



THE PLAN

MIAMI TOWNSHIP



Miami Township Comprehensive Plan
Plan Adopted March 15, 2022





Miami Township is a vibrant, diverse, and unique place that prioritizes sustainable development that improves the health and wellness of our residents. We will create a safe and strong community through placemaking, efficient and effective infrastructure, and innovation.

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ACKNOWLEDGMENTS

The Plan: Miami Township was created with the input of many individuals, groups, and most importantly the community. This document would not be possible without the generous dedication of time, ideas, opinions, and resources from the community, businesses, and leaders within Miami Township.

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EXECUTIVE SUMMARY

What is The Plan?

The Plan is a comprehensive vision for the future of Miami Township. The Plan is a blueprint for development and growth of the community and enhancement of quality of life elements to better guide change in the township. The previous comprehensive plan was adopted by Miami Township in 2006. Much has changed in the community in the last 15 years, so a new comprehensive plan is essential to ensure that the township is building on our current strengths and opportunities, and is prepared to face our greatest challenges.

The Township Trustees, Township Administrator, and Community Development Department will use this new, updated plan as a framework for making future decisions based on the plan's long-term goals. The Plan will aid them in making choices consistent with the community's vision for land use, services, transportation, parks and recreation, and housing among other topics.

Input from township residents and businesses is an integral part of creating a comprehensive plan. The community was asked to get involved in shaping our community's future by sitting on community advisory boards, taking surveys, attending meetings, and reviewing plan documents.

This Executive Summary is intended to be a stand alone document that summarizes the content of the larger comprehensive plan. Please refer to The Plan in its entirety for a more detailed view into the vision for the future of Miami Township.

What is in The Plan?

The Plan is designed to convey the vision and goals the community has for the township related to Five Foundational planning topics as well as a process for how a change of land use or development project should be reviewed.

This plan is intended to adapt to the current conditions of Miami Township by remaining flexible in the designation of individual parcels of land, as well as by creating a process for the community to amend most aspects of The Plan; land use designations, goals and initiatives, and guiding demographic data.

The flow chart on the next page summarizes the layout of the plan, and provides the vision statements related to each of the Five Foundational planning chapters.

Page 11 contains the Land Use Map. This map may be accessed online by following the link above the map, using the QR code, or by visiting www.miamitownship.com. The Land Use Map spread may also be found at the end of the Development Guide along with explanations of all land use designations, and a description of how to use the map.



CHAPTER 1 WHY PLAN?

Why Plan provides an introduction on the history and the benefits of comprehensive planning. The chapter provides a summary of some of the demographic and population trends that inform planning, as well as a summary of the public input that informed The Plan.



CHAPTER 2 DEVELOPMENT GUIDE

The Development Guide is the portion of the document that describes a process to review the compatibility of a land use proposal or a development project with the specific site. This chapter ties together the goals and initiatives of the Five Foundational chapters below to designate land uses, discuss appropriate levels of impact on surrounding uses, and how much development a site is able to support.



CHAPTER 3 INFRASTRUCTURE

Miami Township will be a community with enduring infrastructure that is cost effective, resilient and serves the public efficiently and equitably.



CHAPTER 4 HEALTH AND WELLNESS

Miami Township will be a community that promotes health and wellness through what we build and what we preserve.



CHAPTER 5 SENSE OF PLACE

Miami Township will be a community that has a clear identity that carries meaning with residents, businesses, and visitors alike. We will strive to be a unique and vibrant community that is readily recognized as Miami Township.



CHAPTER 6 SUSTAINABILITY

Miami Township will be a community that achieves sustainability in our fiscal, environmental, and public operations. We will endeavor to create a built environment that is sustainable and creates lasting value for residential and commercial areas.



CHAPTER 7 INNOVATION AND TECHNOLOGY

Miami Township will be a community that embraces innovation and is adaptable to new technologies and concepts. Miami Township will pursue opportunities to keep the community on the leading edge of technological advancement.



APPENDIX

The Appendix is intended to host data, maps, studies, or other documents that support the information presented by the rest of The Plan. The Development Guide and Five Foundational Chapters have been streamlined by removing bulky charts and maps from the body of the chapter.



THE PLAN

MIAMI TOWNSHIP

Land Use Map Legend

Land Use Base Layers

Agricultural



Residential



Commercial



Office



Industrial



Special Consideration Districts

Institutional



Park



Airport



Flood Plain



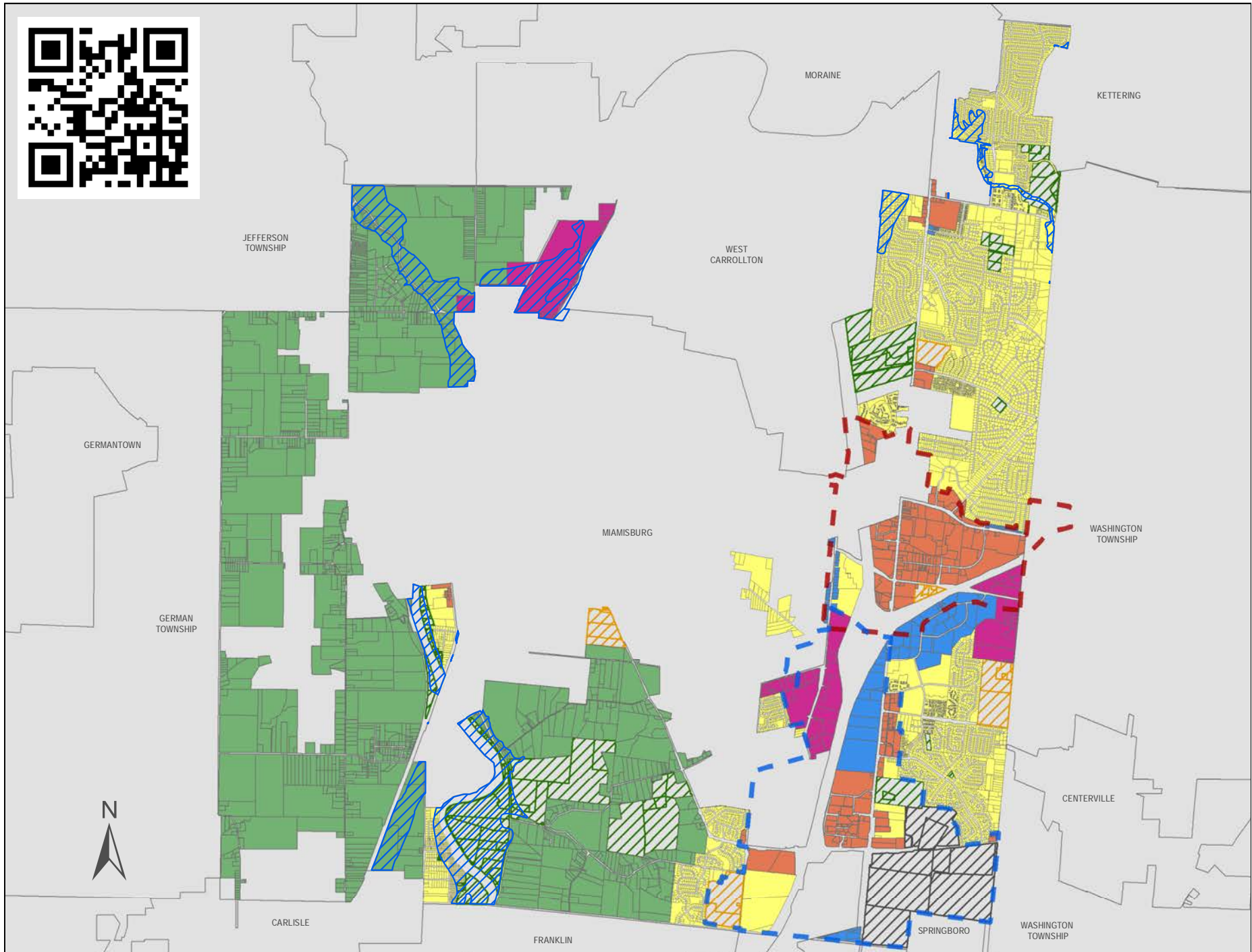
Master Plan Overlays

Austin Interchange Land Use and Development Plan



Miami Crossing / Dayton Mall Area Master Plan







CHAPTER ONE WHY PLAN

Introduction

Many communities have goals to develop, grow, expand, and otherwise change over time, but change does not always lead to a better community. How do we ensure that the changes to come will lead to a better quality of life for Miami Township? This is why we Plan.

This document is more than a set of goals, it is also a Plan for evaluating change against these goals in ways that strive to improve the quality of life of our residents and visitors.



Legal Basis of Planning

The Ohio Revised Code under Section 519.02 states that a board of township trustees may regulate a variety of factors related to the construction of buildings and development of properties provided that such regulations are “in accordance with a comprehensive plan.” This document exists in part to fulfill this requirement. Many of the goals that are outlined in The Plan are to be implemented through the design and development criteria of the Miami Township Zoning Resolution. This document should be used to guide the decisions and standards upon which these future projects are evaluated.

Importance of Planning to Miami Township

Miami Township is a diverse mix of rural and urban landscapes, from crops and pastureland to office towers and dense residential complexes. We are served by rural two-lane

roads as well as interstates and a reliever airport for Dayton International Airport. Our commercial areas range from small, locally-owned shops and restaurants to one of the largest regional shopping centers in the state. This diversity of landscapes and development patterns generate great opportunity, but also pressures to preserve certain aspects of the community while we grow economically.

Our community has changed, in some areas dramatically, since the last major update to the comprehensive plan 17 years ago. The market downturn in 2008 required many communities in Ohio to reconsider how they do business in order to maintain operations and move forward.

Our resilience as a community is based on some factors that we don’t directly control - location on two major interstates, a new interchange, and available land between Dayton and Cincinnati. It is also based on factors our community does control - planning, zoning and development standards, and a diverse financial footing.



Working with the plans and development standards adopted prior to and over the course of the last 15 years, Miami Township experienced substantial growth with over \$200 million in new investment in our community.

As The Plan is prepared, we again find ourselves at an important juncture as a community - the mall area (Miami Crossing District) is facing significant challenges as are all retail and commercial properties in the United States, between the growing utilization of online retail formats and the COVID-19 pandemic, it is clear that some areas will again need to dramatically transform to maintain viability. How this transformation occurs and plays out should be guided by the goals and strategies outlined within this document.

Trends

Miami Township faces many of the same demographic trends and challenges as the rest of the country. The U.S. population is getting older, with the percentage of the population 65 and over projected to increase from 17% in 2020 to 21% by 2030. School-age enrollment and births in the United States are also dropping. Figure 1.01 shows declining enrollment in the Miamisburg, West Carrollton and Carlisle school districts. Figure 1.02 shows a decrease in the total fertility rate over the last 80 years. The number of expected births per woman has continued to drop, below the replacement rate for



a generation, the rate at which enough births occur each year to sustain population levels for a generation.

These trends are having and will continue to have significant impacts on housing needs, consumer preferences, transportation and many other aspects of the community. It is anticipated that the United States will need to add nearly 1 million units of senior housing in the next 20 years, according to the National Investment Center for Seniors Housing and Care. Many more homes will need some level of accommodation conversion, as only 10% of homes are ready to accommodate older Americans, according to the U.S. Census Bureau.

In addition to these long advancing demographic trends, the pandemic of 2020-2021 accelerated changes in the workplace, technology, schooling, transportation patterns, and other factors that may have come over time, but were suddenly thrust upon us in 2020. The lasting impacts of the virus are unknown at the time this document is being prepared, but it is likely that work from home, online classes, and many other pandemic-induced changes will not fully revert back to the way they were before. In many ways, the pandemic simply highlighted again the need to have a community that is adaptable and resilient by providing multiple paths for people to live and conduct their business.

All of these trends emphasize the need to have an underlying vision and objectives for the community to ensure that development remains focused on the underlying goals of the community.

