. Is the attached Blue Ash Ex. 1 true and accurate to the best of your knowledge?

A. Yes.

Q. Is the attached Blue Ash Ex. 2 true and accurate to the best of your knowledge?

A. Yes.

Q. Does this conclude your pre-filed direct testimony?

A. Yes.

Respectfully submitted,

s/ Bryan E. Pacheco

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CERTIFICATE OF SERVICE

I hereby certify that a copy of the foregoing was served on all parties who have electronically subscribed to this case through the Docketing Information System of the Public Utilities Commission of Ohio and the OPSB on this 2nd day of April, 2019. The docketing division's e-filing system will electronically serve notice of the filing of this document on the following parties:

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The following parties have not been served via the email notice and have been served by regular U.S. Mail on the same date indicated above:

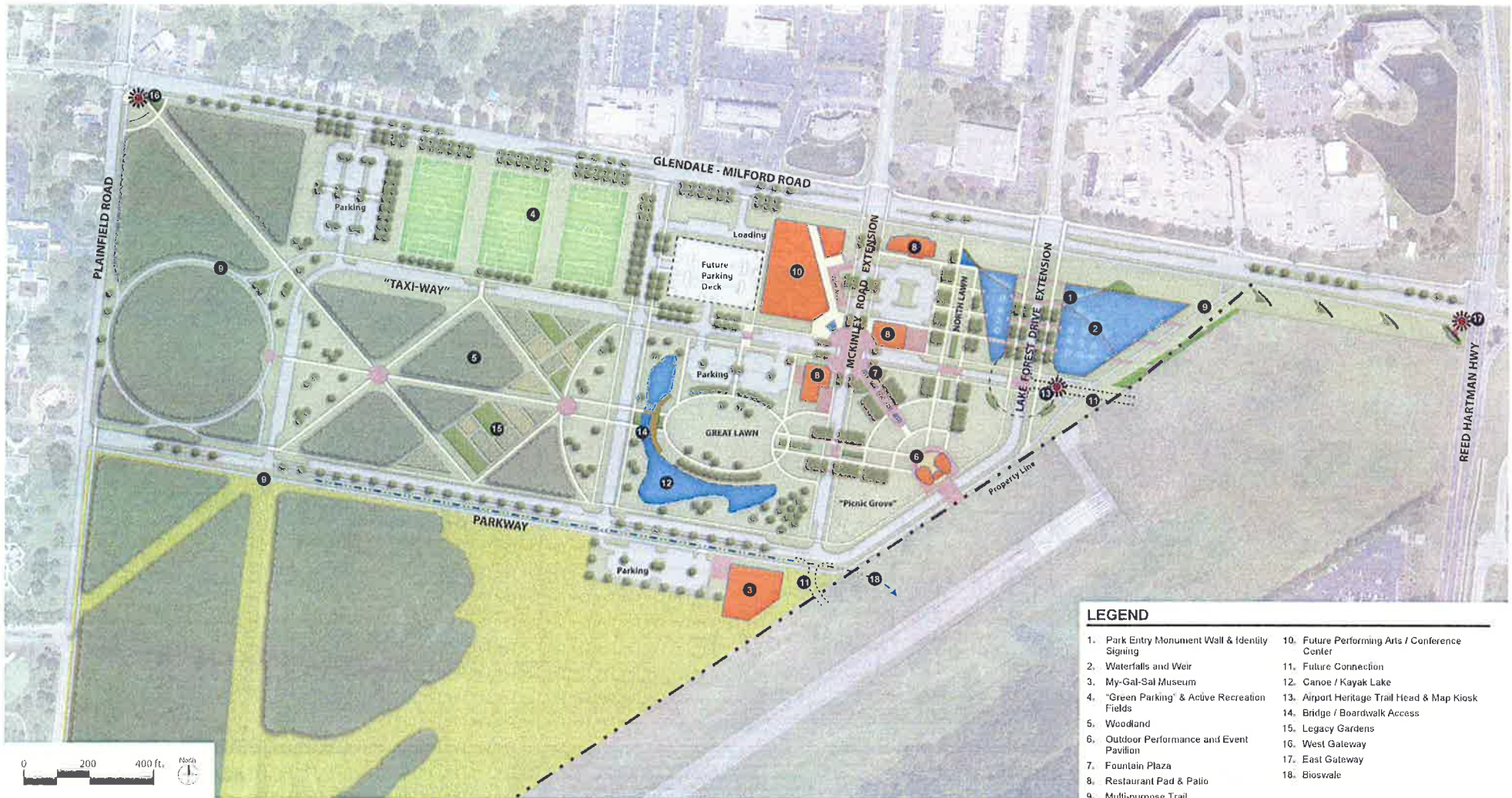
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s/ Bryan E. Pacheco

