

JOINT MEETING

CANTERVILLE-KETTERING CITY COUNCILS

November 8, 1973

Centerville Council and Staff Present:

Mayor Paul C. Hoy
Councilman Charles McQueeney
Councilman John Davis
Councilman Leonard Stubbs
Councilman Russell Sweetman
Councilwoman-Elect Nora Lako
Vice Mayor John W. McIntire, Jr., (late)
City Manager James Smith
Asst. Service Director Thayer Thompson
City Planner Robert Winterhalter
City Engineer Earl Schab
Police Sgt. William Lickert
Finance Director William Bettcher

Clerk of Council Marilyn J. McLaughlin

Kettering Council and Staff Present:

Mayor Charles F. Horn
Councilman Jerry Lee Albert
Councilman Gerald E. Busch (late)
Councilman John W. Griffith
Councilman Robert J. Makarius, Jr.
Councilman-Elect Arlo D. Ragun, Jr.
Councilman J. T. Cavender
City Manager Ervin L. Falch
Asst. City Manager Robert W. Schafer
Law Director John J. Adams
City Engineer Edward F. Roubal
Traffic Engineer Robert E. Wert
City Planner Peter J. Horan
Police Chief John R. Shryock
Fire Chief Robert E. Myers
Clerk of Council Helen D. Lutz

Mayor Paul C. Hoy of Centerville called the meeting to order at 8:00 p.m. in the Community Room of the Centerville Municipal Building, 100 West Spring Valley Road, Centerville, Ohio on November 8, 1973, following a tour of the new building.

Mayor Hoy: I would like to thank Mayor Horn and the members of the Kettering Council and staff for coming down tonight to meet with us. It may be well since we do not know everyone here, that we start and go around the table and introduce ourselves. (See roster above for those present.)

Mayor Hoy: The first item on the Agenda is the layout of streets at the corporation line between Kettering and Centerville. I wonder if someone from Kettering and Centerville would review the vacant areas of land that are along the two corporation lines? How many acres or locations do we have that are vacant?

Peter Horan: In terms of Kettering's land, I would say that there are roughly 60 acres -- part of which is in the Oak Creek Plaza and which is zoned commercially. There are about another 30 acres zoned for apartments off of Montgomery Square Drive in that U-shaped street. The balance of the land in Kettering has been developed.

Mayor Hoy: I notice there is some land north of Wenzler's property which would be south of your Hempstead Road. Is that land all occupied up there, Mr. Horan?

Peter Horan: A portion of that is the inverted I-shape which is zoned for apartments. That is still vacant. It is owned by Wenzler.

Mayor Hoy: I wonder about the land just east of Red Coach. Is that land all developed?

Peter Horan: Well, there is a small portion that isn't; roughly maybe 30 acres.

Mayor Hoy: And all the land that is in Oak Creek South is developed and the streets in that area are established and in place?

Peter Horan: Yes they are.

Mayor Hoy: Does anyone have any questions concerning this?

Mayor Horn: We, of course, have had a couple of telephone conversations earlier this week and we are very pleased to have the opportunity to have our Council get together with your Council and also to have our staff people meet with yours as you suggested. This might not be a bad idea to do it a little more frequently than we have in the past. I don't recall ever having done this before.

We, in Kettering, have felt that perhaps rather than get too specific on the details of the planning that we might try and reach some general consensus of cooperation between our Councils and then leave the details to our planners to try to work out together. Then at some later date, we could meet on a more comprehensive level. It would seem to me that we should discuss generally what is planned in these areas in order that it might elicit any suggestions.

Mayor Hoy: The land in Centerville, Karl, north of Red Coach, is Wenzler's? Most of that planning is complete, isn't it?

Mr. Karl Schab: It is complete. We just recently submitted a section of the street. It is residential and school which is very similar. We have 500 feet in front which is single-residence. The next one would be doubles around here and we have some adjacent to the industrial zoned land here adjacent to the drive-in theatre as was mentioned. This would be multi-family. Now this one was very recently approved (pointing to map). However, Centerville Council did express a wish to check into the position of the ditch which is shown here in blue and to make sure that this ditch was being cleaned. I talked to Mr. Roubal. We should be getting together on the level of the technicians of the City here to check that this ditch is really improved right now to a certain degree which would assure proper drainage. This should be discussed.

Councilman John Davis: I was going to say, if I may, in that particular area in Centerville, we have residential abutting what will eventually be a drive-in theatre. We would hope that Kettering would give some type of consideration for screening. It is very important to our citizens that we have adequate screening between the theatre and our residential area. I think that at the same time that you discuss it over there that you might discuss screening as well as drainage.

Councilman Griffith: Pete, please indicate on the map where the screen will be.

Pete Horan: The screen will be about in the center facing Kettering. The parking area on the plans is 100-200 feet from the corporation line.

Mr. Griffith: Is there any screening provided?

Mr. Horan: There is no screening indicated on the plans now. One of the problems that we are facing is the fact that the ordinances that were in effect regarding zoning which were pertinent to the court case -- did not provide for screening so the City of Kettering is in a tenuous position because of the court decision. I might suggest that perhaps Bob (Winterhalter) and I could work something out with the Levin Brothers.

Mr. Winterhalter: How cooperative is he without the legal requirement?

Mr. Horan: I couldn't really tell you that. Council does have a little bit of leverage because the Levin property does continue on down to this area (pointing to map) and eventually they will want to develop that land.

Councilman Stubbs: Mr. Mayor, while we are talking about the streets, I think Mayor Horn's suggestion is a good one. We should more or less get a policy kind

of statement established and then leave the details to the staff to work out. I would like to know what their policy is going to be and have some indication of actions past which we weren't really happy with. Now our policy as I understand it for several years -- maybe John Davis or somebody else can fill in some more since I wasn't here -- but has been to have streets connect and open and so forth. I don't know that we want to change that in any way but I understand with Rahn Road, particularly, we opened that up under protest from some people in order to have access.

Mr. Davis: It is interesting to observe that we have a school on Rahn Road which has a lot of small children. We opened this up. Now we've got Overbrooke that has a swimming pool that has been closed on us. This is a pretty interesting observation.

Mayor Horn: I cannot speak for Council as we have not come to a specific policy statement. I guess we have taken this for granted. We do and have established specific policy statements on specific matters. Other Councilmen can speak as they wish. I feel it is, passively at least, our policy to have open and free transportation, avenues, lanes, between the communities -- streets -- and to also have a cooperative effort in terms of coordination of fire, police and other services. This would seem to dictate that we have some sort of coordinated effort in the planning of land uses because this is what it is all about. If we are going to have appropriate traffic counts on the various categories of streets, then obviously our land use is going to have to be compatible with your land use when the streets run through the same area when they connect. I think it would be our desire to have projections of this usage when other pertinent data should be considered by both cities at the earliest time and more or less try to lay out a master plan for these undeveloped areas. Now, that is only a kind of an "off-the-cuff idea." But if we could discuss it perhaps in those terms, I think this would be, in my opinion, an objective that we ought to have.