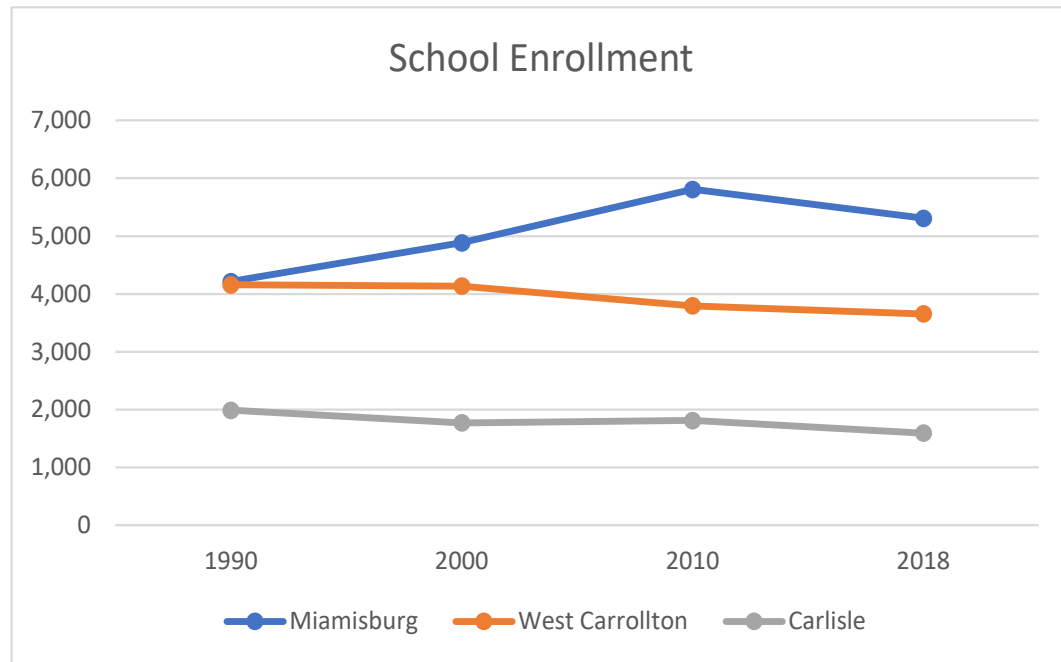


Figure 1.01

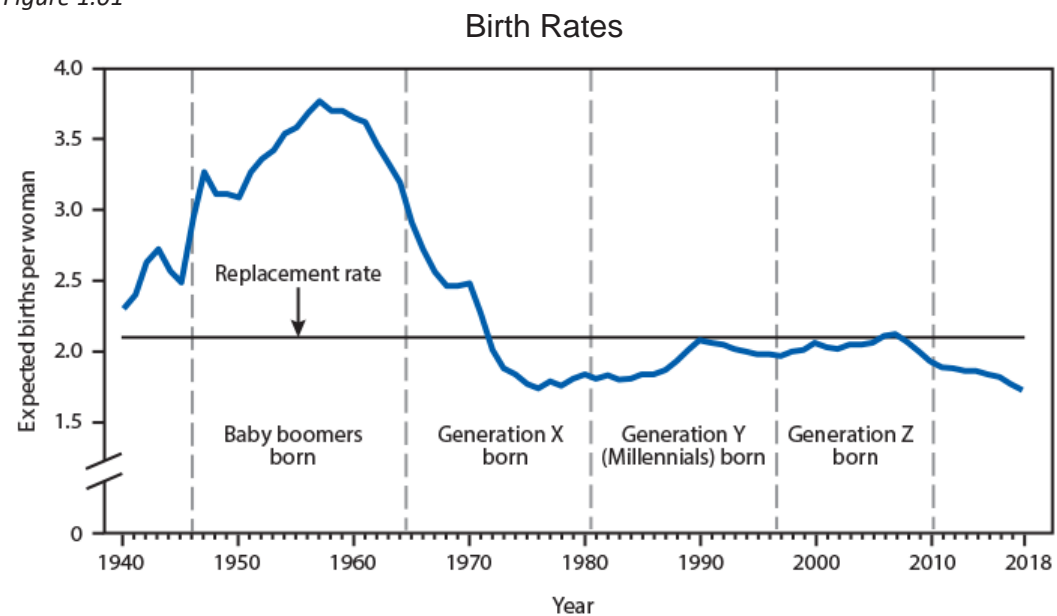


Figure 1.02

Public Input

Public engagement and input is essential for the creation of an effective comprehensive plan. To best guide decisions for how a community should grow and develop, understanding the priorities of those who live and work in the community is an important first step.

The public was invited to provide input throughout the comprehensive planning process through a variety of outreach methods. A Steering Committee of township residents, business owners, and community volunteers were involved throughout the planning process to guide the creation of The Plan, open house public meetings were held to discuss community values and the visions for the future, and surveys were made available to provide an opportunity for interested parties to answer detailed questions about the future of Miami Township.

A detailed summary of the public input process and results can be found on page 136 of the Appendix.

Vision

The Plan is meant to tell a story of the community and how we envision our community adapting to changes over time.

The public, Steering Committee, and staff working together formulated the following vision for Miami Township's future.

Miami Township is a vibrant, diverse, and unique place that prioritizes sustainable development that improves the health and wellness of our residents. We want to create a safe and strong community through placemaking, efficient and effective infrastructure, and innovation.

The vision establishes a framework for how the community sees itself and what it hopes to become in the future. The vision is the backbone for the other chapters in this document and the lens through which we view them.



Plan Design

The Plan is intended to be an active document that is used by Township staff, elected officials, and public at large. The document should be accessible and easily understood by many different constituencies to have the most value to the community. The Plan is broken down into three sections with an appendix for documentation.

The Executive Summary

A summary of the concepts and ideas of the plan. The Executive Summary is intended to be the most digestible version of The Plan. The Executive Summary outlines the layout and intent of The Plan and is the most accessible and succinct portion of the document.

Development Guide

The Development Guide is intended to be the portion of the plan utilized most often by those who are seeking to further develop our community. It covers the community's vision and guiding principles to provide an understanding of how to use those concepts when looking at the land use plan. This chapter is intended for developers, property owners, elected officials, staff and residents to see what objectives our community prioritizes and provide a clear rationale for our decisions.

Five Foundational Chapters

The remaining chapters in the document describe each of the five concepts that form the foundation of the community vision.

- Public Infrastructure
- Health and Wellness
- Sense of Place
- Sustainability
- Technology & Innovation

These Five Foundational chapters will help guide the growth and development of Miami Township. Each chapter dedicated to these principles includes goals and initiatives intended to advance our community's efforts to achieve the overall vision. Each initiative is

an actionable item that the Township and its partners intend to pursue in order to accomplish the goals outlined in each principle. The goals and initiatives should be updated over time as initiatives are achieved, new data becomes available, and other factors arise that necessitate the need for new direction.

Appendix

The Plan covers a range of topics and has strong supporting documentation that goes with each chapter. Instead of filling the chapters with demographic data and studies, we have instead placed these materials in an easy to find appendix. Appendix materials are referenced within each chapter but this allows the body of The Plan to be streamlined and focused on the implications of this data and our subsequent goals and initiatives. The data within the appendix is organized to allow it to be a stand-alone document that goes into greater detail on each topic.



CHAPTER TWO DEVELOPMENT GUIDE

Our Vision & Foundation

Miami Township is guided by a vision intended to serve as a foundation for long term improvements to the community. While we may have many goals and changing initiatives over the years, we feel that these Five Foundations encompass the core character underlying a strong, vibrant, healthy and equitable community. This vision, as well as the goals and initiatives derived from the Five Foundational chapters, influence the land use map and process laid out in this Development Guide.

Miami Township is a vibrant, diverse, and unique place that prioritizes sustainable development that improves the health and wellness of our residents. We want to create a safe and strong community through placemaking, efficient and effective infrastructure, and innovation.



Infrastructure

Miami Township will be a community with enduring infrastructure that is cost-effective, resilient and serves the public efficiently and equitably.

The Township thrives due to its proximity to transportation thoroughfares including Interstate 75, Interstate 675, State Route 741, and State Route 725, a regional bikeway network, and the Dayton Wright Brothers Airport. The ability of our residents, business owners and visitors to get around our community is paramount. Improving the existing roadway network to include sidewalks, bike paths, and complete streets is a priority for all roadways. This document shall guide public infrastructure decisions related to the location, size, and design of these improvements, as well as access to other types of infrastructure (water, sewer, broadband, etc.).

As new plans come forward, they should prioritize completing sidewalk connections and bikeway networks. Creation of a comprehensive sidewalk and bikeway master plan should be prioritized upon adoption of the comprehensive plan.



Health & Wellness

Miami Township will be a community that promotes health and wellness through what we build and what we preserve.

Land use planning impacts community health and wellness in many ways. Protection of the public health has long been one of the principal reasons for enacting zoning and other land use controls over time, but it has not always been directly addressed in many comprehensive plans.

A land use plan cannot force people to live a healthier lifestyle, but rather it should provide these opportunities through thoughtful design.

Some threats to community health such as placement of an industrial operation with toxic discharges in the middle of a residential community are readily identifiable, while others such as the lack of adequate access to healthcare facilities, transportation, food and other services may be much more nuanced.



Sense of Place

Miami Township will be a community that has a clear community identity that carries meaning with residents, businesses, and visitors alike. We will strive to be a unique and vibrant community that is readily recognized as Miami Township.

Miami Township has diverse physical and economic characteristics ranging from high density urban complexes to agricultural operations. This diversity can present challenges in creating a strong sense of place in an area represented by multiple zip codes, school districts, neighborhoods, and development patterns.

Creating a place that is not just unique and recognizable, but also serves the needs of our community is of utmost importance. Creating central spaces and art around a core set of building design aesthetics will help to identify our central places. Neighborhood projects can help to reinforce neighborhood identity and connection to the larger community. Further planning projects should be conducted to expressly connect through design aesthetics the individual neighborhoods of Miami Township to the community as a whole.



Sustainability

Miami Township will be a community that achieves sustainability in our fiscal, environmental, and public operations. We will endeavor to create a built environment that is sustainable and creates lasting value for residential and commercial areas.

The sustainability of our community relates to both financial sustainability – can we pay for the growth and services that our residents want; environmental sustainability – are we protecting the lands and waterways that we have within our community; and aesthetic sustainability – are we creating environments that will last, using quality materials and designs for long term success.

All three types of sustainability are important to assure that our community stays vibrant and continues to grow in a positive way. We should look at sustainability as a way to protect the investments that our residents and visitors are making in our community through their investment in properties, payment of taxes, purchases of goods and services, and gifts.



Innovation & Technology

Miami Township will be a community that embraces innovation and is adaptable to new technologies and concepts. Miami Township will continuously pursue opportunities to keep the community on the leading edge of technological advancement.

The community has been a hub of technological advancements over the past 50 years. With one of the first suburban shopping malls in the 1970's, to new highways and intersections, our community has been advancing with the times. Miami Township will strive to be a leader in innovative design, development, and ideas.

We will develop additional plans and reports that help us continue to be a regional leader in the design of our community and the provision of services to our residents. From autonomous vehicles and smarter street design to mixed use development patterns and stronger walkability standards, Miami Township will continue to advance.

HOW TO USE THE DEVELOPMENT GUIDE

The Development Guide is designed to facilitate a process through which development is measured, evaluated and reviewed based upon how the proposed development aligns with the goals and initiatives laid out in the Five Foundation Chapters, and how the specific proposal meets the six land use compatibility components detailed below. The goal of this document is to create a process that is not so vague as to have no backing and yet not so rigid as to be impractical in guiding future development proposals.

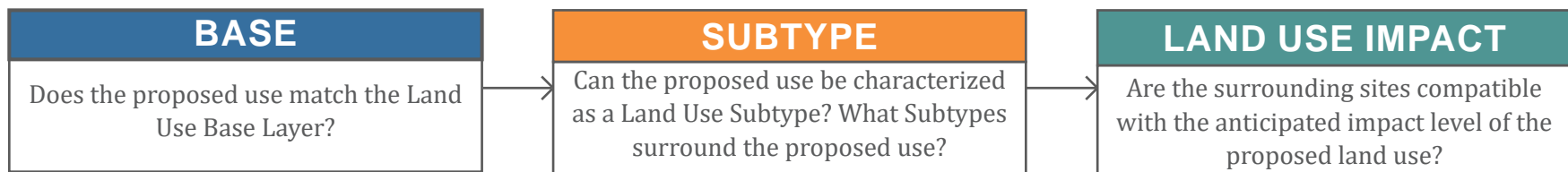
Land Use Compatibility

There are six components to the land use compatibility review process detailed in the flow chart below. If at any point along the flow chart a proposal is not compatible with a land use compatibility component, a project is either not viable in the location proposed or further review is required through an amendment to The Plan (see page 38).

Each of these factors are utilized to guide desired development to the most appropriate sites, based upon factors outlined in this document. These determinations should then be evaluated in terms of the proposal's adherence to the Community Vision.

The intent of this format of land use review and the creation of the land use classification system is to create a mix of uses that allows for the township to promote density in areas where density is needed, and limit growth in areas where such growth is not prioritized.

Land Use Review Process



Land Use Designations

The land use designation map is one component of the development vision for the community. Created with input from the public, the Steering Committee, and local stakeholders, the map establishes a baseline of current and future expectations for land use within Miami Township.

Land Use Base Layers

Land use base layers designate a primary land use for each area of the Township. Base layers are intended to be broad designations that specify the type of land use desired for an area without over-specifying how the land can be used. By sorting land into more general base layers, The Plan is able to remain up to date and flexible as on the ground conditions change.

Base layers are intended to be the first step for determining land use compatibility before reviewing for development and land use impact.

Land Use Subtypes

Land use subtypes are not land use designations. Land use subtypes are characterizations of different ways a land use base layer can be developed, each with their own priorities and requirements. When a request for development or for a land use change is proposed, land use subtypes should be used to guide how the development is implemented.

Land Use Impact Factors

Land Use Impact Factors include conditions of a particular land use that may increase or decrease the impact of the use on a parcel and the surrounding area. Below is the initial set of Land Use Impact Factors. These factors may be modified or adapted over time as the needs, desires and conditions of the community change and ideally would be incorporated into the procedures for review of development proposals under the Miami Township Zoning Resolution. The evaluation of Land Use Impact Factors is not to be done on a pass/fail basis. These factors are intended to inform the discussion and debate regarding a particular proposed land use, but should be taken in context with multiple factors and the vision of The Plan.

Land Use Impact Factors

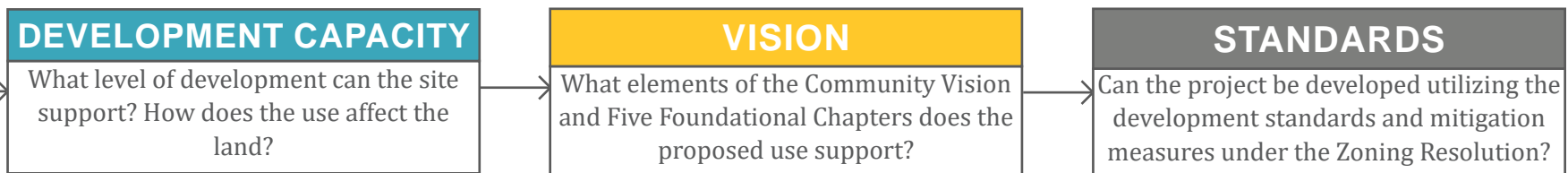
- Traffic Generation
- Type of Traffic Generation
- Hours of Operation
- Need for Exterior Storage
- Lighting Intensity
- Security Requirements
- Hazardous Operations
- Proximity to Airport
- Percentage of Impervious Surfaces

Development Capacity Factors

Development Capacity Factors are those conditions on or near a potential development site that influence the capacity of the site to support further development. Properties that are already highly developed or have access to existing infrastructure should generally receive additional growth before parcels that are vacant and lack such access. These factors include items such as the presence of forests and wetlands or a site's proximity to an interchange. Below is the initial set of Development Capacity Factors. These factors may be modified or adapted over time as the needs, desires and conditions of the community change and ideally would be incorporated into the procedures for review of development proposals under the Miami Township Zoning Resolution. The evaluation of Development Capacity Factors is not to be done on a pass/fail basis. These factors are intended to inform the discussion and debate regarding a particular proposed development, but should be taken in context with multiple factors and the vision of The Plan.