BLUE ASH EX. 1

Conceptual Master Plan
October 2010





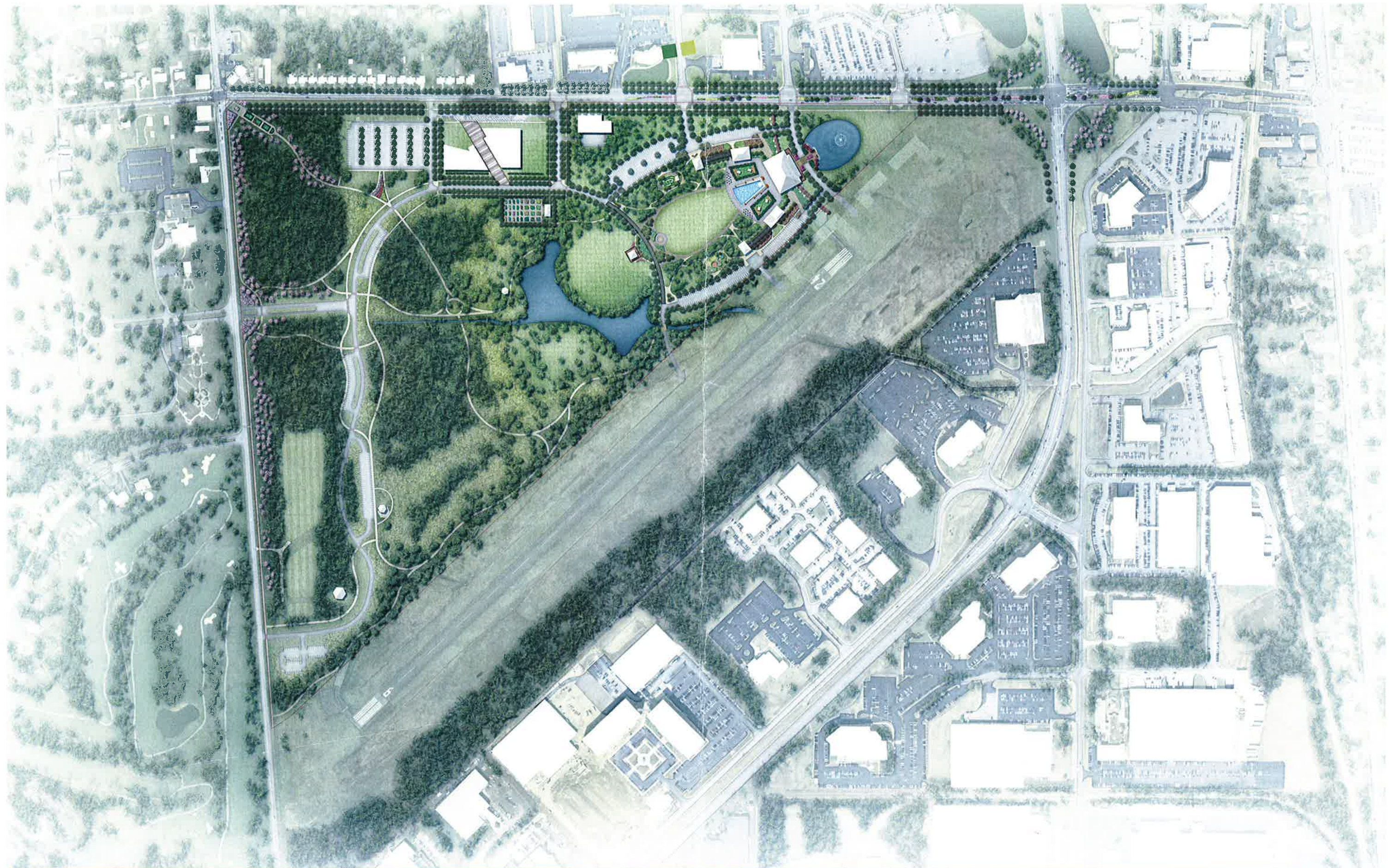
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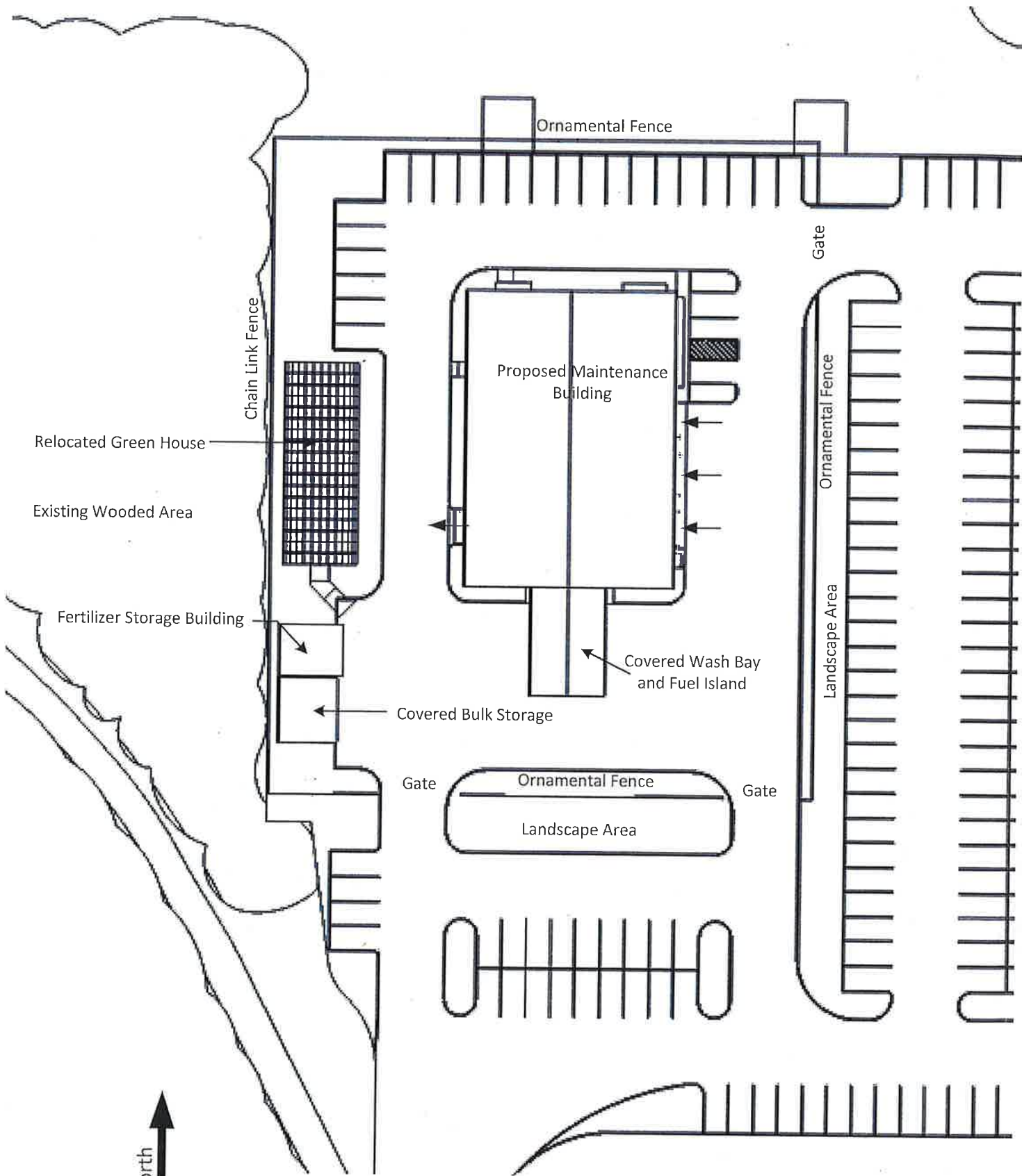
1. Future improvements along Glendale Milford Road could be directed toward establishing a cohesive and inviting parkway which extends from the I-71 interchange west to the corporation boundary.
2. Wayfinding, landscape enhancements and lighting treatments at the Reed Hartman and Plainfield Road intersections should draw from design elements used along the Park's primary entrance drives in order to create an extended sense of anticipation and arrival.
3. The existing airport taxi-way could be adapted for continued use as a pedestrian-friendly park drive. Airplane aprons could be improved (with additional landscaping, lighting and drainage) for re-use as more park-like parking areas.
4. Primary park access drives should be developed across from the existing cemetery entrance and at McKinley and Lake Forest Drives.
5. Social gathering, event, and entertainment spaces such as proposed bistros, a multi-purpose pavilion and a farmers market should be clustered to create a strong sense of place. The "Park Square" concept depicts a strong central axis and view corridor as the organizing feature for a series of outdoor spaces which would support a diversity of social and recreational activities.
6. Future development east of Lake Forest Drive could feature a pedestrian gateway, contemporary gardens and dynamic water feature which creates a sense of passage and extends the park to the Reed Hartman Gateway.
7. The "Green Beach" zone is proposed to contain a variety of outdoor spaces and open lawn area which support everyday uses and major performances and events such as the Fourth of July Concert.
8. An observatory tower would provide panoramic views above the treeline.
9. A multi-use trail system would weave throughout the park and provide access to woodlands, wetlands and meadow areas west of the "Green Beach" and "Park Square".
10. Future development of the area south of the existing drainage channel could feature a cross country course, golf practice facilities, zip lines, "off-road" bike trails or other more challenging fitness activities which can be sensitively integrated among the diverse terrain and ecological zones.