Sweetman: Can we read into this possibly then that you might reconsider the Overbrooke Road which the City of Kettering voted to cul-de-sac as a street? Maybe a policy statement like you just brought up -- you would be able to look back over your shoulder and say maybe that wasn't such a good idea after all?

Mayor Horn: The Council, in coming to that decision, did predicate their judgment on traffic count. Now these traffic counts which were one aspect of the decision, projected by the Traffic Engineering Department on the south end of Overbrooke as it relates to Kettering. I couldn't say that as a representative of Council, No. I think that would have to be a matter that Council would

Mr. Sweetman: We are a little late then in having this meeting.

Mayor Horn: Yes, I think, unfortunately, that we are late in having this meeting. We should have, probably as Mayor Hoy suggested, been meeting over the past years but with the press of so many other developments and things going on in both cities, it is one of those things that has gone undone.

Mr. Davis: Well, back to the situation at hand, I'm sure that if we were to have a traffic count on Rahn Road and considering that we have a school there, that we might have to barricade that. Now that would not be accommodating Centerville at all. Rahn Road open is accommodating Kettering. So maybe we'll have to have some traffic counts.

Mayor Horn: Well, I think probably we would have to say that there should be some reciprocal accommodations in both instances. Mr. Wert, what is the classification of Rahn Road or give us a definition --

Mr. Wert: It is our highest type street. It is a thoroughfare.

Mayor Horn: And what are the criteria in relation to a thoroughfare?

Mr. Wert: We are talking about a very wide right-of-way in the City of Kettering or 120 feet. We are talking about the widest class of median and two major lanes separated by that median, large set-backs, tree lawn space, sidewalk and curbing . . .

Mayor Horn: What about traffic count?

Mr. Wert: We would predict that a major thoroughfare would carry as much as 35,000 vehicles a day. Now, although Rahn will probably never reach this point -- and it would probably scare some people to death if they heard that figure who live on Rahn -- I am saying that the capacity of a street on a thoroughfare classification could be as high as 35,000 vehicles per day. The actual count on Rahn Road right now is probably closer to 3,000. In looking up future projections, it is predicted that about 12,000 per day if Rahn were to continue through the multiple jurisdiction and become an inter-city route.

Mayor Horn: Now, could you give us a comparison? What is our classification of Overbrooke and what are the characteristics?

Mr. Wert: Overbrooke is a residential street with a 50-foot right-of-way, 27-foot curb to curb. Regarding traffic volume, I'm afraid I can't tell you what the existing volume is right now in various places. Of course, the corporation line is zero. Maximum residential street volume that we would prefer to see from a desirable standpoint would not exceed 2,000 vehicles per day. Probably, it would be desirable to be as low as 1,000. At the very minimum, I would say approximately 2,000 in defining residential street characteristics.

Mr. Makarius: I think part of the problem involved here is due to the types of zoning along a projected street where the zoning may be single-family residential in one city and multi-family in the other which causes a different traffic load. This is exactly what we have in the two instances.

I think it would behoove both of our Planning Departments to get together so that each initially knows what the immediate zoning is adjacent to the boundary line and possibly work at the scheme whereby the zoning could be altered on either side to become compatible for a projected street pattern. This way, you would keep the same type of zoning all on one street whether in one corporation or the other.

This would be sort of a Master Plan and Master Zoning Use Plan combination. This would be for a street pattern as well as zoning use. And when you get your zoning use uniform along a street, then you don't have the problem of the different traffic loads on the wrong kinds of streets.

Mayor Horn: I would like to ask a question of some of the staff -- Traffic Engineer. Does the condition exist where we have a different width or different classification of street joining -- and zoning -- adjoining Centerville?

Mr. Wert: It is possible that our thoroughfare standards may differ slightly. This is one of the things that we would like to get straightened out. As a matter of match-up -- I think for example, Bigger Road. It is possible that Bigger Road may be a slight miss-match between the proposed Centerville standards and between the Kettering standards which are being constructed at the present time. In this case, I think there is enough lead time to take care of this problem. The other ones -- I don't know for sure but I don't believe there is any real deficiency in matching.

Mayor Hoy: Most of Oak Creek South has been developed and my eyes are not good enough to see how many streets in Oak Creek South come down and touch the Centerville Corporation line, but there must be three or four down there -- right south.

Centerville has more vacant land. Our land south of your corporation line, most of it -- there is very little of it developed. Since it is mostly vacant land, that is an area that the Planning Group should give some consideration to. Right now, it is zoned Washington Township R-4. We are enforcing Washington Township's zoning here. What is that? (pointing to map)

Mr. Horan: That is about 20,000 square feet of single-family.

Mayor Hoy: The street patterns in Oak Creek South are set. And the streets come to the corporation line. You know they are existing there. And we need coordination between our Planning group and of course, we know what exists in Kettering. There isn't any secret about that; it is already developed. And our problem with Overbrooke was that that street had also been in existence for some five or six years and our Planning Commission just continued it on into Centerville. Now, I don't think that we want to see the same type of conditions develop in Oak Creek South -- there to the south of it. Somehow we need to avoid these things.

Mr. Davis: I want to say -- and quite frankly -- I don't think it is fair to either citizenry to cut that thing off.

Mr. Griffith: I think it would be a fine idea when sending the public notices out of a public hearing for land that is adjacent to your corporation line or any other corporation line that your Planning Commission or your City Manager or someone in your city receive that notice and vice versa. And then someone from your city or our city could attend that meeting and hopefully our Planning Commission or City Planners would touch base with each other before this occurs.

Mayor Hoy: That is a fine idea. When we send public notices for a public hearing for land that is adjacent to other corporation lines, we will send notice to the other city.

Mr. Davis: Right. In fact, on this particular one that has created such a problem, your citizens did appear before the Centerville Planning Commission. We did try to alleviate the problem by directing traffic by the way we set in the street to the apartment project. We did direct traffic North to make it more difficult for traffic to turn into Kettering. We did listen to them and we did react and act. But I think it is also well that the bodies get together from a planning standpoint.

Mayor Horn: It would seem helpful if we could, as a technical procedure, get our maps coordinated so that they are the same scale and fit together. The next time we meet we should see how they all fit together for coordination in that respect.