Development Capacity Factors

- Current Land Use - Vacant Land
- Level of Forest Cover/Wetlands
- Proximity to Water & Sanitary Services
- Stormwater Control Capacity
- Degree of Slopes
- Proximity to Rivers and Streams
- Size and Location of Existing Buffers
- Availability of Compatible Adjacent Services
- Classification of Existing Roadways



LAND USE BASE LAYERS AND LAND USE SUBTYPES

AGRICULTURAL LAND USE BASE LAYER (A)

Agricultural land use describes areas of the township that should be reserved for farming or for very low density residential use. Agricultural land use is typical where valuable open greenspace can be preserved or where supporting infrastructure and utility access are not conducive to significant development.

AGRICULTURAL RESIDENTIAL

Land Use Impact: Low

Locations: Medium to large parcels on clustered agricultural lot splits or plats with private well and septic systems

Example: Bear Creek Estates, Coleman Plat Area

The primary objective for the agricultural residential land use subtype is to minimize development on the best agricultural land in the township, while adhering to access management and public health requirements for minimum frontage and lot size for single family homes. Growth is discouraged in agricultural areas by limiting density, lot splits, and uses permitted in the area. This area is intended to have large lots with few structures or development unless developed as part of a planned agriculture district residential development. Lots should be constructed in a manner that maintains a rural atmosphere with limited impacts on adjacent farming operations.

The primary distinction between Agricultural Residential land and other Residential land uses is access to public water and sewer. The lack of public utilities requires larger lots able to accommodate septic systems or wells for water.



AGRICULTURAL LAND USE BASE LAYER (A)

AGRICULTURAL FARM

Land Use Impact - Moderate

Locations: Large parcels of tillable ground or usable pasture space, but may also include more intense animal husbandry operations

Example: Rural lots from Jamaica Road on the west side of the township to Miamisburg-Springboro Pike in the south central portion of the township.

The Agricultural Farm land use subtype is intended to protect existing farm space within the township. Residential dwellings in this subtype are typically accessory to the principal use of farming, where rural subdivisions are more consistent with the Agricultural Residential subtype.

Farmers markets, greenhouses, plant nurseries, wineries, and other similar uses are typical within this land use subtype.



RESIDENTIAL LAND USE BASE LAYER (R)

Residential land use designations describe the areas of the township reserved for housing, both single-family and multi-family, and other similar uses. Residential development prioritizes pedestrian and bicycle access, but also promotes convenient and safe roadways for vehicular traffic. Open green spaces are integrated into neighborhoods and developments to provide recreational areas.

Dense residential uses, such as multi-story apartment buildings or mixed-use buildings with office or retail on the first floor and residential on the second or higher floors, are also permitted in the Commercial land use base layer.

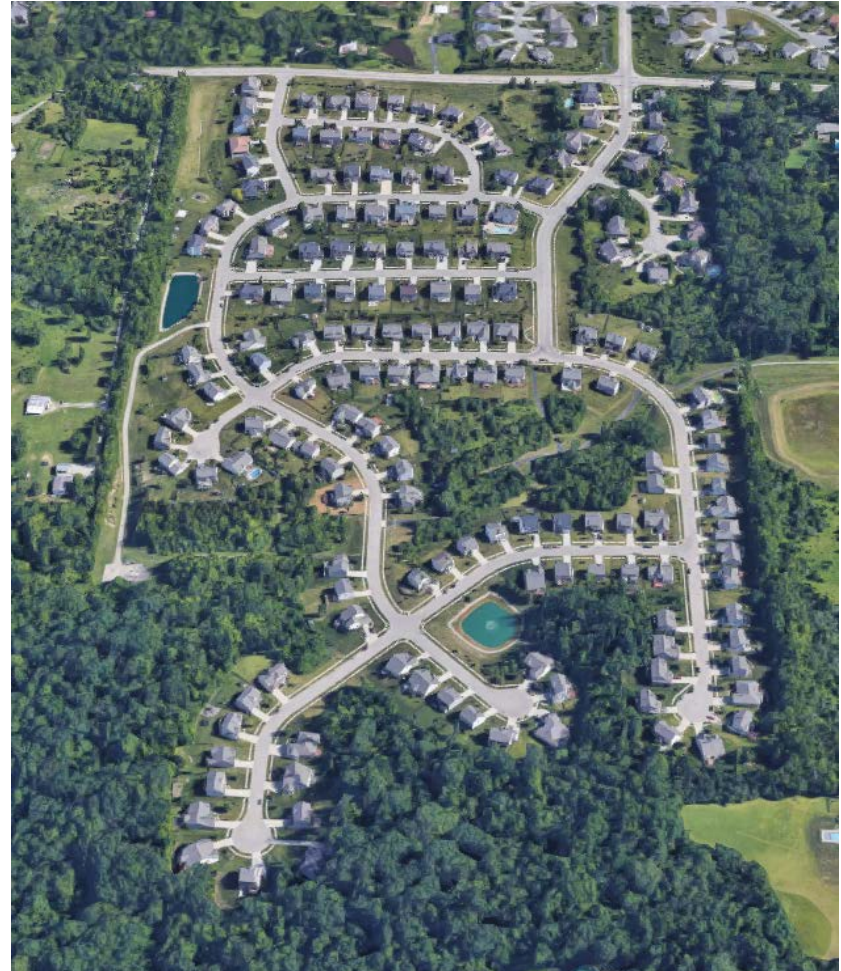
SUBURBAN RESIDENTIAL

Land Use Impact: Low

Locations: Platted neighborhoods along and between major collectors in areas with public water and sewer service

Example: Neighborhoods off Mad River Road, primarily east of SR 741, but including Chautauqua and Crains Run Subdivision

Suburban Residential land use is intended for low-moderate density single-family residences, serviced by low speed local roads. This land use has low impact on surrounding land uses. Local parks, institutional and educational uses, and other specific uses that do not conflict with a quiet living environment are compatible with this land use.



RESIDENTIAL LAND USE BASE LAYER (R)

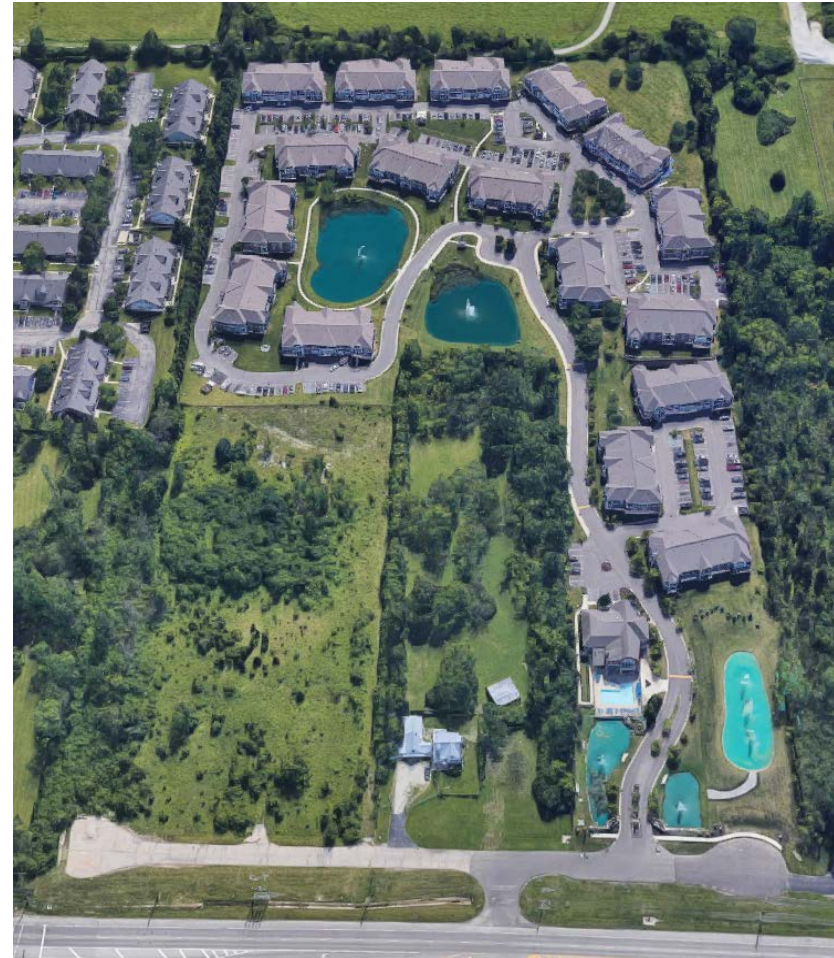
COMPACT RESIDENTIAL

Land Use Impact: Moderate

Locations: Large parcels or clusters of moderate to large parcels that can be planned as a cohesive development with dedicated frontage access to collectors or arterial roadways

Example: Austin Springs Apartment Complex

Compact Residential land use is intended for multi-family residences, including apartment complexes, condo complexes, and other multi-building residential communities. This land use has a higher impact on surrounding land uses than the suburban residential or rural residential land use layers. This use is intended to permit a greater density than what would be permitted in the suburban or rural residential districts which could include more buildings, greater units per acre, and additional amenities that support a higher density. Open space or park space should be integrated into neighborhoods or developments and these uses should be connected to the trail and sidewalk systems. Sufficient space should be provided for setbacks and buffering between varying residential densities on adjacent parcels.



OFFICE LAND USE BASE LAYERS (O)

Office land use designations are intended for areas of the community that will be reserved for shared office environments and job creation. These areas will focus on dense, single use buildings that allow for significant growth in the employment base of Miami Township. These areas should be in proximity to commercial areas and green spaces to create a marketable environment that is attractive for employers and employees.

Dense office uses, such as multi-story office buildings or mixed-use buildings with office or retail on the first floor and residential on the second or higher floors, are more typical in the Commercial land use base layer.

LIVE-WORK OFFICE

Land Use Impact: Moderate

Locations: Groups of individual lots along heavier collector and arterial corridors experiencing a transition from residential to commercial uses

Example: Byers Road between Lyons Road and Belvo Road

The Live-Work Office designation is intended to recognize that there may be a need for office space that permits someone to live on site while starting a business venture. These areas may be found in transitional zones where residential homes along previously less traveled corridors are now located along more heavily traveled commercial corridors that now abut high density residential or non-residential uses. These uses may also be found within planned development areas that permit buildings with a mix of office, retail and residential uses within multi-story buildings.



OFFICE LAND USE BASE LAYERS (O)

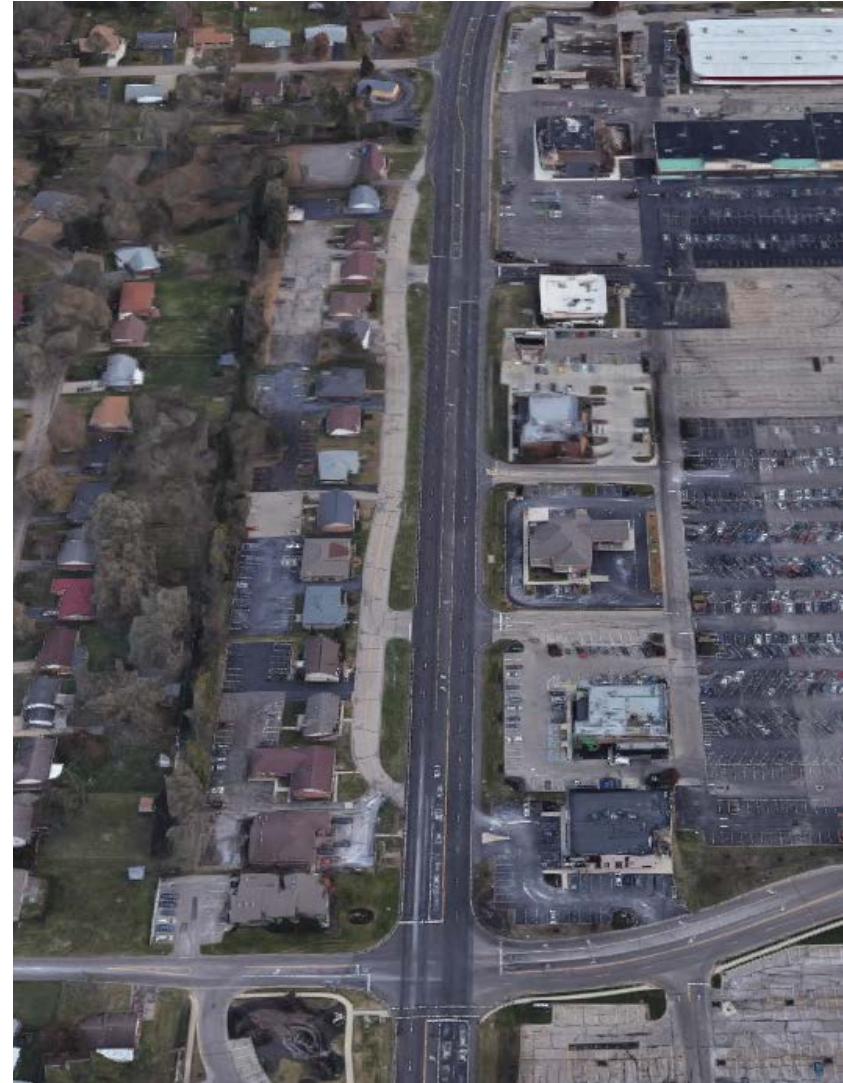
SERVICE OFFICE

Land Use Impact: Moderate

Locations: Clusters of lots along or immediately adjacent to primary arterials

Example: Medical and legal offices located along State Route 725 between Graceland Street and Kingsridge Drive

The Service Office land use is intended for offices that primarily serve the local community like medical, dental, or financial services offices. This land use can be more isolated and generally is considered less intense with a lower employment base, parking requirement and site acreage.



