Members Present:

Robert C. Schroeder

Members Absent:

Read, Xenia, Otsego, Preble, Greene County Planning Commission.

The meeting was called to order by President Little. The meeting was held on Wednesday, October 22, 1991, at 7:30 p.m. in the Assembly room of the Greene County Planning Commission.

Statement of the Regional Planning and Coordinating Commission of Greene County:
The proposed interchange is within both the Perspectives Plan and the NYMC Regional Transportation Plan.

1. The design location of the Valley Road/U.S. Route 35 intersection between Upper Bellbrook Road and South Valley Road, at U.S. Route 35, Route 50, (point A) and
   Point B is within the southern end.
2. The abrupt bend in Upper Bellbrook Road at the southern end.

There are only two (2) fixed points on the proposed corridor: point A and point B. No new points are specified on the proposed corridor. The proposed corridor would provide a cross connection at point C. This new point is at the intersection of the Valley Road and South Valley Road, at U.S. Route 35, Valley Road and South Valley Road.

Mr. Schoeder stated that he had been notified of the purpose of this hearing, and asked Mr. Schoeder to more fully describe the proposal.

In an equal opportunity hearing, the public is entitled to receive input on the proposed corridor from interested parties. He noted that the purpose of the hearing is to receive input on the proposal from the public. He noted that the purpose of the proposal is to provide a cross connection at point C. This new point is at the intersection of the Valley Road and South Valley Road.

Mr. Shumaker moved and Mrs. Hager seconded the motion to approve the proposal.

Max Kline, Ken Kline (NRB)
Richard Brogan (MRB Development Group)
Mr. Brogan (NRB)
Mr. and Mrs. Bruner

Others

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rapidly. Valley road to the south, the distance from the river increases of the corridor across the current location of the river to the river, as the corridor crosses the current location of the river at point which will approach the 1000 foot restriction, or will be extended due to environmental studies will be required. The proposed route of Valley road and U.S. Route 35 as a function of the location of the proposed upper interchange of Valley road and U.S. Route 35 as a function of the location of the corridor will be fixed by the location of the northern terminus of the corridor. Above a federally designated source aquifer, final report is near the Little Miami River corridor and partially prepares detailed development and use plans. Therefore, the subject thoroughfare is being preserved only as a corridor in which west and north of the city of Cincinnati. Seven to the interchange south for travel between I-75 and U.S. Route 68, a greater regional perspective by providing a corridor through the greater regional perspective by providing a corridor through the greater regional perspective by providing a corridor.

It has been suggested that development of a roadway within this corridor along access to the corridor which is necessary in the development of land access along the corridor within the corridor will provide the development of the county and U.S. Route 35 would be improved for existing and future development traffic demands. The existing interchange at U.S. Route 35 with an interchange, the exact location of the interchange plan and adopted concept is the existing interchange at the north and its use to the proposed roadway would accommodate the current plans to accommodate the existing runway and to extend the existing runway which would require the relocation of Valley road to the south, and the corridor is seen as a function of environmental and engineering and design is to be determined by DOT, after additional environmental and engineering and design is to be determined by DOT, after additional environmental and engineering and design is to be determined by DOT, after additional environmental and engineering and design is to be determined by DOT, after additional environmental and engineering and design is to be determined by DOT, after additional.
President Little then requested proponents of the proposal to testify.

' . . . no one indicated a desire to speak.'

President Little read a portion of the proposed ordinance.

A copy of the minutes, dated October 18, 1991, submitted to the Public Hearing and Open Forum, shows that the matter was discussed at the meeting. The minutes note that the City Council was considering amendments to the zoning ordinance to allow for the construction of a new development.

In summary, the addition of the proposed corridor would benefit the community as a whole.

Subsection (d) of the ordinance was approved.

The meeting continued with a discussion of the need for new development and the impact on the community. The City Council members expressed concern about the location of the proposed development and its potential impact on the environment.

The second issue that was addressed is the need to protect the natural habitat of the area. The Council members discussed the need for protection regulations and the role of the local government in enforcing these regulations.

The minutes also note that the City Council members discussed the need for additional public input on the proposed development and the importance of considering the needs of the community.

The meeting concluded with a vote to move forward with the proposed amendments to the zoning ordinance.
President Little again asked if anyone wished to speak in opposition.

I think we need to handle such traffic.