Mr. McQueeney: I'd like to see that, Mayor Horn, and even if maybe once a year, the maps could be updated at the borders and maybe include Washington Township too. That is a critical area that affects both of us and I would like to see -- I mean we have a map that goes off and all of a sudden nothing else exists and you have a map that shows nothing else exists; but we know things are there and I would like to see it all in perspective.

Mr. Griffith: Washington Township has their own zoning, and you enforce whatever they have?

Mayor Hoy: They enforce their own. There is some land in Centerville that when it was annexed to Centerville -- we haven't changed the zoning classification. We still carry the Washington Township zoning classification which was in existence at the time it was annexed and we don't change those or we didn't change them in the past. Now there are some that have been changed since they were annexed but all of them have been changed by some definite plan.

Well, would all of our Planners please take note of this particular request?

Mr. Schab: Centerville would have to change their map.

Mayor Hoy: Kettering's map is so much larger that Kettering will have to have a smaller map scale.

Mr. Schab: This can be done by taking a picture and reducing it.

Mayor Hoy: Well, I am certainly in agreement that the City Planners and City Engineers and the staffs of the two cities and the Planning Commissions of the two cities should work together on these common areas. And this should be done well in advance of any development that takes place in the areas adjacent to either corporation. Now other members of Council can speak for themselves but I believe this would be the thought of all the members of our Council.

Mayor Horn: This may encroach somewhat on other parts of our agenda but would it be agreeable if we could, before we leave this geographic area, to ask our staff people, police and fire, if they have any particular things relating to this area that they might want to bring up or discuss? Now, we have an item on here as to mutual assistance. I think that is a little different but I would like to inquire of you folks if there are any existing problems in that island that sticks up over on the right as well as any particular fire or police problems, recognizing, of course, that we might have something here on Overbrooke which exists. What about that area that sticks up there? Is this something that is causing any problems?

Chief Shryock: From my standpoint, I would have to say, "No". We haven't had any problems at all with either of these areas.

Chief Myers: No problem.

Police Sgt. Lickert: We have no problem.

protection
: Our fire ^{is} operated by the Washington Township Fire Department and they are not here tonight, are they?

City Manager Smith: The only problem that has come up from our Fire Department has been the closure of Overbrooke and turning fire equipment around in that.

Mr. McQueeney: We had something come before us the other day. It wasn't a zoning case. It was a plot plan of something the other day or a couple of weeks ago at the corner of Bigger and Whipp — or what is now called Hewitt Drive. We have a rather large complex going in there and the design was one large boulevard going into the complex and then the streets circulating inside. When we asked the developer to design an emergency exit which would come out on Hewitt Street in Kettering and he agreed to do that. Now our object there was to have another way of getting in and out in case of an emergency and we even agreed that it could be with a lock or a gate or a chain of some kind to put over there to keep in and out traffic from using it but we just have to have it so that there would be an emergency exit. Now I guess the next step is up to Kettering as they develop the offices along that boulevard — along Hewitt to make sure that you agree that that will stay there.

Mayor Horn: Now to clarify one thing. It may be redundant but I would like to see this whole area on one map. We have to have two maps fit together — one map on the same scale.

Mr. McQueeney: There is a little area there that goes into Kettering where we have asked that the emergency street be put through. I guess it would be called an alley.

Mr. Albert: I would like to say something concerning Overbrooke. There were several letters written by Erv Welch, the City Manager, to Centerville and I believe we

Mayor Horn: I don't believe we want to get into that now. We are moving forward.

Mr. Albert: I do want to straighten one thing out. A letter did go out and we got a reply to it -- so it was not a matter of no communications. Another thing on this plan on the land next to Centerville in which the Centerville people were heard also. I think it is R-1 which abuts B-1-A and I believe somebody came in and wanted higher zoning and we did hear the people from Centerville. That case has since been dropped but we did hear the people from Centerville. We did notify them in that case. So we have done the same thing you have -- we have heard the people.

Mayor Hoy: Are there any other comments on cooperation with reference to the development of land along the common corporation line?

Mr. Sweetman: With reference to the project there along the tracks, Mayor, I have had a number of calls lately with reference to the screening. More and more as this project develops it will become a problem. I don't know what screening will be required. I haven't had a chance to talk to you people about it but I think it is going to be a definite problem for Centerville.

Mayor Horn: Can you identify that for us, Russell? I am not sure what it is. Kettering Square?

Mr. Sweetman: Kettering Square.

Mayor Horn: Pete, can you enlighten us on that?

Mr. Horan: With reference to screening?

Mr. Sweetman: That is correct. Between Centerville and Kettering.

Mr. Horan: As I recall their proposal, it envisioned a natural planting along there. I will have to check this out.

Mr. Sweetman: People have come in and their definition of a barrier and mine leaves a lot to be desired. With this thing twenty years away, just a planting of a few shrubs -- I would like to know exactly what we are going to have there so I can answer these people.

Mr. Horan: We have had quite a few people in our office who were residents of Centerville wanting to know about the total placement of landscaping. We will be very happy to send you a specific response as to what their proposal is.

Mayor Horn: Russ, I think we could go further than that. These people have been very cooperative to my knowledge. On citizens complaints I have gone down there and they have made a special effort to make corrections and adjustments. I would say that we ought to try and have our people get together on this and if there is some deficiency...

Mr. Sweetman: There is now. Some people can't project what this thing is going to look like now.

Mayor Horn: I think we ought to go to them and discuss it with them and see if we could get any corrective measures taken. As I say, they have been cooperative to my knowledge.

Mr. Sweetman: You are talking about the developer?

Mayor Horn: Yes. We would certainly want to cooperate with you as to what is a reasonable approach on it and then go to them and see -- even though it may not be in the plan now, we would try to get it incorporated into the plan. It is my feeling, unless there is any objection from the rest of our Councilmen.

Mr. Makarius: I think our Planning Department or Building Inspection -- whoever happens to have an extra copy of the plot plan could send a copy down there.

Mr. Sweetman: Aesthetically, this isn't the most beautiful thing in the world. I would like to have it available to show them.

Mayor Horn: Pete, would you take care of that, please?

Mayor Hoy: OK, I have one additional comment concerning Overbrooke. I think that it may have been done when that was barricaded some few months ago. But I think if that thing ever occurs again, I think that we must make certain that the Fire and Police Departments of both jurisdictions are advised before the barricade is erected and I am not sure that was done before. Putting up a barricade without advising people could lead to a real tragedy.

Mayor Horn: I think we can agree unequivocally that this should be done.