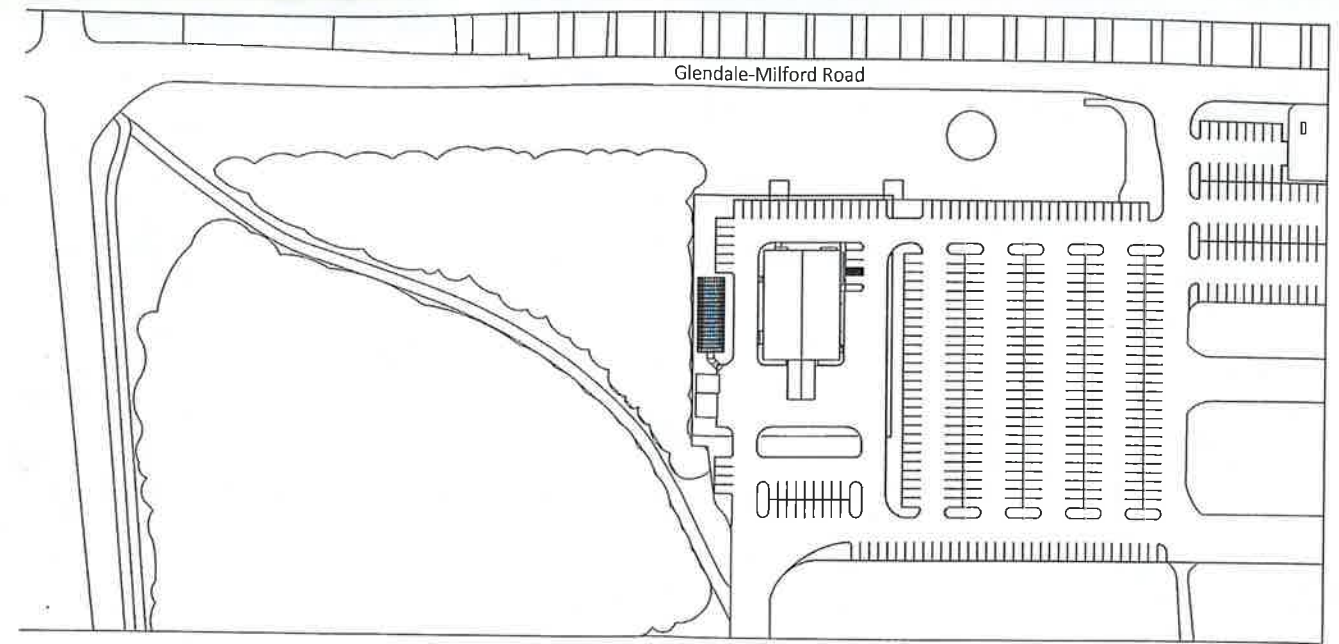
Legend

1. Entry Pocket Park
 - Formal Gardens
 - Seat Walls
 - Trellis with Bench Swings
2. Roundabout with Park Identity Sculpture
3. Park Commons
 - Open Air Structure & Seasonal Ice Skating Rink
 - Farmers' Market
 - Contemporary Play Area
 - Terraced Lawn
 - Bistros
 - Splash Pad
 - Lawn Games
 - Community Health/Fitness Programming
4. Great Lawn
5. Observation Tower
 - Plaza/Stage
 - Restrooms
 - Shelter
 - Seasonal Sledding Hill
6. Pond/Stream Park Feature
7. Picnic Area
8. Potential Reuse of Existing Buildings
9. Parking Area
10. Community Gardens
11. Potential Performing Arts Center Site
12. Pedestrian Neighborhood Entry
13. Bouldering Course
14. Active Adventure Area
15. Dog Park
16. Zip Line
17. Ropes Course
18. Plainfield Rd. Entry
19. Golf Practice Facility
 - Driving Range
 - Practice Green
 - Club Kiosk
20. Varying Pathway System
21. Mountain Biking Course
22. Possible Gated Park Access/Entry
23. Future Development Area
24. Trail Staging Area
25. Concert/Performance Staging Area