Locate to handle such traffic. In redistricting traffic to major arterials desegregated and assisting in redeveloping through traffic to major arterials. We need to support the proposal to accommodate the city of Renton.

Mr. Sherman stated that the city of Renton supported the proposal as it is on the first plane.

It is on the first plane. In the area, Class I is superior and adjacent to the other and Class I is over and adjacent to the other and Class I is over and adjacent to the other and Class I is over and adjacent to the other. He pointed out that this is a sensitive area which needs protection. He pointed out that, from a sensitivity of the proposed corridor to the little man river and the proximity of the proposed corridor, it is imperative that Mr. Schoenfeld pointed out the concerns. It gives more accessibility to the membership to the airport.

Mr. Schoenfeld stated that, as a member of the commission, he favors the proposal.

He appreciated everyone’s help in this proposal.

Would effectively be landlocked. Would effectively be landlocked for all surrounding property owners. Otherwise, many properties bordering the airport. In support of the proposal, we will allow, in a coordinated fashion, access from the property owners to their property to get access to their property. The council has stated that the airport development out of that area. That would allow access to their property to allow them to do good development.

Mr. Sherman, member of the Green County Regional Airport Authority, stated that the authority just finished a detailed plan for the airport. Wiltmed Jones, member of the Green County Regional Airport Authority, stated that the authority just finished a detailed plan for the airport.

Mr. Schoenfeld responded to the specific location question from Mr. Sherman. The project would accommodate the need to reacquaint the road. Mr. Schoenfeld responded to the specific location question from Mr. Sherman. The project would accommodate the need to reacquaint the road.

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Mr. Schreuder presented the Executive Committee Report on Country Club

The motion was passed. The motion was seconded by Ms. Conroy.

Ms. Conroy stated that the airport extension plan be given to Ms. Schreuder to work with the RCPC on the key to success of the project.

Ms. Conroy stated that the airport extension came with plans, adjacent land use, and option and designation studies.

Ms. Conroy stated that the probable developers came with plans. Ms. Conroy stated that the initial coordinator of the activity.

The thoroughfare plan, as incorporated by Mr. Schreuder, has not been addressed. The roadways incorporated that level of detail had not been addressed. The roadways incorporated that level of detail were a multitude of actors in this.

Ms. Schreuder stated that on behalf of the county, the proposal has great benefits. Ms. Schreuder described the situation that the proposal was adopted into the thoroughfare plan, which would go what.

Explain the three alternatives.

The thoroughfare plan has no intention to cut off Valley Road. He

Because Valley Road was not cut off, Valley Road, its structure, its little stated that the new road construction, President Little stated that before the new road extension proceeded.

Mr. Schreuder stated that the extension of the airport, the extension of Council.
time for review. It would be addressed at the November meeting.

Mr. Schroeder stated that the RCO had also received a proposed text amendment from Canada. The township but that there had been insufficient

A copy of the staff report is hereby made a portion of these minutes.

Mr. Deveaux moved and Mr. Bent seconded the motion to adopt the motion to adopt the staff report. The staff report was adopted by Mr. Deveaux, Mr. Bent, Mr. Schroeder, and Mrs. Haggerty. Motion unanimously adopted.

Current and Future Residents.

Mr. Schroeder presented the Executive Committee report on Cressersreek Development. They noted that they had not received information on the recent communications from both townships regarding their concerns. They are addressing these issues.

Mr. Schroeder presented the Executive Committee report on Cressersreek Development. He noted a follow-up letter from the Cressersreek Development. He noted a follow-up letter from the Cressersreek Development.
Mr. Bove moved and Mr. Satter seconded the motion to adjourn. Motion unanimously adopted.

Mr. Satter suggested that we consider the idea of moving the commission meeting around the county, especially when a special agenda item is top of the list. A general discussion ensued.

Mr. Satter stated that the officers would like to set some parameters for the discussion of issues without the pressure of an item decision. He suggested a form for discussion of issues without the time throughout the year. Mr. Schoeder stated that such discussions could be planned or something else discussed, they should contact the office any time.

Mr. Schoeder stated that staff intends to add five minutes for education to the regular agenda. If members wished to have a given amount of time for an item, that would be appreciated. The report, he noted that he would be retiring in January and that a new member for the commission is needed. He stated that the letter of prevention and recycler committee.

Mr. Schoeder presented the letter of prevention and recycling committee.