Mr. Welch: The way this is going to be constructed the fire trucks will be able.... the barricades will go in as designed by a consulting engineer.

Mayor Hoy: Well, Chuck, I mean what has been in existence for several months.

Mayor Hoy: Are we ready to go to the next item? The next item is the impact of IR-675 on Kettering and Centerville. We have watched for some 6 to 10 years the discussion of a by-pass around Dayton to Englewood. I think that this highway has to be completed as it will have a tremendous impact on Kettering, Greene County, Dayton, Wright State University, Wright-Patterson Air Force Base, Northern Warren County as well as other areas. In fact, it will have a tremendous impact for the benefit of the total region. The Centerville Council has taken the position that we would be in favor of this highway due to its importance to the entire area. We feel that it should be constructed as soon as possible in the location that was finalized and for which much of the property has been purchased.

I am not indicating or counting on any help that I want Kettering to agree to but I think it is something that serious consideration should be given to so as not to delay a highway needed by the total region. I placed this on the agenda because it is something which requires regional cooperation.

I would like to see all governments in Montgomery and Greene Counties go to the State and the Federal Government and do everything we can to have the Impact Study completed as soon as possible and have the highway built. If it is delayed, it will do nothing but retard the economic growth of the area -- the total area.

Mr. Cavender: We should not lose sight of the new Federal Highway Act that sets standards for the interstate highways. We either agree or disagree. If we agree with the new standards, then quite conceivably, this section of highway would be very much in violation of the standards. And that is what the environmental impact study will hopefully show. First, you have to resolve in your minds your basic philosophy because when you put in an interstate highway, it is there forever. Do you feel strongly that it should conform to the new Federal Highway Act? It was passed in January of 1973. All highways that are under construction during this calendar year do not have to comply, by the grandfather clause. In 1974 and thereafter, they will have to comply.

Mr. Sweetman: We spent 3½ hours yesterday in Columbus with Mr. Leathers and Mr. Baker. It was really an eye-opening experience. What you are saying is somewhat true but really we talked about nine projects which fell under this thing which they looked at. Of the 9, 8 of them slipped by and the only one affected was IR 675 -- the one you are talking about. Of course, this was brought on by court action regarding

a wildlife preserve. They brought this thing to light on the West Coast -- through a judge that was handpicked -- a gal by the name of June Love. This thing was brought into Court and the Federal Government decided they couldn't handle it so they compromised and this is what brought this thing on. It was a compromise action. It is not something that the Federal Government lost -- they compromised.

Mr. Cavender: Well, they compromised, if I recall, they compromised on the grandfather clause only.

Mr. Sweetman: I think they compromised on the whole thing. They were afraid of these people.

Mr. Cavender: I am fairly familiar with this case. The question is that the Federal Highway Act is in effect and was passed in January 1973. Now the question is on highways which are under various stages of construction -- some are just beginning, some are pouring concrete, etc. Now the question is where do you chop it off and say that these highways can go ahead?

Mr. Sweetman: This they have done in 8 out of 9 cases in Ohio.

Mr. Cavender: That was the outcome of the case on the West Coast. Everything on this side of the line can go ahead and everything on the other side of the line has to come under the new Act. And the line that they drew, as I understand it, was that anything that was under construction in 1973 or could get under construction with a shovel in the ground in 1973 would fall on this side of the line.

Mayor Hoy: I think that is exactly right. If they could show contracts for the construction of the highway, then it was beyond the point of delay, or a certain percentage of right-of-way purchases.

Mr. Cavender: But the case you referred to did not alter the Act. The act is in effect and all highways of 1974, for sure, will comply. Now the question with this section of the highway -- the basic question is do we want it to comply with the Federal Highway Act? Now as far as Environmental Impact, etc... This is the decision that each of us in our own minds has to make.

Mr. McQueeney: Now the question I will have to ask you -- when the Mayor introduced this tonight -- is -- for 10 or 11 years this thing has been in the process of being built. Now recognizing the problems people have with the environment now. What is it about this road that bothers you environmentally? I don't understand....

Mr. Cavender: This is what the Environmental Impact Study will tell.

Mr. McQueeney: Say in just a matter of timing -- if we went back two months -- had there been no real objections to this thing, it would have been approved and built.

Mr. Cavender: I chaired a committee of Council to study this and the thing that bothered me personally was that you have this wooded area which is obviously a natural screen for the rest of the section. The highway is blotted out. We had a study made by TCC and the conclusion was that it was technically not feasible to put a bend in the highway because of certain radii, the banking and the slope, etc. Fortunately, our committee had an architect, Mr. Makarius, a man who knows how to draw a curve and he drew a curve that bypassed the woods which we had been told was technically not feasible. We took this plan to the state and surprisingly to us, they said they agreed with everything we said. It is technically possible, so then we are hearing two different stories -- so the real answer was that of delay. We were told that if we went ahead and insisted that the Environmental Impact Study be made -- it would take three years to make the study. I still don't think it will take three

years to make a study.

Mr. Sweetman: I believe it now. It is the red tape. You better believe it now. That is what we found out.

Mr. McQueeney: Every step of it has to be passed back and forth between State and Federal and this is what really delays it. But maybe if somebody hand-carried it, you could break that down to two years but ..

Mr. Cavender: The Environmental Impact Study per se should take only six weeks. The critical thing is the actual study.

Mr. McQueeney: I don't want to say that we have lost this road but if you follow up what you are saying, an Environmental Study will be made and then if someone wants to object to it, it will delay it longer, then the environment will have changed so now we do another Environmental Study. As Mr. Leathers said, the lawyers are having a field day picking up all of the little technicalities to delay things now. It is more than anything else. By this thing missing its date -- you didn't say so in so many words -- but I got the impression that you are not going to get it in. My original question is -- other than the trees -- what is the environmental problem that you saw in this study?

Mr. Cavender: You didn't mention Environmental Study and that was what was asked... that an Environmental Study be made and that is what is being done. It is like putting a huge building in the ground and not taking soil tests. Maybe when they do the study it will show that there is no environmental problem.