OFFICE LAND USE BASE LAYERS (O)

OFFICE PARK

Land Use Impact: Moderate-High

Locations: Large parcels within designated office parks with dedicated roadways serving the park and areas along major arterials and highways

Example: Newmark Office Park along Newmark Drive and Gander Creek Drive

The Office Park land use is intended for higher density office environments or large-scale sites that incorporate multiple office buildings into them and are intended as large employment centers for the community. These areas are capable of hosting regional and national headquarters operations. This land use should be located close to commercial corridors, parks and open space, and residential areas that provide the employees a place to be entertained, relax, and live.



COMMERCIAL LAND USE BASE LAYERS (C)

The commercial land use designation is the most diverse land use within the community. It is intended to allow retail, service, and office use, with some high-density residential uses also permitted. The location of a majority of the commercial land use areas should be near the center of the community or along designated corridors that are intended for higher density commercial development. Specific areas of less intensive commercial activity that are located within residential neighborhoods and intended to serve a limited group of people are also supported.

NEIGHBORHOOD COMMERCIAL

Land Use Impact: Moderate

Locations: Individual lots or small scale development projects in or near the periphery of residential areas

Example: Dayton-Cincinnati Pike commercial area

Neighborhood commercial land use is characterized as small-scale retail, service, and office users that predominantly serve the surrounding residential neighborhoods. Neighborhood commercial land should be bike and pedestrian friendly and should complement the character and identity of the surrounding area.



COMMERCIAL LAND USE BASE LAYERS (C)

CORRIDOR COMMERCIAL

Land Use Impact: Moderate-High

Locations: Main thoroughfares, but not interstate visibility

Example: State Route 741 – Exchange at Spring Valley

Corridor Commercial land use is characterized as retail, office, and service users that support high traffic corridors. This land use primarily serves vehicular traffic along major arterial and collector roadways and may include a mix of neighborhood and local office customers. Buildings are of a relatively small scale compared to the regional commercial office, retail, and residential structures.



COMMERCIAL LAND USE BASE LAYERS (C)

REGIONAL COMMERCIAL

Land Use Impact: High

Locations: Main thoroughfares and interstate frontage

Example: Dayton Mall and Austin Landing

Regional Commercial land use is characterized as sites that serve a township wide, or regional market. Regional Commercial land uses are typically a destination use that draws traffic from both inside and outside Miami Township, and includes a strong mix of different uses, including retail, office, entertainment, and high density residential.

This land use subtype is typically located along highways, or major arterial roads.

Regional Commercial developments should be accessible by car, but ultimately very pedestrian friendly and include public open spaces as part of their overall design. Building materials and architectural character should be of the highest quality, and thoughtful landscaping should be a priority. Public art, benches and seating, and other placemaking features should be integrated into the development to help visitors associate an identity with their surroundings.



INDUSTRIAL LAND USE BASE LAYERS (I)

This land use designation permits uses that involve a light to high level of operational intensity and impact on the land and adjacent users. This designation should include uses that require a higher level of intensity than standard office designations but may still include office buildings and other support uses. Industrial designations are not permitted to have general commercial or residential uses. Uses in this category are not intended to be open to the general public.

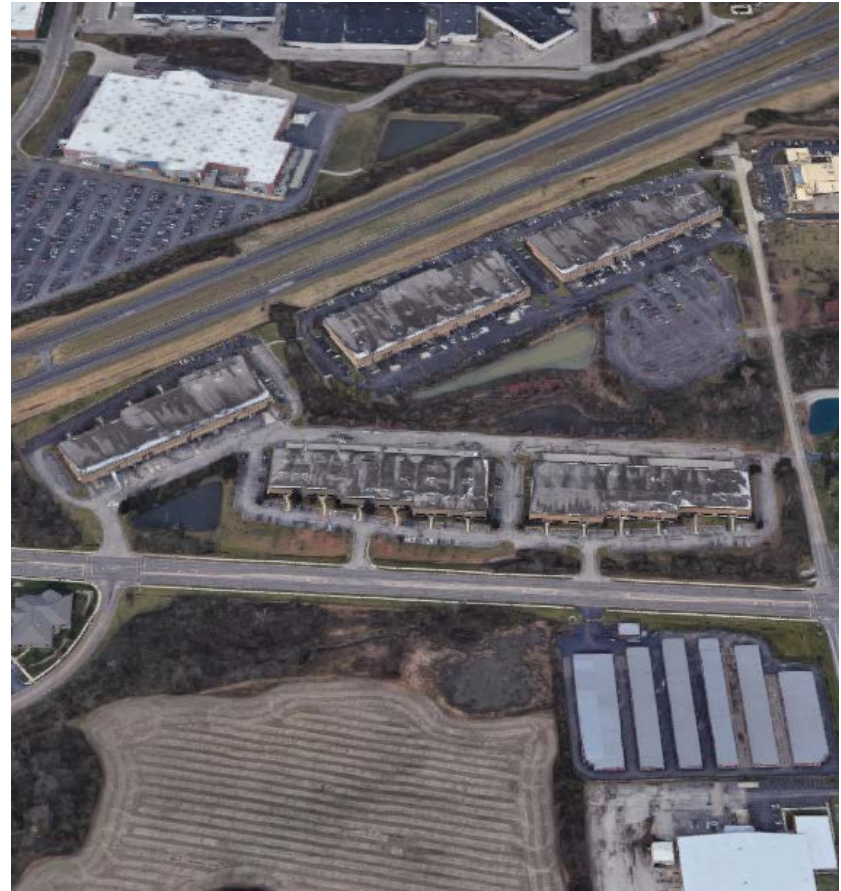
SERVICE INDUSTRIAL

Land Use Impact: Moderate-Low

Locations: Defined Industrial or Business Parks, Remote Areas with Adequate Distance from Adjacent Uses

Example: Lyons Business Park

Service Industrial land use is less intense and impacts the surrounding community less than higher order industrial uses. This category may include storage facilities, professional trade shops, light assembly, warehousing, and other uses where the impact from noise, sound, and odor is low. Office use that accompanies another industrial use and light manufacturing or requires a warehousing component may also be found in these areas. No general commercial or residential use is intended in this area, unless developed as part of an integrated industrial park with uses that support primarily the tenants of the industrial park. Outdoor storage and operations should be very limited within these areas to minimize disruptions and impacts on adjacent uses both within and outside of the industrial area. Truck traffic should be very light and generally utilizing only one truck dock for limited delivery and receipt of materials.



INDUSTRIAL LAND USE BASE LAYERS (I)

HEADQUARTERS INDUSTRIAL

Land Use Impact: Moderate

Locations: Defined Industrial or Business Corridors

Example: Byers Road Austin Center Business Corridor

Headquarters Industrial is intended to accommodate moderately intense industrial operations in terms of the level of employment, scale of the facilities and internal operations. These areas should be in premier locations along I-75 or in defined Industrial Parks as planned for areas like the east side of Dayton Wright Brothers Airport and are intended to be accompanied by a strong office component accommodating senior staff and regional or national headquarters operations for the facility that create a high level of employment compared to other industrial operations. These facilities should be developed according to strong design standards reflecting their visibility to the community and proximity to non-industrial users. Exterior storage and utilization should be limited and where permitted, heavily screened to avoid detracting from the overall profile of the area and impacting adjacent uses. Truck traffic may be moderate compared to the Service Industrial and General Industrial uses, but should not be a primary component of the operation and should be limited to only a few truck docks. More extensive trucking operations should be closely reviewed and only permitted in areas where such impacts can be properly mitigated.



INDUSTRIAL LAND USE BASE LAYERS (I)

GENERAL INDUSTRIAL

Land Use Impact: High

Locations: Remote areas with considerable distance from residential and most other land use categories

Example: Natural resource extraction areas along Upper River Road

The General Industrial subtype is a more intense industrial land use than Service Industrial or the Headquarters subtype. General Industrial areas include heavy manufacturing, assembly, warehousing, shipping facilities, natural resource extraction and other similar large-scale manufacturing or industrial uses. Office use that accompanies the industrial use is permitted if it is an accessory to the industrial use. No general commercial or residential use is intended in this area. These uses may require remediation plans particularly in the case of natural resource extraction to accommodate the eventual closure of the facilities. These land uses may require heavy landscape buffering and physical barriers to reduce impacts to surrounding areas.



SPECIAL CONSIDERATION DISTRICTS

Special consideration districts are intended to permit additional flexibility or designate areas that necessitate additional standards. These areas either emphasize a priority for the community or provide additional development standards for a property that are in line with our community priorities.

AIRPORT (SCD-A)

Land Use Impact: Moderate

Locations: Area primarily south of Austin Boulevard between State Route 741 and Washington Township

Example: Dayton Wright Brothers Airport

The Dayton Wright Brothers Airport is a special use that is unlike any other land use in Miami Township. In addition to zoning regulations at the local level, the airport must comply with state and federal regulations that directly influence which surrounding land uses are compatible.

The airport is intended to host a variety of customary airport operations for general aviation and corporate air traffic. The site may also host office and industrial uses in the future as part of an overall master plan. Ancillary commercial uses are also anticipated to serve airport operations or the general public, but only as a secondary use.

Future land use recommendations near the airport must consider potential conflict, such as airspace protections from tall structures or uses that produce light, glare, smog, and dust, or attract wildlife that could interfere with airport operations.

Within the airport property and immediate vicinity, certain commercial and industrial uses may be integrated to serve and support the airport. As the airport develops, flight safety and noise abatement issues will need to be addressed.



SPECIAL CONSIDERATION DISTRICTS

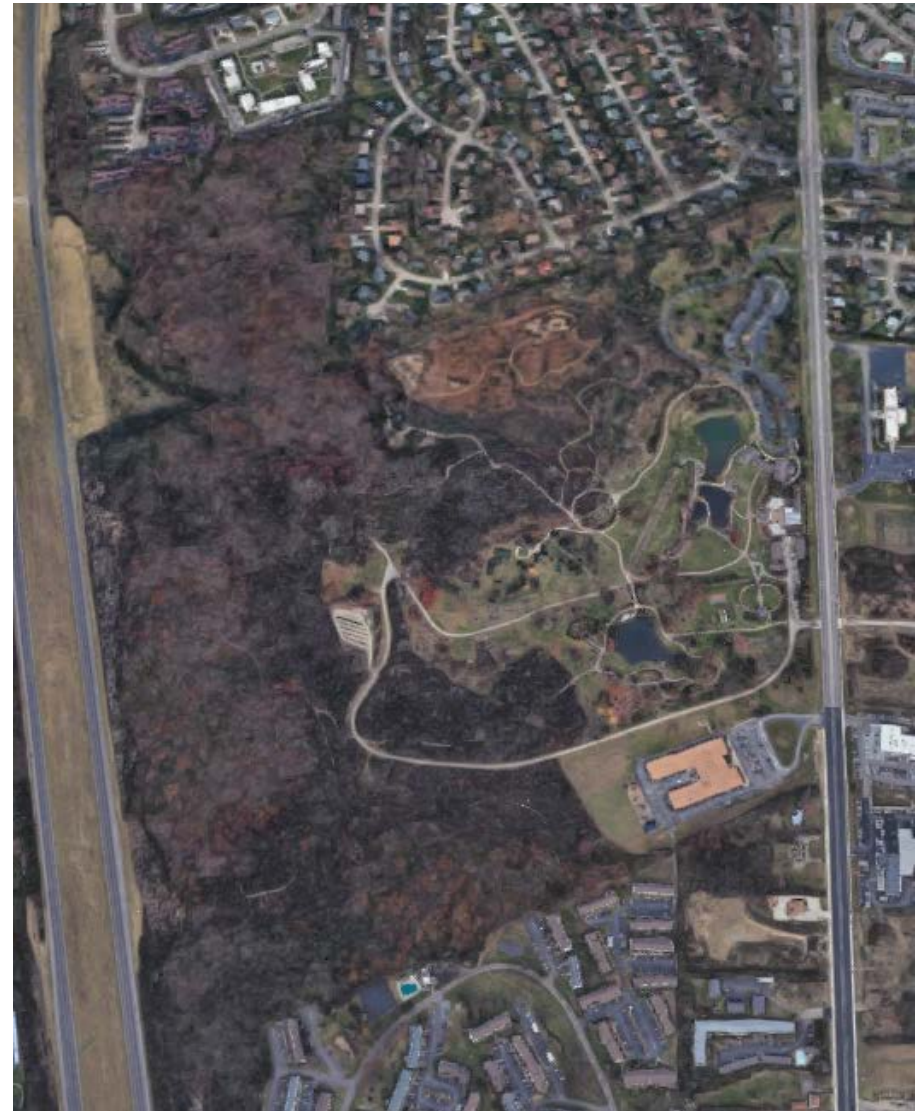
PARK (SCD-P)

Land Use Impact: Moderate-Low

Locations: Small, medium and large parcels either individually sited or clustered to range from small neighborhood parks off local roads to large regional metroparks fronting on major highways

Example: Cox Arboretum MetroPark on State Route 741

Our community has multiple existing Township parks and Metroparks within our boundaries. Beyond assuring that our existing parks are protected, we need to look at other areas of the community where future parks may be necessary. The parks special consideration district is for prioritizing the development or redevelopment of land within the community for park spaces.



SPECIAL CONSIDERATION DISTRICTS

INSTITUTIONAL (SCD-I)

Land Use Impact: Moderate

Locations: Generally large parcels of land dedicated to permanent private or public schools and government facilities, but may also include smaller publicly controlled parcels

Example: Dayton Christian Schools site on Washington Church Road

The Educational/Institutional classification identifies an area that is currently used as a school, civic facility, or other non-commercial offices on large parcels of land. This designation applies primarily to publicly owned parcels where it is unlikely that the use will be converted within the next 20 years or more. Private parcels are included in this classification rather than one of the other base layers where due to the size of the parcel there is a potential to create a significant impact on the adjoining area depending upon the nature of any proposed alternative development. This designation recommends the land as currently utilized is appropriate to provide service to the community and should continue.