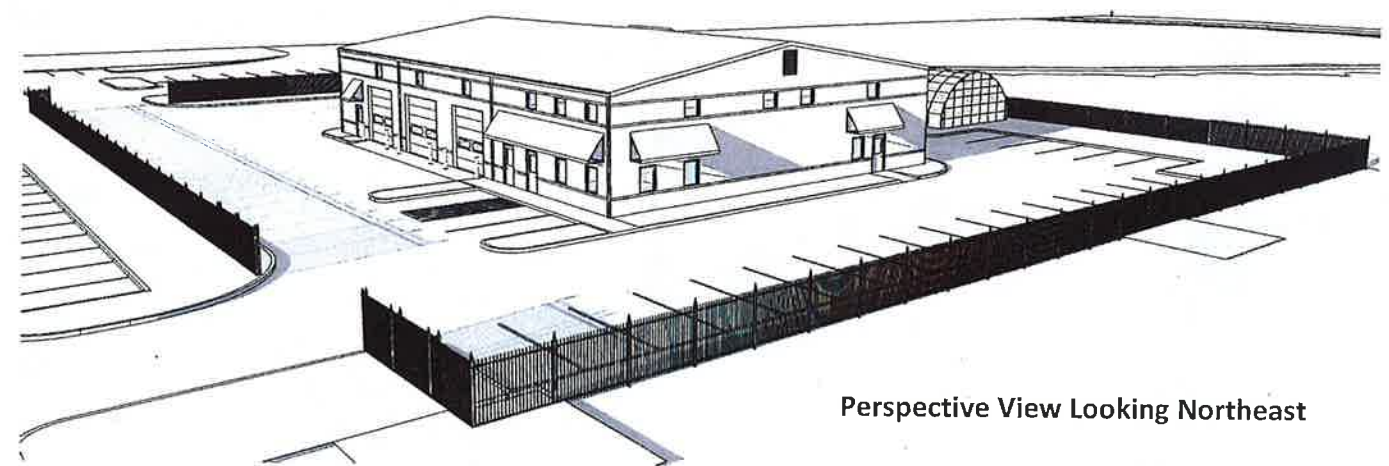




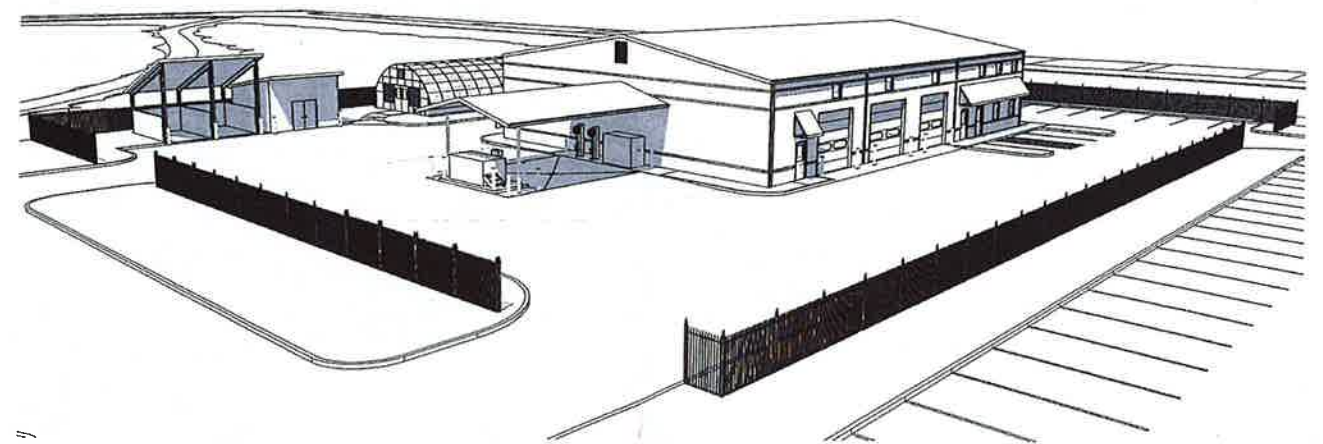
Site Plan



Overall Site Plan



Perspective View Looking Northeast



Perspective View Looking Northwest

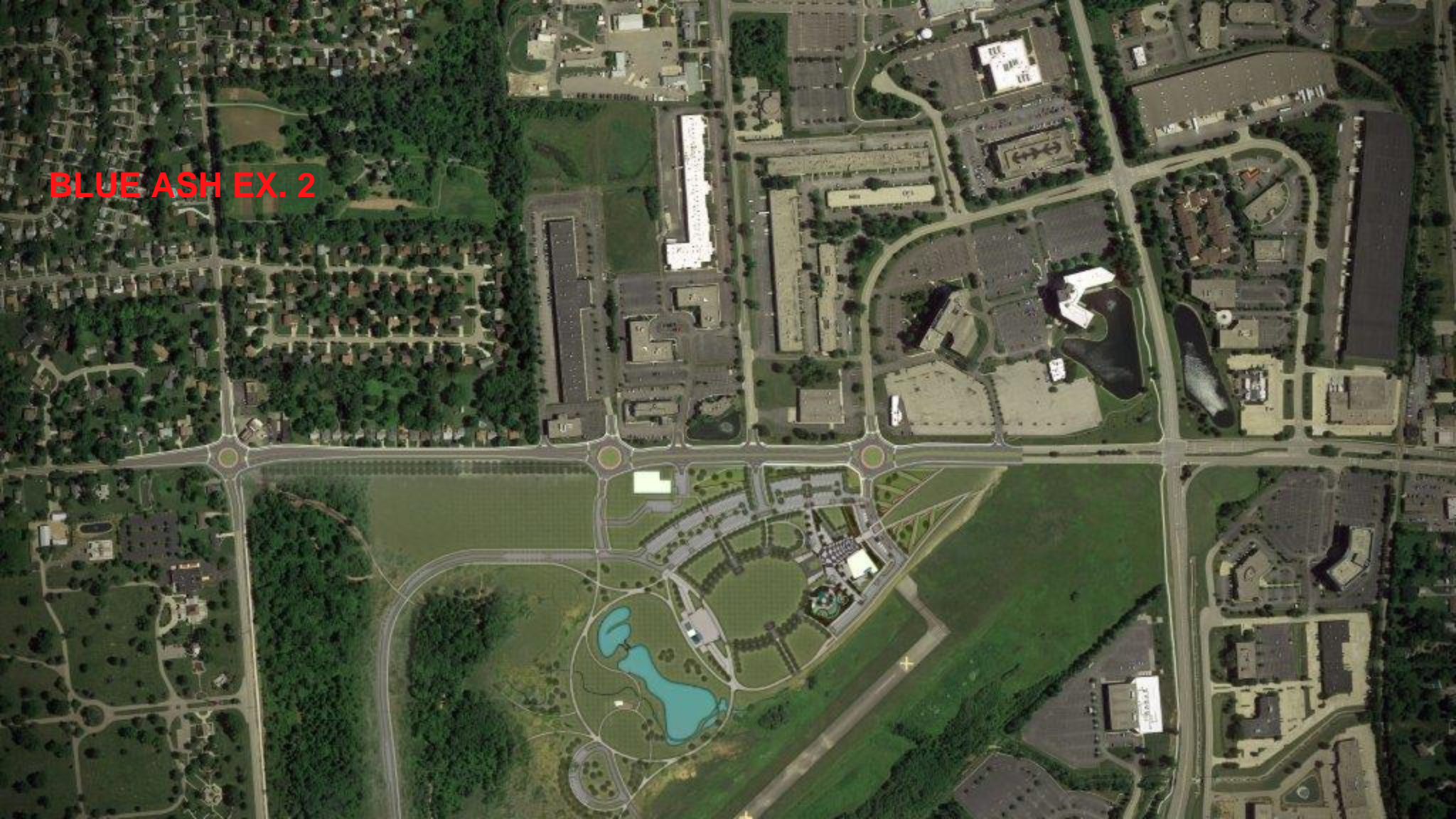
City of Blue Ash Summit Park Maintenance Building

Exterior
Perspective
Views

MSP Project No. 17472.00



BLUE ASH EX. 2



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Commission of Ohio Docketing Information System on

4/2/2019 11:58:11 AM

in

Case No(s). 16-0253-GA-BTX

Summary: Testimony Direct Testimony of Gordon Matthew Perry on Behalf of the City of Blue Ash, Ohio electronically filed by Mr. Bryan E. Pacheco on behalf of City of Blue Ash, Ohio