Mr. McQueeney: I probably got in trouble with Mr. Leathers but I accused him of being chicken about the whole thing. I certainly have that feeling that there are a lot of elected and appointed officials who are getting awfully chicken about the environment and are hiding behind it rather than making some very critical decisions. It is easy to say that the wildlife people are on my back or I have a restraining order from them. It is a lot easier to give in which they have done on this but in that way, you have another kind of environmental problem. The City of Centerville, for instance, has the highest growing pollution in the whole of Montgomery County from automobile exhaust because we can't get relief on the city streets because we don't have IR 675. And I am sure that this affects other communities in the area. What about Wright-Patt where every morning I hear the helicopters say, "Boy, I'm glad I don't work there." The traffic is all backed up. This creates a pollution that is all out of proportion to the thing you may be trying to avoid by not putting the road in. There are really two sides to the thing and I think that somewhere along the line, men who are dedicated to building communities have got to take some pretty brave and bold steps and do it rather than saying.... "Let's have a study.... Let's have a study." Let's study this and study that. You can study too much and never make a decision. This is what I think about IR 675. Ten years is inexcusable. The Dayton Metropolitan Area is probably as far behind any metropolitan area in Ohio in terms of circumferential highways. We have none, really. It's a shame that we don't have it because we have small groups of people who keep blocking things that don't suit them. They never think of the metropolitan area.

Mr. Cavender: Let me say something because I won't be on Council next year to make a decision. I would urge and I would think that each of you making the decision

will in your own mind decide: "Is the Federal Highway requirement a sound requirement?"

Mr. McQueasney: You need to back up. It is not the Federal Highway Act that you are talking about. What you are talking about is the Environmental Protection Act which includes all Government agencies. The Highway Department comes under that as does everything else. Do we live with it? I don't know. Ask President Nixon. What did he do last night? He wants to let up on it a little. There comes a time when one thing outweighs the other. You have to make decisions and you just can't keep saying: "That's the law -- that's the law." I think we need things.

Mayor Hoy: John McIntire, Deputy Mayor, came in late and I want to introduce him. I would also like to introduce Councilman Busch who came in late.

Mr. McIntire: Is the Kettering elective government going to take the same actions that the Centerville government has taken by putting a Resolution, strongly urging the State to proceed with this highway, based on the various reasons that have already been enumerated, as to its needs and requirements, and place in on the Kettering Government Agenda for a vote of the Council people for forwarding to the Ohio Director of Highways?

Mayor Horn: The only action taken by the Kettering Council up to this point has been to recommend an Environmental Impact Study be made. Whether or not the Council is willing to take other action -- I can't speak for the Council. We are concerned with the (I speak personally and have always indicated a concern for the development of this highway for the area) ... It is a matter that will get considerable discussion throughout the area, not only by those communities that have already considered it, but in Kettering as well. I simply can't speak for the Council as to what action will be taken.

Mr. McIntire: Will you put it on the Agenda? I put this question directly to you.

Mayor Horn: I think this is of appropriate importance that we can very well review what action has been taken and take into consideration any new material available to us. As I say, any Councilman can put that on the Agenda and I would be amenable to our reviewing the matter and having it on our Agenda.

Mayor Hoy: It is apparent that we are stuck with the Environmental Impact Study and I think this decision has been made that there will be an Impact Study. I think one of the things that Centerville has been clear in their Resolutions has been that -- All right, if you make an Environmental Impact Study, then let's make it as rapidly as possible to resolve this question. The highway is extremely important to the area and let's get the highway built somewhere.

Mr. Cavender: I think that the people who are affected will agree to that strongly.

Mayor Hoy: If you could have a Resolution of support for IR 675 and that all of these problems and conditions can be resolved as rapidly as possible -- it is denying the Dayton area of a tremendous asset. For every month or year it is delayed we are being penalized in Montgomery and Greene County and I think this is an area that we need to recognize and direct our attention to.

Mayor Horn: I don't personally think there would be any question about a Resolution urging the quick resolution of the impact study. That is not speaking for Council -- that is just my view. I think that we are anxious to see the matter resolved as quickly as possible.

Mr. McIntire: What this boils down to is a couple of fundamental things:

One is that Centerville wants that road built. Centerville doesn't want that road built just for Centerville. Centerville wants that road built for Centerville and the total region.

We had an emergency meeting at Sugar Camp with all the big shots -- area elected officials -- and everybody was going to see to it that the Governor of the State did something about having this road built. Well everybody seems to have crawled back into the woodwork. You either want it built or you don't want it built. I think that the planning of this road -- I have lived here for many, many years -- and I have seen it start from the ground up and it hasn't gotten too far off the ground. You either want it built or you don't want it built. You want to be abstract about the direction it goes. What it is going to do, I suppose is that it will eventually get built whether it is 1980 or 1985 at three or four times the cost it could be built today and then whoever is the head elected person of the State at that time will come down and cut a ribbon and say how marvelous and wonderful this highway is -- but we have spent years -- about a decade fiddling around with it. At this point in time, it looks like the City of Centerville is the only people interested in trying to get the matter expedited. There is little or no support apparently coming from those other area politicians who are State Representatives, who are State Senators, who are really concerned about getting it built. We have put it right on the line. Centerville wants the road built and as quickly as possible for the various reasons that have been given. I don't see right now any other leadership in the total community coming out to expedite this highway and I am very disappointed because it is only going to wind up costing the taxpayer a H--- of a lot more money for every day it is delayed.

Mr. McQueeney: I think if we could just get a very strong endorsement from the Kettering Council that the area does need IR 675. The Environmental Study is going to be made but that means it hangs it really. But it may help in expediting the Environmental Study. Maybe they will hand-carry it if there is enough pressure but you know that as long as you have an area as big as the Dayton Metropolitan Area and you have only one little community on your back, you can just say that is not a big problem. So they will take care of the big problems first. I think we can make it a big problem and still have the Environmental Study but we can do it more quickly than if we don't have to do something like this. If we just sit back and wait, we will wait a long time.

Mr. Sweetman: As of yesterday afternoon, the City of Centerville was the only City which had made a Resolution which incidentally -- we have made part of the impact study. They have much opposition as you people know and that also will be part of the study. We are hearing from the other side and not from anybody for the road. They have heard individually from some public officials but this does not have the wallop that something in the way of a Resolution may have. As of yesterday, this Impact Study was being let. They had the consultants and the contractors sign. Our parting remarks there yesterday were -- at least this is what I gathered -- They say the road will be there, for all practical purposes, with a one-year delay. I asked him, within 365 days? He said: "No, within 360 days." Mr. Baker went so far as to give us a schedule, purchases, etc. that have been made. I think they are going to go ahead and plan that road just like the center line was set out originally, go ahead with their impact study and certainly hope for the best. I think the interested people and the entire community have got to get together to do a job because the other side has done theirs.

Mayor Hoy: Thank you. Are there any other comments? Then I guess we are ready for Item 3 on the Agenda.. Do you want to introduce it, Chuck? Mr. Mayor?