SPECIAL CONSIDERATION DISTRICTS

FLOOD PLAIN (SCD-F)

Land Use Impact: Low

Locations: Along waterways, particularly the Great Miami River

Flood plains are areas that have a higher potential for flooding due to proximity to waterways or bodies of water. Flood plains are designated by the Federal Emergency Management Agency (FEMA). Miami Township has a Floodplain zoning designation, but not all land within a FEMA designated flood plain is zoned as a Floodplain district.

Regardless of the zoning district, land within a flood plain should be looked at closely before major development occurs to ensure that the proposed use or development is safe from potential flooding.

The Flood Plain Special Consideration District is unlike other land use designations. This designation is in addition to the underlying land use designation, and is intended to ensure that additional thought is placed into the higher than normal likelihood of issues related to flooding.



AMENDMENTS

This plan is intended to be an evolving document and may be amended as new data and information become available regarding factors impacting the growth and development of the community.

Amendments to The Plan should be carefully considered and shall fall into the following categories:

- Background Updates
- Goal & Initiative Amendments
- Land Use Designation Amendments
- Development and Land Use Impact Factor Amendments
- General Plan Amendments

Background Updates

Background Updates may be initiated by staff and should be presented to the Zoning Commission and Board of Trustees noting the areas that have been updated, but no formal re-adoption is necessary. Background Updates are characterized as updates to:

- Census Data, such as population counts, housing counts, employment and other general background data that may be updated from time to time by various outside agencies
- Charts, diagrams and similar figures that do not directly change the stated goals or initiatives of the plan or promote or discourage a particular policy direction
- General background photos

Goal and Initiative Amendments

Amendments to Goals & Initiatives may be initiated by staff with a recommendation of concurrence by a majority of the Zoning Commission and should be presented to the Board of Trustees with a resolution of adoption.

Land Use Designation Amendments

Land Use Designation Amendments may be initiated by staff or requested by an applicant for a Comprehensive Plan Land Designation Amendment (CPLDA). A CPLDA is a proposal to significantly alter the adopted land use designations for the community and should be reviewed in detail by the Zoning Commission and Board of Trustees. A CPLDA should, prior to adoption by the Board of Trustees, receive a recommendation of approval from the Zoning Commission, which the Board of Trustees may adopt, modify or deny by majority vote. Notification should also be made to adjoining property owners, prior to hearing of the amendment by the Zoning Commission.

Development Capacity and Land Use Impact Amendments

The list of Development Capacity and Land Use Impact Factors in this document are representative of the types of questions we should be asking in review of project proposals. A set of factors should be listed in the Miami Township Zoning Resolution, and any adjustments to the Development Capacity Factors and Land Use Impact Factors should be reviewed through the standard zoning text amendment procedures.

General Plan Amendments

General Plan Amendments are updates to the general text of the document, beyond grammatical or similar corrections, that do not necessarily impact specific goals and initiatives or land use designations, but go beyond simple background updates. These updates should occur at regular 5 to 10 year intervals, but may occur at other times upon initiation by staff, the Zoning Commission or Board of Trustees. General plan updates should, prior to adoption by the Board of Trustees, receive a recommendation of approval from the Zoning Commission, which the Board of Trustees may adopt, modify or deny by majority vote. Editing issues that are found following adoption of this document such as errors, spelling corrections, and document formatting may be made by staff and redistributed as needed.

MASTER PLAN OVERLAYS

In review of a development proposal or change in land use, additional consideration must be given to master planning efforts that came before The Plan, or planning efforts that are recommended by The Plan. Several existing area plans are detailed below. The boundaries outlined in these plans are placed on the land use map and any new boundaries should be added as an amendment to the map.

When reviewing a development or land use proposal on land within the boundaries of a Master Plan Overlay, the goals and recommendations of the individual plans must be considered as part of the review process in addition to this comprehensive plan.

Austin Interchange Land Use & Development Plan

The Austin Interchange Land Use Plan (Austin Center Plan), first adopted in 2004 was created through a partnership with the City of Centerville, City of Miamisburg, City of Springboro, Miami Township, Washington Township and the Montgomery County Transportation Improvement District. The plan was created to foster economic development in the vicinity of the then planned Austin Interchange at Interstate 75 through adoption of a joint land use, infrastructure and financing plan. The area was later branded the Austin Center area through these efforts and the construction of the interchange, which was dedicated on August 16, 2010.

It is the intent of this planning document to reflect for lands within the boundaries of the Austin Center Plan, that the Austin Center Plan shall be consulted and underlying goals and objectives considered regardless of any differences in specific land use designations that may exist now or in the future between the two documents. The Austin Center boundaries are incorporated on the land use map for reference.

Miami Crossing/Dayton Mall Area Master Plan

In 2015 a master plan was created for an area surrounding the Dayton Mall, now known as the Miami Crossing District. The Dayton Mall Area Master Plan (DMAMP) established a series of recommendations regarding land use and development for the highly urbanized commercial core of the Township. It is the intent of this planning document to reflect for lands within the boundaries of the DMAMP, that the DMAMP shall be consulted and underlying goals and objectives considered regardless of any differences in specific land use designations that may exist now or in the future between the two documents. The Miami Crossing District boundaries are incorporated on the land use map for reference.

DAYTON MALL AREA REDEVELOPMENT VISION PLAN





THE PLAN

MIAMI TOWNSHIP

Land Use Map Legend

Land Use Base Layers

Agricultural



Residential



Commercial



Office



Industrial

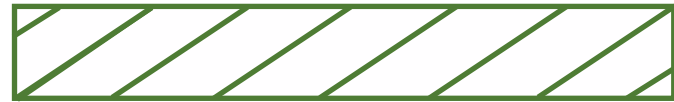


Special Consideration Districts

Institutional



Park



Airport



Flood Plain



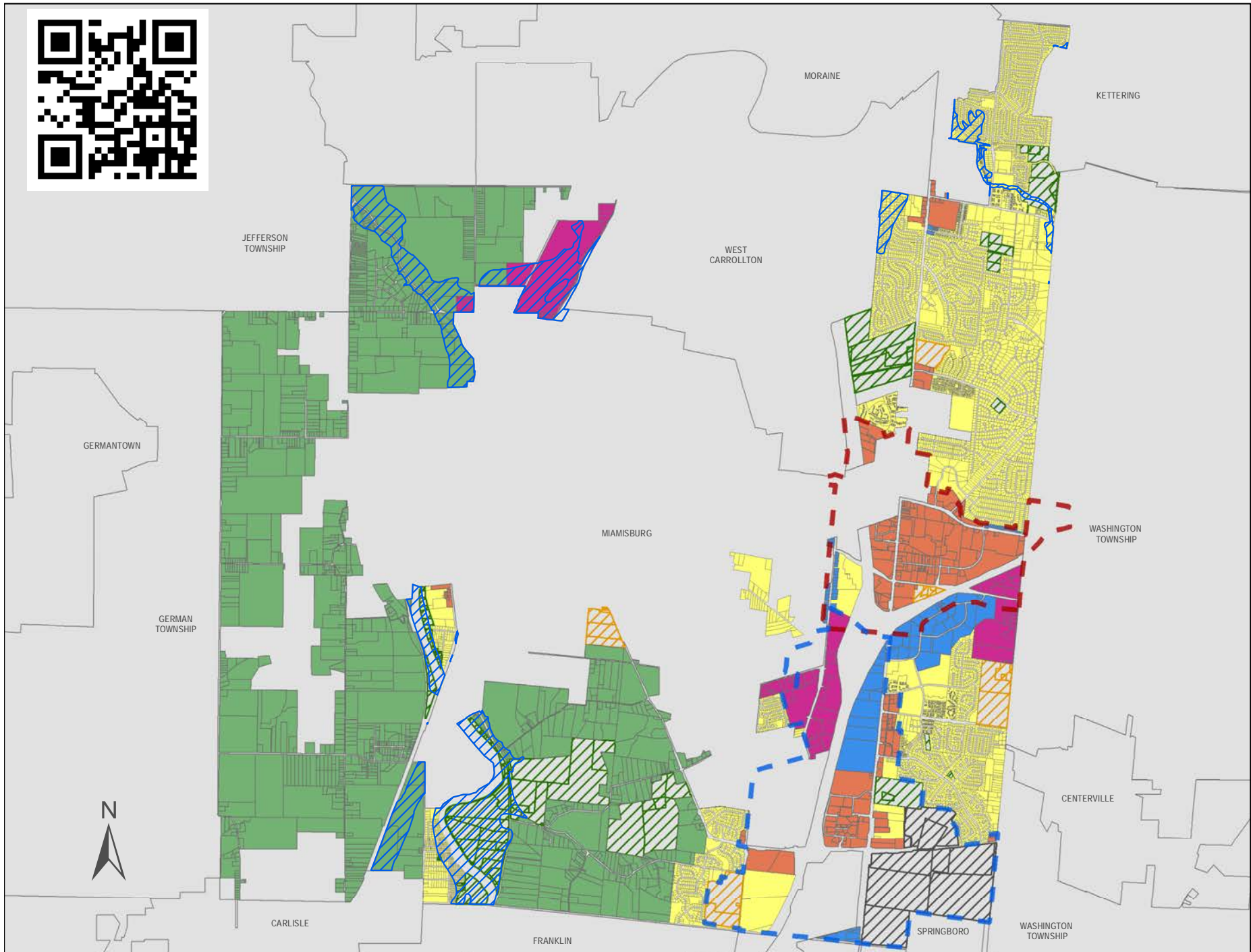
Master Plan Overlays

Austin Interchange Land Use and Development Plan



Miami Crossing / Dayton Mall Area Master Plan







CHAPTER THREE

INFRASTRUCTURE

Our Situation

Miami Township is a geographically large community of over 20 square miles. This means our community has many miles of roadways, underground lines, sidewalks and trails to move, serve, and connect people. It also means the community must provide many public parks, schools, and other amenities across a wide area to provide the quality of life that people expect.

The decision to improve, enhance, or create new infrastructure is not a simple one. The cost to maintain this infrastructure can be vast. Miami Township, like many other communities, must determine how much to invest in infrastructure and the expenditures we are willing to make to achieve our goals.

Streets, Highways & Bridges

Ease of transit into and out of Miami Township is one of the strongest drivers of our past growth. The development pattern that was created within our community in the 1960's and 1970's was primarily created for automobiles, which is apparent to anyone who comes to our community today. With



Interstate 75, Interstate 675, State Route 741 and State Route 725 all crossing our borders, Miami Township is easily accessed by car.

One of the challenges our community faces is the number of people, primarily automobile drivers, that want to be in our community at peak times. A frequently registered complaint is that traffic in the community is bad. Although valid for certain areas, at certain times, depending upon your perspective of what constitutes “bad” traffic, this complaint must be reviewed in a broader context – do we want less traffic, or do we want it to move more efficiently and perhaps in other forms? Economic growth has brought more development, but this does create more traffic. Creating more roads or widening existing roads may improve traffic flow, but it may also hinder pedestrian and bicycle traffic, further exacerbating the situation. Reducing the number of vehicles and permitting the existing roads to operate more efficiently does not have to lead to reduced economic potential, but it requires a concerted effort to develop land in a more productive manner and create opportunities to access Miami Township’s assets by other modes of transportation.

We also must deal with other jurisdictions managing and making choices about roadways that impact our community. Roadways are largely managed by three jurisdictions – Miami Township, manages

most local roadways, Montgomery County, manages major collectors and some arterials like Mad River Road and Lyons Road and the State of Ohio through the Ohio Department of Transportation, manages state highways like SR 741 and Interstate 75. The larger roadways have significant impacts on how residents and visitors perceive our community, and yet, we have no direct control over their size, amenities, or maintenance.

The roadways that are Township owned require a substantial amount of upkeep.

With roughly 156 miles of public roadway, 91 miles of which are maintained by Miami Township, within our community we spend over \$500,000 per year on maintenance of these roadways alone through the Road and Bridge Fund. Even with this level of funding, there is still a substantial backlog of required maintenance that is not completed annually due to funding constraints. This amount is not envisioned to decrease in the future. The cost of these roadways as well as the impact that they have on our ability to create unique environments poses a challenge that must be addressed.