Mayor Horn: I would be happy to make a comment or two as I have rather consistently on record. I think public transportation -- and I have felt for a good many years -- is something that this country is going to have to deal with and deal with meaningfully. Of course it is a long-range planning procedure. The events of the last week have brought this to emergency proportions in view of the fuel crisis. However, the crisis of the pollution is also lurking in the background. I think we, in Kettering, have had some negotiations with RTA as to mass transit. I believe we are prepared to pursue those negotiations actively. It is my feeling that we consider expansion of mass transit of significant importance. It is my feeling that the citizens of Kettering feel that we should pursue the objectives of mass transit. The question of how fast and how much money can be spent on it has not yet been resolved but I think the action on the matter is evident and I think it is a suitable subject matter for discussion here, particularly in view of the possibility of the corridor project. I know there is a difference of opinion on the merits of the corridor project so all I can do is voice an opinion (personal) and that is that it is a tremendous opportunity for this region to have, essentially underwritten, an experimental transportation project which, if it is successful, could very well implement an extensive transportation pattern for Kettering and the area. I think your growth is only a few years down the road and you are going to be in no different situation than essentially Kettering is in regarding your transportation needs of the future. The advantage you have now is that you can do a better job of planning in the future because the future is nearly with us. The future is a few years off for you. We have not as yet had the program presented by TCC on the Corridor Project in its final form after the study. We have had several presentations but not the final. That will be on our Agenda on the 13th of November and I think it is a project that we will give considerable importance to. With that as an introduction....

Mayor Hoy. Very good. I will make a few comments and then we will go around the table and see if anyone else wants to talk.

Four or five years ago, I will admit that I didn't have much hope for the need for public transportation in the Dayton area. I think the energy crisis - gasoline and oil -- is much greater than any of us realize. I think that ten years from now our living patterns will have changed completely. There is only so much oil in the world and that oil is being consumed at an extremely rapid rate. The oil production areas of Texas ten years from now will be practically exhausted. As President Nixon said last night, we have 6% of the population of the world and consume 30-35% of the oil. I think the day is not too distant when you will not see one person riding to work in an automobile. There will be two, three or four people. And when this item was placed on the Agenda -- I think it may be well for the elected officials of Kettering and Centerville to really begin to have some serious discussions about public transportation for the future. I am thinking of much more than just the corridor. This is an area that will have a tremendous impact in not five or six years from now but next year. While we all talk about transportation, and the automobile will be with us for years -- I think this public transportation is an area that may be the major problem of local government for the next ten years whether we like it or not. It is going to be with us. How will we move people to work and home again -- to shop -- to the Doctor -- and to the hospital -- and all these things?

We will go around the table now --

Mayor Horn: Before you get away from it -- I, as probably many other Mayors, did receive a telegram from the President today asking local officials to endeavor to ask their citizens to implement some of the goals that he set forth in his address, one of which was the 50 miles per hour voluntary speed control. He has indicated that if this nation did that, we would save a quarter million barrels of fuel per day.

I was a little disturbed in reading tonight's paper -- it seemed to indicate the people were taking this request for fuel conservation rather lightly -- tongue in cheek. I would like right now to go on record that I do not take it lightly and I think we should ask all of our citizens to make a personal commitment to conservation of fuel. My wife turned our thermostat down to 62 today and she tells me that is where it is going to stay. So I think we should join together in appealing to our citizens to take this personally and make a personal commitment to this if that is the course of action to take.

Mr. Griffith: Regarding the matter of the rail corridor, I think the rest of the Kettering Council and I are on record as favoring this project. I think that regardless of the outcome, for mass transit to be economical and effective, it would have to be a very wide system which will have to be eventually developed. I don't think it can stop with this one rail line from downtown Dayton to Centerville. I am very much in favor of this experimental project but I also believe in the need for an area-wide system.

Mr. Makarius: I would hope that the experimental study does prove that the rail system is a viable project, in our two-city area. However, I also feel it is a regional problem -- not just for our two cities. Basically, I do feel that we need more communication with the Transportation Coordinating Committee and what they are planning and trying to put forth for a regional transportation system thereby providing a public transit rather than the regional highways. I do feel that TCC should disseminate more information to the local cities on the public transit that they are working on and possibly that we can help implement.

Mr. Cavender: I certainly agree with what has been said. However, simply running a line from Centerville to downtown Dayton -- I personally don't think it will come near paying its way and being successful. It has to be an overall, area-wide pattern which would tie in to the airport, the Air Force Museum and other locations with feeder lines coming in from the cities -- from the cities where they would go intra-city on the lines. If we don't use it, it will be like the buses with two people sitting there not even paying for the oil, let alone for the bus itself. I think it is a tremendous possibility for transportation not only area-wide but for a network of total mass transit in the area. IR-675 and other highways are not so extremely important as it will be if you don't have them.

Mr. Albert: I agree with what has been said. I read over the first report that TCC put out. Their busway idea was supposedly a great one but the other cities that used them found out -- that if they put it in this area -- the Environmental Impact Study would eliminate it again. So it goes right back to one system again which would be rail. Like Jay said, not just from Centerville but back -- use it both ways and extend it to Xenia to the West, to the North, and continue with the possibility of connecting with other cities and connecting with outlying areas. This is the old interurban system.

Mr. McQueeay: Well isn't what you have all said -- isn't it the original DART plan? They actually developed all of the things you are talking about including feeder lines. I think that is a great plan. I accused the TCC several weeks ago of underselling the plan because they were handing out pieces of it and I think we should talk about the entire DART plan. We tend to think of maps and talk about other areas. But by golly that Penn Central right-of-way goes right down to Cincinnati and Cincinnati is growing toward Dayton, and these are the kinds of things you really have to look at in terms of moving people around and not just between Vandalia and Centerville but also between Vandalia, Centerville, Dayton and Cincinnati. The whole thing is a network and the rail is the best way to do it, and I don't know why we are foot-dragging on it now. This is what I faulted TCC for doing -- or it appears to be foot-dragging -- and I hope the more I say that the more I hope they come out and say that they are not dragging their feet.

Mr. Albart: Surprisingly, they are finally coordinating their plans all together. Indiana made a study of rapid transit and they are using it throughout the state. They have a line that actually extends down to Cincinnati. So they are so if they connect down to Cincinnati and you don't have to use a plane afterward and use up all of that fuel -- you can get on right here in Centerville and end up in Chicago. So if the tracks are renewed.....

Mr. McQueeney: What it takes to renew them is for people to use them.

Mayor Horn: There is a new emphasis now added which is an inducement for people to get out of their private automobile and use mass transit. That is when gasoline goes from 75¢ to \$1.00 per gallon. It is going to be an awful lot easier to appeal to the reason of those people, I think. Up to now it has been a matter of public relations to look at long range and it hasn't worked. Conceivably a new dimension has been added that will put enough imperative there that we can start thinking in terms of the practicality of mass transit.