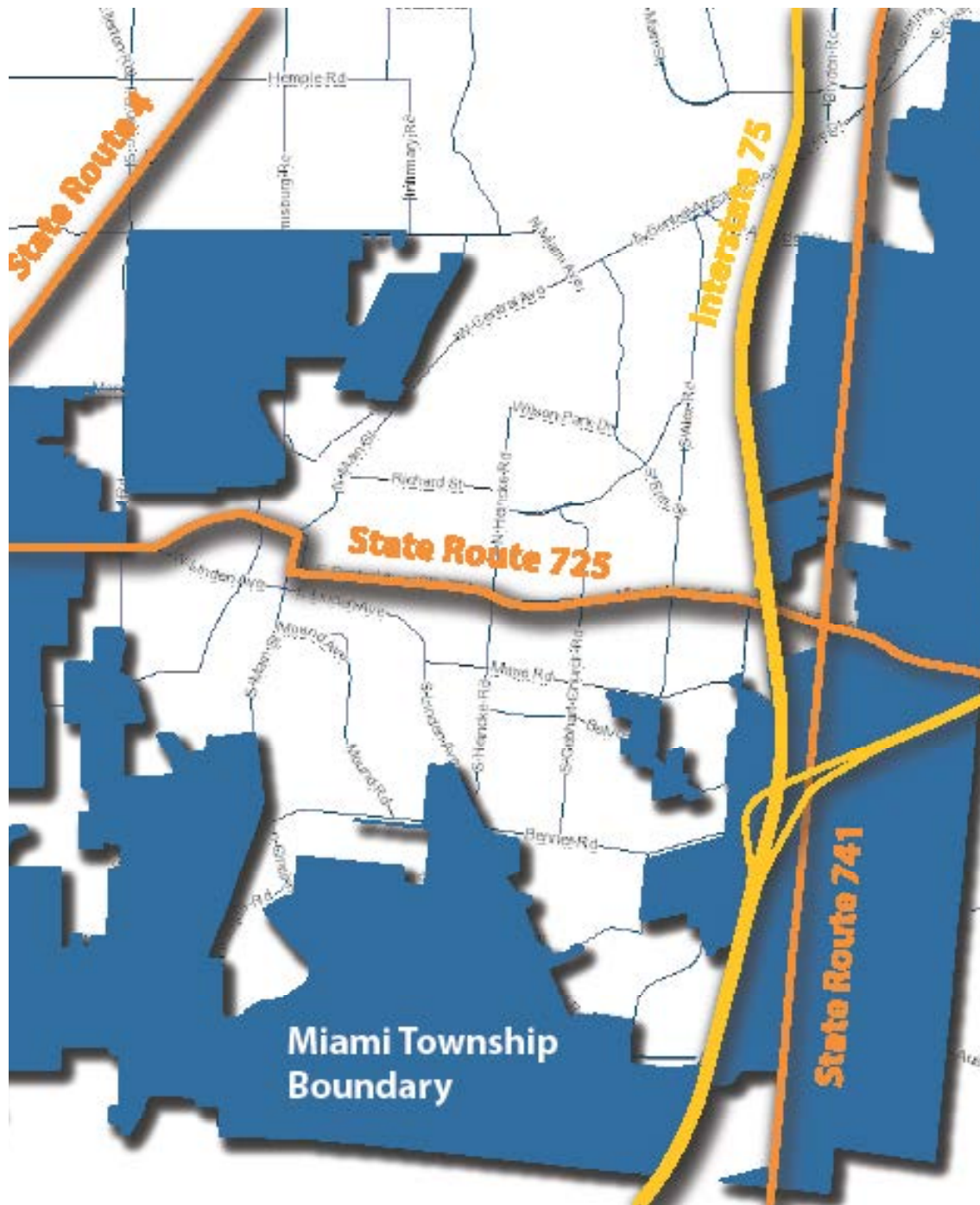
ROADWAY MAINTENANCE

Montgomery County

- Austin Boulevard
- Miamisburg-Springboro Pike
- Lamme Road
- Lyons Road
- Mad River Road
- Jamaica Road
- Union Road

Ohio Department of Transportation

- Interstate 75
- Interstate 675
- State Route 4
- State Route 741
- State Route 725



Connectivity

Getting into and out of the community is generally easy by car, with large thoroughfares moving from east to west (State Route 725, Lyons Road, Alex-Bell Road) and from north to south (State Route 741, Washington Church Road, Mad River Road). Traveling within the community and off the major thoroughfares, connectivity becomes more challenging. In the Miami Crossing District, there is no traditional street grid network. Rather than land uses being oriented around an easily navigable street grid, streets are wound around large land uses that often increase commuting distance. One possible solution to this lack of connectivity is described in the Dayton Mall Area Master Plan and shown in Figure 3.01. This new connection through the Dayton Mall would create a new, more pedestrian and bicycle friendly streetscape, and provide a more direct connection between the north and south sides of the property.

Improvements to Exit 44 are also being studied by Miami Township, the Ohio Department of Transportation, and the City of Miamisburg. A joint study was conducted by Miami Township and the City of Miamisburg through the Miami Crossing Joint Economic Development District to evaluate options for improving pedestrian access along State Route 725 through the Exit 44 interchange. Additionally, landscape enhancements were also designed to improve the appearance of this gateway

Figure 3.01

into our communities.

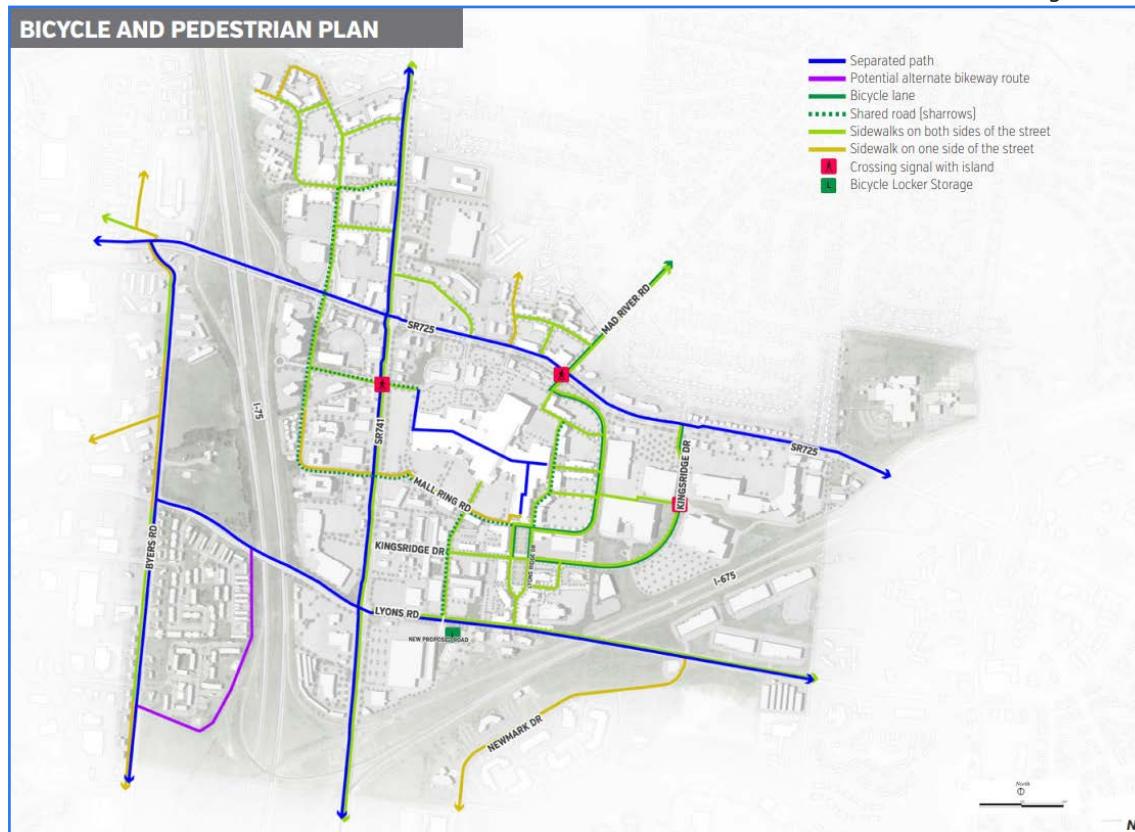
In Austin Landing, a significant complaint has been the lack of connectivity and simplicity of access to the thoroughfares that surround the development. In other, less dense areas of the community, such as the rural west side, automotive connectivity is not as much of a problem, but pedestrian and public transportation access is very limited if it exists at all.

Roadway Design

Many communities are looking at alternative engineering options for the traditional roadway network. Communities like Carmel, Indiana make extensive use of roundabouts and communities closer to Miami Township are installing alternative interchange designs to better manage traffic flow and reduce the severity of collisions. Both of these alternatives are being actively considered or planned for construction in areas close to Miami Township with a roundabout scheduled for installation at the intersection of Mad River Road and Alexandersville-Bellbrook Pike (W. Alex-Bell) and a new interchange design for Exit 44 in the City of Miamisburg planned by ODOT. Some communities have also placed roads on “diets” by narrowing 4 lane roadways to 3 lanes or 3 lane roads to 2 lanes in order to expand pedestrian facilities and slow traffic.

Access Management

Due to the gradual development of the Township over an extended period of time,



access management issues along the main corridors of the community are substantial. With over 400 businesses around the Dayton Mall area, the ability of customers to get to businesses has required multiple access points into sites that likely are not the safest, or most suitable solutions. Over the years, ODOT has modified State Route 741 and State Route 725 to provide safer movement of vehicles along these routes, by reducing and consolidating access points.

In 2012, ODOT completed a traffic safety

improvement project for the intersection of State Route 741 and State Route 725 which reduced the access from the south side of that intersection to State Route 741 by putting in a raised median. This improved safety and vehicle flow for vehicles traveling along SR 741, but also impacted access to businesses on both the west and east side of SR 741.

ODOT has continued to make safety improvements throughout the State Route 741 and 725 corridors with additional projects over the last 5 years.

The Township does not typically control access directly, as the Montgomery County Engineer's Office (MCEO) access management regulations control access for new developments. The MCEO adopted these regulations in 2011 and their purpose is to promote traffic safety, efficiency, capacity, and minimization of future expenditures of public revenues on county and township roadways. The MCEO has specific goals to promote traffic safety through better access design by minimizing conflict points and potential conflicting movements. This goal is one that has helped our community reduce the overall number of access points and provide a safer driving experience.

Infrastructure Resiliency

The need for resiliency as we build out our infrastructure is highlighted every time there is a water main break, gas leak, pump failure or other unexpected issue that impacts the ability of the system to provide the basic services that residents and businesses rely on every day. The decision to build in areas that require pump stations impacts the resiliency of the system as those developments then rely on pumps and electricity to operate continuously rather than gravity. Our water systems rely on towers or pumps to maintain pressure in the lines, with a failure leading to lack of pressure and the potential for contaminants to enter the system. Even a short shut down of these systems can be inconvenient, but

can also endanger health and for some businesses bring enormous costs as they have to shut down operations. This plan aims to promote and encourage resiliency through the siting of redundant systems and encouraging a multi modal approach to systems such as the transportation network.

Public Transportation

The only motorized public transportation option that is available within the community is the Greater Dayton Regional Transit Authority (GDRTA).

The GDRTA constructed its southern hub in Miami Township in 1998. This hub services multiple bus routes with direct access to downtown Dayton and other suburbs. Access to and from the hub is primarily by automobile for park and ride purposes, but there are sidewalks along Lyons Road that are utilized by riders who walk to and from it for work and shopping.

Throughout the Township there are stops for the GDRTA that are generally maintained by the GDRTA. These stops vary from a single pole with the route number marked, to more complex shelters with a roof, bench and concrete floor. Some of the locations are maintained by other partners.

Maintenance of the areas around public transit locations has been and remains a concern. It is imperative that public transit operators work with those adjacent to their

stops to maintain these areas for the health and safety of their riders.



Transportation Alternatives

Communities around the country have more options than ever for residents to utilize ride sharing options like Lyft or Uber, and Miami Township is no different. Our community is served by both companies

as well as by several taxi services. These private services generally cost more and require that a user have a cell phone or other internet access to get a ride, which may limit their accessibility.

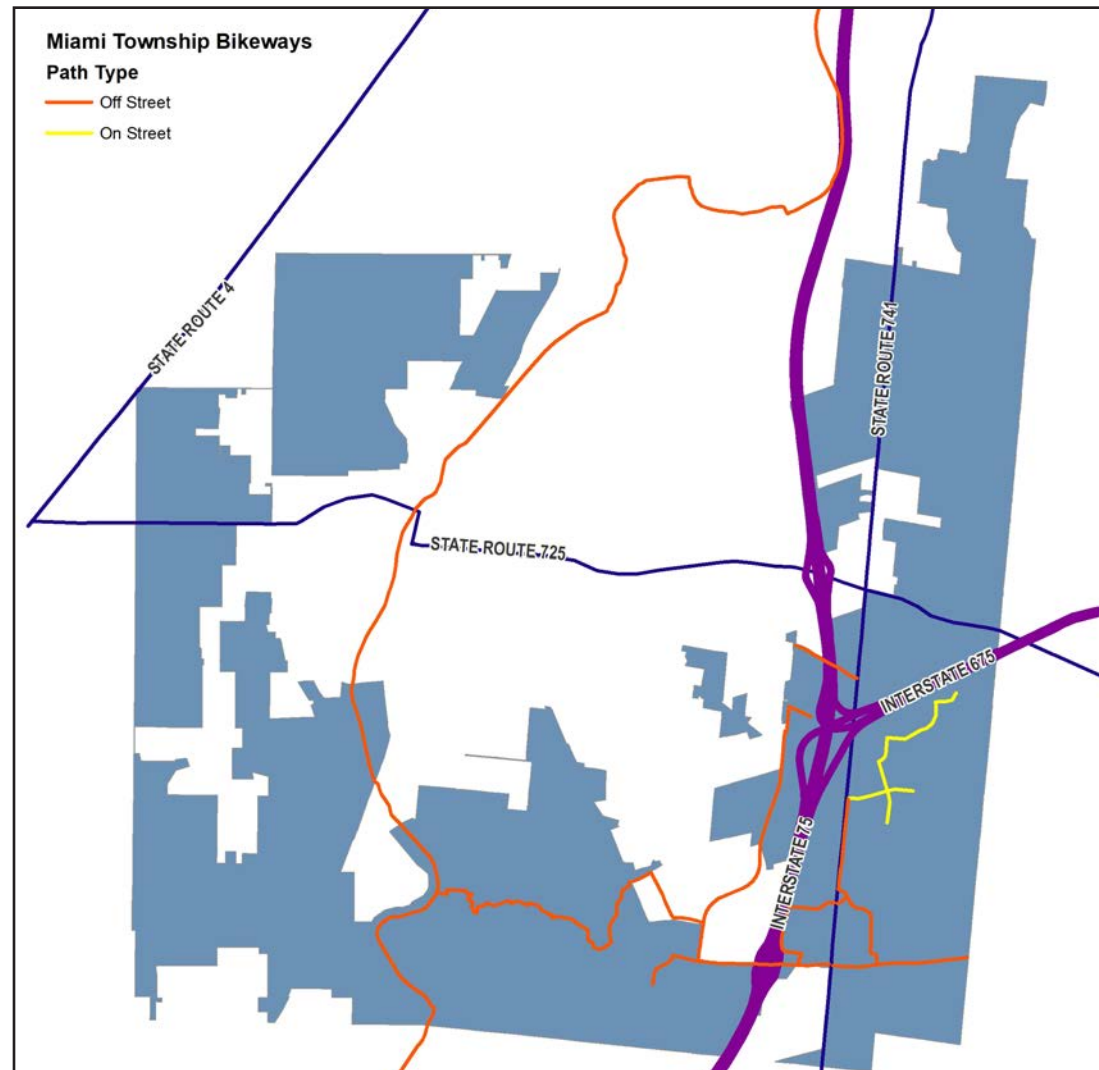
Bicycle Facilities / Trails

The majority of dedicated, off street trails are primarily in the southern part of the community, and are part of the Great-Little Trail, which is planned to connect the Great Miami River Trail to the Little Miami Scenic Trail.

Although there have been great efforts made over the past ten years to add to the trail network, many residents and businesses within Miami Township do not have access to a trail within walking distance. There are some limited on street pedestrian or bicycle markings in certain areas of the Township, but generally these are also not accessible to most in the community.

As part of zoning regulation updates in 2018, additional requirements were adopted for businesses to provide bicycle racks as part of their building approval process. This requirement has produced more projects with bicycle facilities, but the overall quality and quantity of these facilities is still very limited.

The Austin Landing development includes a Bike Hub that serves the needs of cyclists that are in or near the development. The Bike Hub has bicycle racks, a tire pumping



and changing station, bathrooms, and water bottle filling station. This development is the first development within the community to have centralized bicycle infrastructure and is a model for future redevelopment opportunities.

In 2015 Miami Township received \$1,059,390 from the Ohio Congestion

Mitigation and Air Quality (CMAQ) program for the construction of an off-road pathway that brings bicyclists and pedestrians across Lyons Road bridge and up State Route 741. This pathway, constructed between 2018-2019, is the first substantial success bringing bicycles into the Miami Crossing District and Dayton Mall Area. Many of the remaining areas around the Dayton Mall are

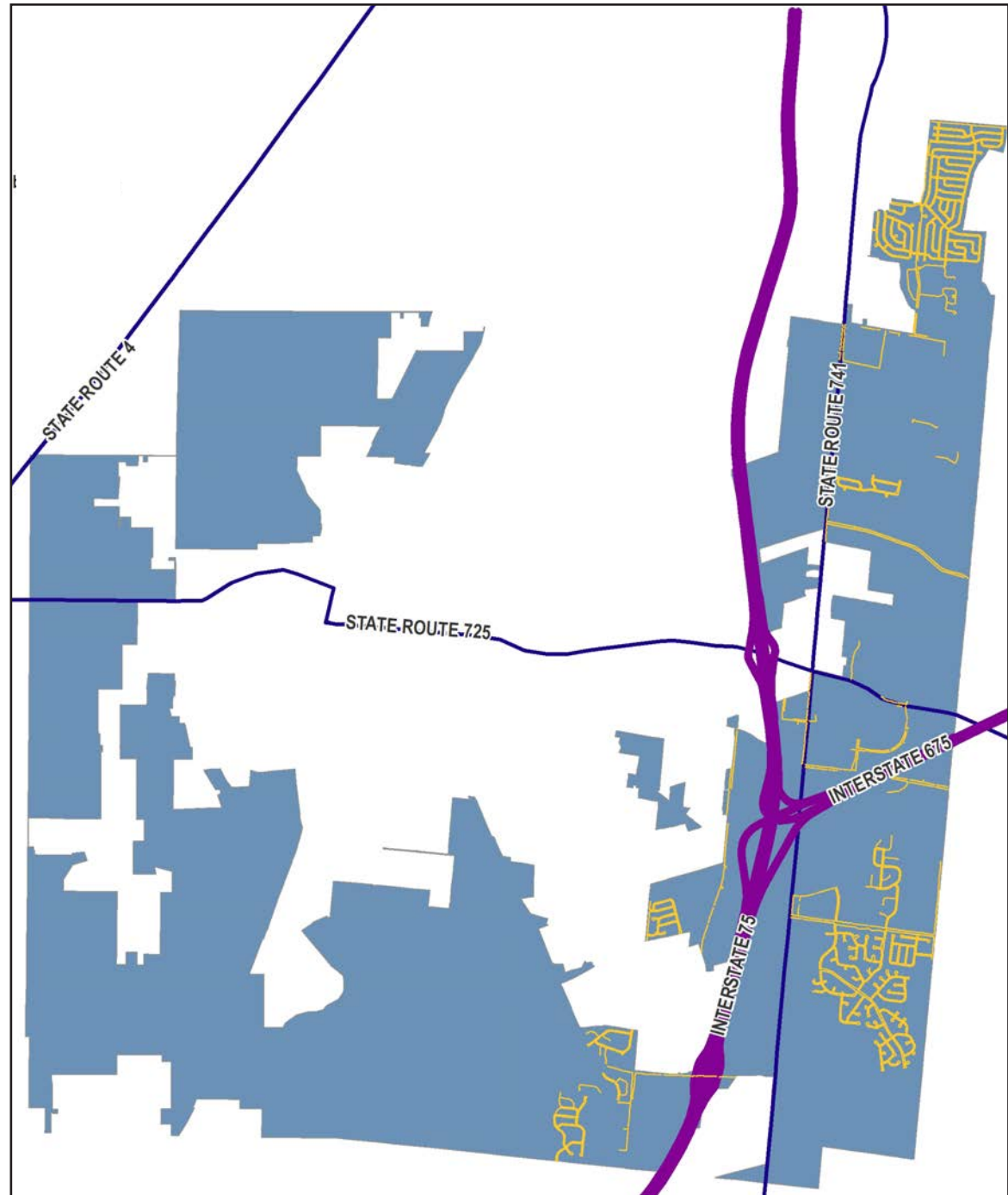
still unable to be utilized by pedestrian or bicyclists safely. Safe pedestrian and bicycle access to the mall is one of, if not the most common, complaints received throughout the comprehensive planning process.

Future planning efforts for bicycle connectivity should reference the Miami Valley Regional Planning Commission's Bikeways Plan to ensure regional connectivity is supported.

Sidewalks

New roadways within Montgomery County are required to have sidewalks on both sides of the road per the Montgomery County subdivision regulations. This means that pedestrian connectivity will continue to improve in the future, but there are currently many areas that lack complete connections. Due to the car-centric development pattern of Miami Township, not all the existing streets within our community have sidewalks. Another unfortunate reality is that many of the existing road rights-of-way are not wide enough to be retrofitted with sidewalks. Mad River Road is an example where there are large gaps in pedestrian connectivity.

This leaves our community with two challenges when it comes to sidewalks – how do we make the necessary connections between neighborhoods, businesses, and districts when there is limited space to do so, and how do we pay for these



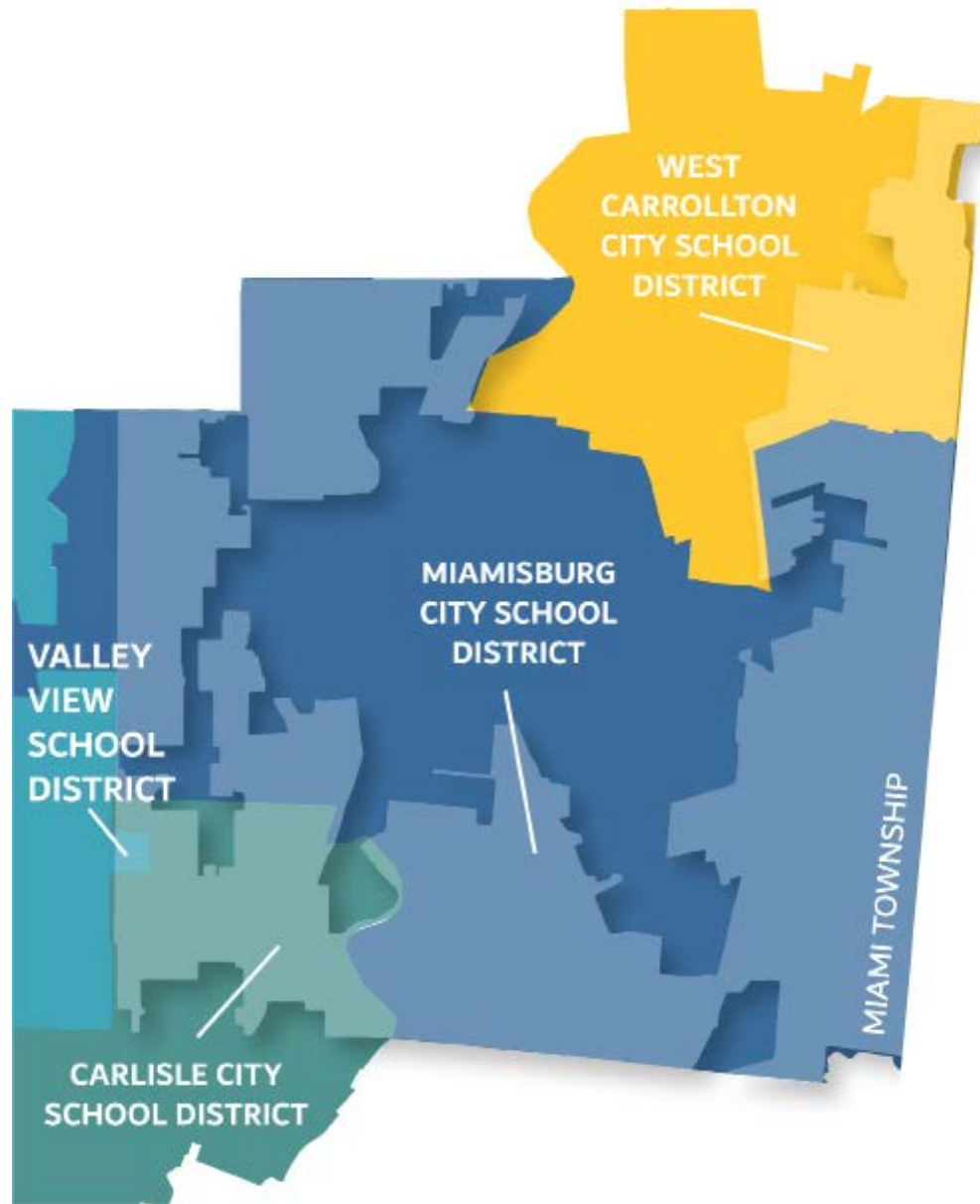
Miami Township Sidewalks

connections? Both these challenges are made even more difficult because many of the main roadways within our community are controlled by the Ohio Department of Transportation or Montgomery County and may not have the same approval process for these connections. Over the past ten years, both ODOT and Montgomery County have begun to prioritize sidewalk construction and generally their projects fund sidewalks to be installed within their rights-of-way.

Schools

Miami Township is home to four school districts – Miamisburg City Schools, West Carrollton City Schools, Valley View Schools and Carlisle City Schools, but only Miamisburg has schools within the unincorporated portion of Miami Township. The quality of school systems directly impacts the communities that people choose to live in and the price of housing in those communities.

The school systems within Miami Township are not controlled by Miami Township. Many cities have direct relationships with their school systems, as their boundaries are the same. Miami Township has school district boundaries that separate different portions of the community and are not directly related to our boundaries. There are currently three school buildings that are directly within Miami Township and all three are part of the Miamisburg City School system. Jane Chance Elementary School and Maddux-Lang Primary School are located at the



corner of Crains Run Road and Wood Road in the southwest portion of the Township and serve the kindergarten and elementary

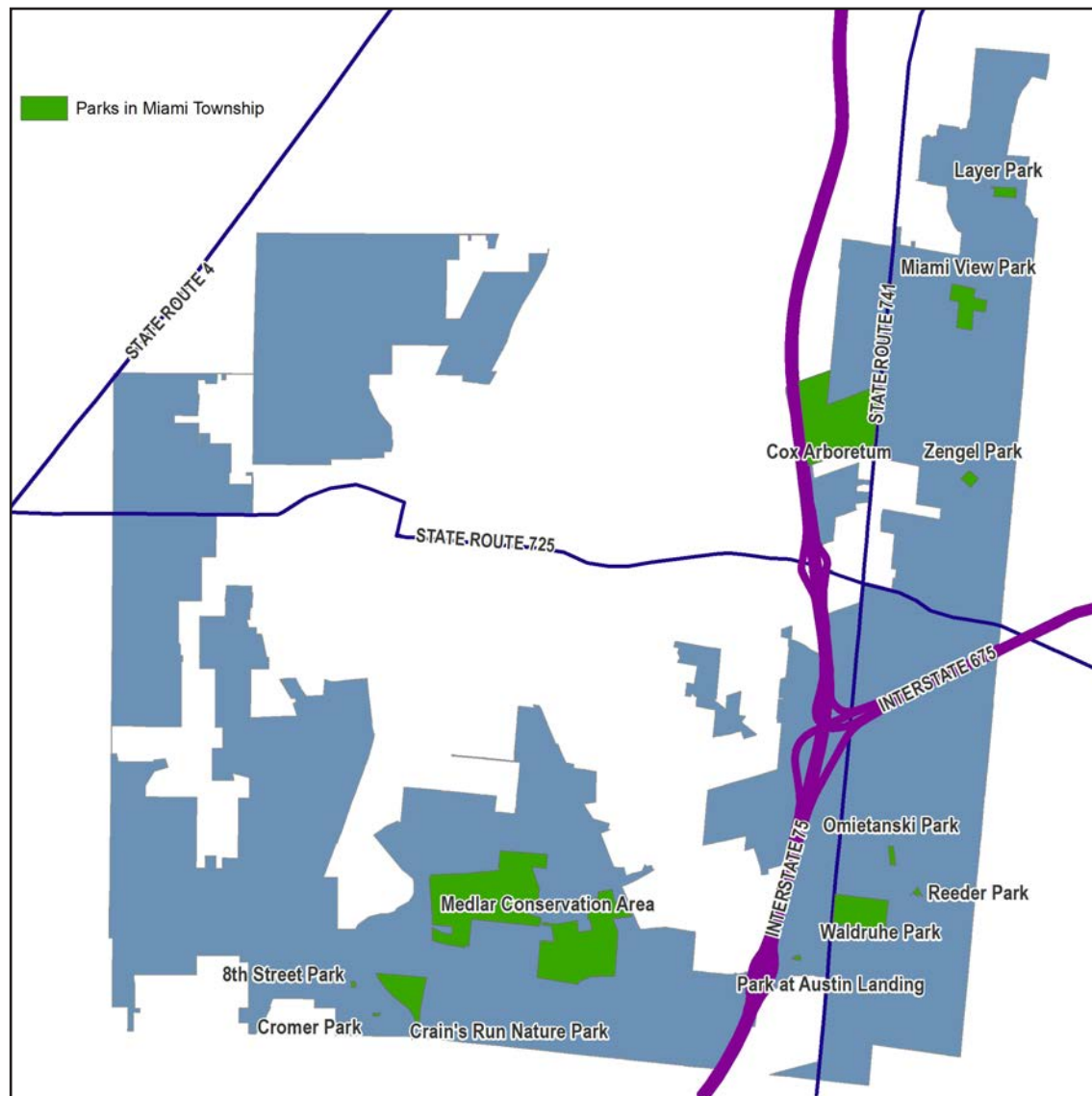
school needs of a portion of the Miamisburg School District. Miamisburg Middle School is located on Miamisburg-Springboro Road

north of Benner Road and is the only middle school for the entire district. Although these schools do fall within Miami Township, only residents within the Miamisburg School District boundaries pay taxes to support these schools.