Mr. McQueeney: So what we are saying now is that really we want TCC to come back and give us something that we can really live with.

Mayor Horn: It is amazing what that DART group did with no budget whatever.

Mr. Albart: It is amazing how little TCC did with \$180,000.

Mr. McIntire: Well, this is true. I think they were so enthused with the diesel busway that they didn't want to look at anything else. Centerville was very early to endorse the rail and Centerville was the original combatant with TCC against the busway. Look what it would be today if they had the busway -- they wouldn't have the fuel to run them. I am glad they listened to this wisdom under duress.

Mr. Davis: I don't have a lot to add to what has been said but I do concur with most everything -- that we have a regional concept rather than just Centerville, Kettering, etc. It has been proven many times that diesel doesn't work that well.

I would also like to point up a point that Mayor Horn brought up -- that some of our citizens took so lightly what our President referred to as a crisis. They think it is just in the imagination. I think that Centerville like the Mayor has suggested that Kettering should encourage our citizens to recognize this as a definite problem and abide by the request of the President to cut down their heating and whatever to do their part.

Mr. McIntire: I was late tonight because I walked. (laughter)

Mayor Horn: I realize that this is not a legal meeting tonight but I would like to offer a joint Resolution of our two Councils that we do urge each of our citizens to give serious consideration to a personal commitment to this conservation of fuel.

Mayor Hoy: I certainly agree with you and I leaned over to tell our Clerk of Council to give our Law Director instructions to prepare a Resolution to this effect and we will have it on the Agenda of our next meeting.

Mayor Horn: For the purposes of the press being here tonight, I would be in favor of an Informal Resolution here which obviously has no legal impact but which would be of some significance and I so move.

Mayor Hoy: I will second the motion and will ask our two Clerks to call the roll.

Mayor Hoy: Kettering will go first.

Mr. Makarius, Yes;
Mrs. Lutz: Mr. Albert, Yes; Mr. Busch, Yes; Mr. Cavender, Yes; Mr. Griffith, Yes;
Mayor Horn, Yes. (Vote: 6 Aye and 0 Nay - 1 absent).

Mrs. McLaughlin: Mr. Davis, Yes; Mr. McQueney, Yes; Mr. Sweetman, Yes; Mr. Stubbs,
Yes; Mr. McIntize, Yes; Mayor Hoy, Yes. (Vote: 6 Aye and 0 Nay.)

Mayor Hoy: Unanimous, how about that? Unusual! Now the news media can make quite a contribution to the conservation of energy if they will give this proper coverage.

Mr. Welch: I think I should announce to my Council that those beautiful decorative lights playing on the City building -- I have had them turned off tonight. I don't know how you feel about it.

Mayor Horn: We approve.

Mr. Welch: I am also having the heat turned down so it won't be so heated at Council meetings. It will be about 68 degrees. We have also taken other measures to conserve gasoline.

Mayor Horn: OK. Very good.

Mayor Hoy: Before we move to No. 4 on the Agenda, are there any other comments about transportation?

Item No. 4 is cooperation between the Centerville and Kettering Police. I have been mayor for eight years and I have never had anyone, on any occasion, call to my attention any lack of cooperation between the Centerville and Kettering Police. We just had it put on the agenda because we thought it was an area that we should review. Are there any thoughts from members of the staff? If Chuck would agree, I would like to have comments from the staff as to whether there are any areas that you think we can improve cooperation?

Chief Shryock: As far as areas that we can improve, I really don't know of any. We have worked hand-in-hand with the Centerville Police Department, under Chief Smith and also under your new chief. For the last week, one of your men has been working daily with our Detective Section - Detective Katros, on a joint case. One of your men was in a three-day school with our department. Years ago we provided radios for Jim when he was a one-man operation and dispatched for him for awhile. I am exceptionally pleased because with Centerville there has never been a problem.

There have been occasions where there have been accidents on Far Hills and there has never been a question of who would be responsible in responding. I don't know at this time of any area where there could be improvement.

Mayor Hoy: Thank you very much. Jim or Sergeant, do you have any comment you would like to make?

Sergeant Lickert and Mr. Smith: We have a cooperative agreement and we could not ask for better cooperation than from Kettering.

Mayor Hoy: Thank you very much and I hope at our next meeting we will get the same type of report.

Mr. Welch: We have no definite policy on the helicopters. We have been sending them out on an emergency basis. The question has come up as to whether we might want to rent them for a whole period of time. However, we have only about one hour that could be spared. Moraine has asked for it but I do not know what they want to do. It would cost \$60. per hour, for one hour per day. Parts are very expensive and it costs about \$65. per hour. There may be a fuel problem in keeping them airborne.

Mayor Horn: Again speaking for only my own thoughts -- It seems to me that the Helicopter Program is one, assuming that it continues to be fruitful, would lend itself to expansion and again be something of a regional service. This, of course, would require expansion of this fleet. We have not heard from other communities about desiring such a move.

Mr. Davis: Apparently your program has been successful since you have decided to extend the program for another year. Is there any later updating you can give us with your satisfaction on this program?

Chief Shryock: I can only say, sir, that this year's program has only more enhanced our belief that it is a valuable tool. I would be very happy to make available to you our report on its effectiveness and let you review it.

Mayor Hoy: I wonder if you would do that, Chief, and we would make copies of it available to our Council. I would like to ^{have} our City Manager and Chief of Police -- review with the officials of Kettering the proposal for one hour of service and present a report to Council your evaluation of what this report is. I would like to consider this.

OK - now - Item 5 for discussion is one area our City Engineer pointed out. The existence of a drainage ditch and I put this on as an item because there might be a drainage problem in either Kettering or Centerville and I am not aware of them. If any member of staff or the Mayor of Kettering wants to comment on this -- I think this is an area where we should have cooperation. I am not aware of any.

Mr. Schab: I don't know if Mr. Roubal wants to say anything. We have had some talk and should exchange such information involving our common corporation line. This would include the Wenzler case. I will be in touch with Mr. Roubal in the next few days to try to iron this out.

Now there was another problem but this is out of our hands. This was on the Marshall property. In this case Kettering discharges water and in this case there is an indication of cooperation on both sides working together. (Unable to understand complete statement).

Mr. Roubal: Nothing except to reinforce what Karl Schab said. The southern area in there where we are putting water into Centerville is no longer in the hands of the engineers. On the one to the north, we have pretty well made provisions for drainage in that area across the Levin property. However, I think this should be brought up and I talked to Karl about it -- before the subdivision you just gave me, Karl today, is approved -- Wenzler himself is going to have a considerable amount of open channel work or enclosure in the City of Kettering on land that he has not yet developed. The reason for that is that the agreement we have for the property directly to the east of him, which is the drive-in theater, is when the drainage is necessary in that area -- then the drive-in people have already installed about 100 feet of six-foot pipe -- then they will be ready to extend that channel clear to the railroad. So I think it is incumbent upon Karl as well as myself to make sure that that statement before the final approval is made - the statement is in there that the developer provide proper outflow.

Mr. Welch: On this Marshall case -- that is important. As you may know, Centerville has made itself a party to a suit against Kettering. I would just like to request you to do that -- your City Engineer and your Law Director help to resolve this. What was **Washington Township is now Centerville**. The water has to go someplace. It does not obey critical boundaries. It has to go downhill. We have always been able to work out these drainage problems. This is the first time -- something must have gone wrong someplace. I would like to have our Law Director and Engineer review this with your personnel on a more cooperative basis and I think this would do a lot to helping take care of it.

Mayor Hoy: I know this case is an old, old case and I am not completely familiar with it. I think we certainly will review it with our City Engineer and Law Director. If a determination is made after we have reviewed it -- we will get back with you.

Mr. Welch: We know this is a problem but we don't know why you are fighting us. We should be able to work it out on a cooperative basis.

Mayor Hoy: I wish we had reviewed before these fights.....

Any other comments on drainage?

Now the last item on the Agenda is an item of mutual concern so if you have any other item you want to talk about -- now is your opportunity.

Mr. Thompson: I would just like to put in a plug for Mr. Wert's department. He has helped me since I am new in Centerville with signs and traffic counts.

Mayor Hoy: Thank you, Bob, for your help.

Mr. Stubbs: There is one area I think that Kettering can be very helpful to us since we have just launched into a new recreation program. I know in Kettering they have a highly organized and successful recreation program with a new swimming pool and building over there. I think this is one area that we can maybe seek some guidance from you on. We have a young man who is our new director and hasn't had a lot of experience and I think he would appreciate any help you can give him. We would like to move the development of our program to meet the needs of our citizens.

Mayor Horn: This came up a little while before. You have a great opportunity with your current situation of development. I think we have been unusually fortunate in the wisdom of Mr. Welch first in backing the acquisition of land when we could afford to buy land over the years. This wasn't always easy when there were many demands for our tax money. But also, secondly and very importantly, he was successful in choosing an extremely capable young man to develop our Recreation Department-- Bill Richwine. I feel confident that Council would back the statement that we would be happy to have them share their experiences with you. We have just completed -- not completed -- we have retained a consultant to review our entire Recreation Program and pursuant to that consultant's activities, we have run a survey in the City of Kettering which we would be happy to make available to you. It is quite revealing, I think, in some respects and certainly when we have the benefit of our consultant's final report and analysis, I am sure we would be glad to share that with you. Again, I would say that Mr. Richwine certainly would be available to respond to any inquiry which you might have.

Mr. Stubbs: I appreciate that. This is an area where you can spend a lot of money sometimes and still not get what your people want. I think this is what we want -- to get the most program for our money. Since we are launching into it, I am sure you can be very helpful to us -- in getting Federal money and all kinds of things.

Mayor Horn: There is not only a survey from Kettering but also a survey from Oakwood of which we have been given a copy. I think you should avail yourself of both of those surveys for what general content and interest they would have to you.

Mr. Stubbs: Do you think they could get together pretty soon?

Mr. Welch: When we get our recreation study back, it is possible that they will recommend specialized types of facilities. It might be well for Kettering to build one and Centerville build the other. I think this is something that might be explored in the future.

Mayor Hoy: Thank you. I think that is a good comment. Anyone else have anything?

Mr. Smith: Our relationship with Kettering and its staff has been ideal.

Mr. Davis: I don't want to belabor the point but I would still like to get an expression from the Kettering Council as to whether anything can yet be done to avoid closing Overbrooke.

Mayor Horn: I don't know that we are really in a position to respond to that tonight.

Mr. Cavender: I know what runs in my mind and along the same line with others -- the decision to cul-de-sac Overbrooke was the tremendous possibility, as we saw it, that not only the area zoned for apartments but also the area zoned for business in Centerville. That was the thing -- that it would throw a tremendous flow of traffic into a residential area where the streets are extremely narrow and with the swimming pool causing an overflowing traffic-wise with cars parked and the tremendous number of small children walking -- that street was extremely busy with pedestrian traffic and automobiles. So that was what went on in my mind -- it seemed to be the only reasonable solution with the high traffic flow from the high density of apartments and business, ^{that} would go to **Bigger Road.**

Mr. Davis: Centerville was very deliberate in its Planning Commission to make sure that the business area had no access to residential. In other words, the business would go right out on Wilmington Pike. That has all been set for three years.

Mayor Horn: Well, John, if our action was predicated on erroneous information, certainly I think we are amenable to review of that.

Mr. Davis: Our business definitely will not be coming over on Overbrooke. The plans are already drawn on that. There could be a road coming off of the business and going on over to the extension of Whipp Road -- the proposed southern loop of that. The rest of it will be going on Wilmington. None of it will be coming on Overbrooke -- only the apartments. And again, we were very deliberate to try to direct the apartment dwellers north on Overbrooke over to Whipp Road rather than by the way we aligned the street coming out of the apartments. We would like reconsideration on that.

Mr. Makarius: It would be helpful to Kettering Council to receive a copy of the development plans of that total area immediately adjacent in the Centerville boundary so we can see exactly what the developers have proposed to do, which we have not seen.

Mr. Davis: I would like to propose that Mr. Winterhalter and Mr. Horan go over the total development as it has been laid out and ...

Mr. Griffith: It might be well to review this in a work session.

Mr. Davis: I would like to see them have some time together. Bob (Mr. Winterhalter) would be glad to attend one of your meetings if that would be necessary.

Mayor Hoy: Would you do that, Bob? Review this whole thing in detail with them? Thanks again for coming. We will look forward to a meeting in Kettering sometime.

Mayor Horn: We are delighted to be here and will look forward to hosting you in our building. This meeting has gone so well, maybe we should consider a Sister City pact. (Laughter)

Mr. Sweetman: I would rather look at you as a big brother.

There being no further business to be presented, the meeting was adjourned at 10:45 p.m.

Helen D. Lutz
Helen D. Lutz
Clerk of Kettering Council

CHARLES F. HORN
Mayor of Kettering

PAUL C. HOY
Mayor of Centerville