Parks / Public Open Space

Miami Township is fortunate to have ten parks within our community and two MetroParks, Cox Arboretum and Medlar Conservation Area, that are managed and maintained by Five Rivers MetroParks. These parks vary in size and amenities from only having play equipment, to having walking trails, shelters for rent, and bathrooms.

The parks within Miami Township were not established pursuant to a long-term master plan, but rather were acquired under a variety of circumstances as opportunities arose over the last fifty years. Miami Township maintains a long-term park maintenance and improvement road map but does not have a comprehensive parks master plan. A parks master plan would help identify long term land, equipment, and improvement needs based on a comprehensive evaluation of community park goals and how each park fits into achieving these goals. A parks master plan should also identify goals and areas for future parkland acquisition if it is determined that such additions are desired. This will make it easier to seek funding and take advantage of opportunities in the future for parkland acquisition as developments



occur or properties become available for purchase.

As part of the public open houses for the comprehensive planning process, parks were one of the top concerns, a concern that is also

reflected in the community survey results. Generally, the public wants more activities in parks, as Miami Township currently does not have any event programming within the park system.

Water and Sewer

Miami Township has three water providers that provide service to residents with most of the Township receiving service from Montgomery County Environmental Services. The other two service providers are Jefferson Regional Water and the City of Miamisburg, both in very limited locations within the community. Residents do not have a choice of service provider as it is determined for them by the location of their home.

Residents who have sewer system access are provided it from Montgomery County Environmental Services. Residents who do not have access to the sewer system, primarily the west side of the community, utilize individual septic systems for their properties and in a few rare cases have individual on-site treatment structures on their property. In some cases, pump stations are being utilized to provide sewer service to specific areas.

Proximity to public water and sewer, and other metrics such as the capacity of pump stations, determines the ability to develop land beyond large lot, single family residential properties. The location of public water and sewer directly influences how Miami Township will develop in the future. Refer to page 122 for illustrative growth projections, scenarios for how the township can grow residentially based on varying development patterns and densities.

Public Facilities

Miami Township maintains several Township facilities to conduct administrative, police, and public works operations. The Miami Valley Fire District separately maintains two fire stations and a headquarters operation in the unincorporated portion of the township. The Township has one administrative building and one police building located on Lyons Road. The public works facility located on Wood Road houses administrative functions, vehicle maintenance and storage, salt storage, and fueling out of a combined campus.

Airport

Miami Township is home to Dayton Wright Brothers Airport (MGY), which is a public use airport that serves the needs of the general aviation community in the Dayton and northern Cincinnati area. The airport is a reliever airport for the Dayton International Airport (DAY) and serves the needs of many in our business community including the Connor Group, which has built their world headquarters and hangar on the airport property. Situated across two counties (Montgomery and Warren) and two townships (Miami and Clearcreek), the airport is developed around a single bi-directional asphalt runway measuring 5,000 feet in length and 100 feet in width and oriented in a northeast-southwest direction. Annually the airport reports operations close to 90,000 with an activity mix of 52% local and 48% itinerant.



The airport recently completed an airport layout plan (ALP) for the FAA that shows changes to the runway and overall site. The site was also rezoned into a Planned Development that allows the site plan that is reflected within the ALP. The development of the airport is anticipated to include additional office uses and light industrial uses closer to Washington Church Road.

Broadband Internet Connectivity

High speed internet connections are provided by at least five major suppliers in the area, including Charter Communications (Spectrum), AT&T, Frontier, ViaStat, and HughesNet. While an area may have coverage, this does not mean that every home or business has a direct connection to each provider. Fiber optic connections to businesses within Miami Township are available through many providers including a network of communities that have created a fiber ring headed by the Miami Valley Educational Computer Association (MVECA).

The Fiber Ring being coordinated through the Miami Valley Cable Council (MVCC) will utilize both new and existing fiber connections to create a 40 mile loop to provide secure connections for member communities. Miami Township agreed to join the fiber network in June 2021. A fiber network will be extended to Miami Township facilities on Lyons Road and Wood Road.

A secondary option, which may become a primary option as technology rapidly

advances, is utilizing a cellular provider like Verizon, AT&T, T-Mobile, or Cricket for broadband internet. Currently Miami Township has service for all three providers, and the community gets consistent LTE speeds. As the technology moves towards 5G, this option may become more prevalent as the fixed costs are reduced for consumers.

Equity

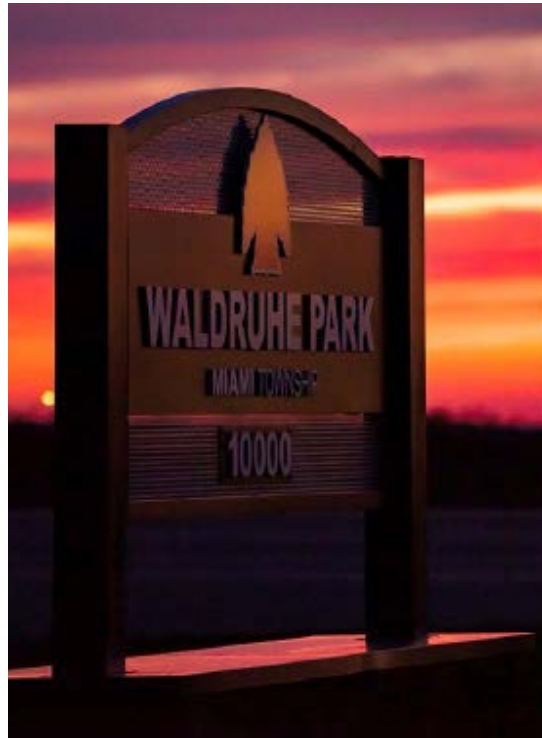
The provision of community services and infrastructure in an equitable manner is part of the community vision identified by this plan. This is not an easy undertaking and is not a static objective to be achieved as the needs of the community are ever changing. Equitable provision of services does not mean providing the same services or infrastructure to everyone in the community, because everyone's needs are different. Providing everyone with a roadway in front of their home does not provide the same opportunities to someone who is unable to drive either due to economic, physical or other circumstances. Providing a roadway with a sidewalk is an improvement, but a roadway with a multi-use trail on a public transit line provides transportation opportunities in a more equitable manner.

Miami Township has undertaken projects to provide transportation options in a more equitable manner through a variety of roadway and bikeway improvements over the last 10-15 years. The mixing of uses within certain districts also provides opportunities to improve equity by

increasing access to a variety of services within walking distance of neighborhoods and employment centers. Miami Township has a diverse range of housing types by style and cost, but improvements can be made towards greater equity in the provision of public infrastructure and services between these neighborhoods.



THE PLAN: INFRASTRUCTURE



Infrastructure is the backbone of any community. It creates opportunities to travel via foot, vehicle and air and places to visit and utilize such as parks, public buildings, and schools. Our goals for making Miami Township a more connected community, recognize that it takes effort to transform the traditional suburban landscape to make it more inviting and accessible and much of that effort is focused on our infrastructure. We can prioritize public spaces that not only provide a shared space to relax, walk or play in, but that engage the public via art, sculpture, or other shared experiences. We also need to be fiscally responsible in how we develop further infrastructure to ensure that adequate funding sources exist to maintain the additional infrastructure.

INFRASTRUCTURE GOALS

1

Develop a multi-modal transportation network that provides equitable access throughout the community.

2

Improve connectivity throughout the Miami Crossing District.

3

Improve the resiliency of our infrastructure.

INITIATIVES	GOALS SUPPORTED		
Develop a long-term master plan for extending pedestrian and bikeway connections throughout the community	1	2	3
Include pedestrian connectivity in all major transportation network upgrades	1	2	3
Complete conversion of sidewalk curb ramps to ADA compliant ramps	1	2	3
Support connections laid out in the Dayton Mall Area Master Plan to improve traffic flow between SR 725 and Lyons Ridge Drive	1	2	3
Support efforts to examine a reconfiguration of Exit 44 to improve traffic flow, reduce the severity of collisions and promote pedestrian connectivity	1	2	3
Develop a pedestrian connectivity plan and examine alternative street designs for Kingsridge Drive between Lyons Ridge Drive and State Route 741	1	2	3
Work to accommodate redundant systems for the water and sewer system where appropriate and in ways which can be sited with minimal intrusion on adjacent uses	1	2	3
Encourage growth first in areas that can utilize gravity systems rather than pumping stations for sanitary and stormwater systems	1	2	3



CHAPTER FOUR

HEALTH AND WELLNESS

Our Situation

Land use planning impacts community health and wellness in many ways. Protection of the public health has long been one of the principle reasons for enacting zoning and other land use controls, but it has not always been directly addressed in many comprehensive plans. The focus of this plan is to improve community health by providing opportunities for lifestyle changes and improving access to these opportunities for all residents. A community that lacks the infrastructure for residents to live a healthy lifestyle should not expect dramatic improvements in health and wellness from those same residents.

Some threats to community health such as placement of an industrial operation with toxic discharges in the middle of a residential community are readily identifiable, while others such as the lack of adequate access to healthcare facilities, transportation, recreation facilities, food and other services may be much more nuanced.

Community Health Topics

- 1 How do we plan for and measure community health from a land use perspective?
- 2 Which land use and development factors impact community health and wellness in Miami Township?
- 3 How do we measure progress and address the need for further improvements?
- 4 What measures can be taken through land use and development decisions and what is our plan to positively impact community health?

Measuring Community Health: A Community Development Perspective

How do we plan for and measure community health from a land use and development perspective? There are several ways we address this. First, we identify Community Health Resources.

Community Health Resources

Community Health Resources are those facilities that serve to improve or manage the health of a community. These may include hospitals, clinics, places of recreation, grocery stores, food banks, places of congregation and socialization, and public infrastructure like water and sewer facilities.

Community Health Factors

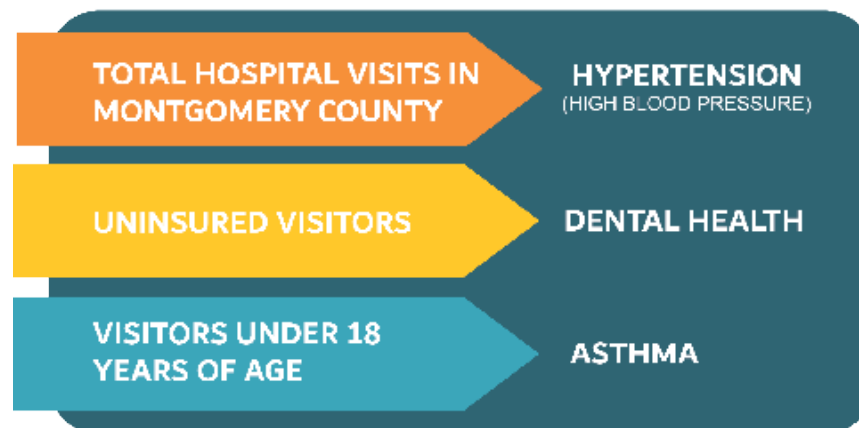
Second, we identify Community Health Factors that both influence and are influenced by land use decisions. Many of these factors can be measured and quantified through the analysis of Spatial Factors.

Spatial Factors

Spatial factors are the relationship between other Community Health Factors and the geographic orientation of those factors in a given space. Spatial factors can be further subdivided between those that are primarily mapped based on concentration and those that are depicted based on their proximity to a group or area. An example of spatial concentration could be a retirement community that has a geographically concentrated group of residents over the age of 65. Spatial proximity could be the distance of all residents to parks or recreational facilities.

Finally, we utilize our measurement tools combined with other health related factors

TOP REASON FOR



to evaluate our current situation and what areas we can seek to improve through our planning recommendations.

Demographic Factors

Demographic factors impact community health outcomes and both impact and are impacted by land use decisions. A younger or older demographic will have different health needs and will require different resources in order to produce desired health outcomes. Different segments of a community will also require access to different levels and types of resources based on individual demographic and socio-economic characteristics.

Coordination with healthcare organizations in the community could aid in better identifying the land use factors that impact the various needs of the community.

Appendix A provides additional detail on the demographic data that could impact the decision-making process within our community.

Environmental Factors

Environmental factors can be broken down into two broad categories of natural and human induced health impacts.

Natural Impacts

Natural Impacts include the general climate of Ohio and the Miami Valley in particular. Often referred to as sinus valley, there are some factors that are simply due to the unique geographic climate of this area that impact issues like seasonal allergies for many residents.

Geographically, Miami Township is a diverse community stretching 20.8

QUICK FACTS

Heart disease is the #1 cause of death in Montgomery County, however, among those aged 1-54, accidents are the leading cause of death, with motor vehicle accidents the leading cause of death for those aged 1-14.

Source: CHA 2019

square miles. Physical barriers such as the Great Miami River divide the more rural areas from the urbanized east, but more critically, the terrain of the community impacts the feasibility of providing water and sewer services to certain areas. This in turn impacts the health of those residents that are dependent on wells and older septic systems. This is a particularly acute issue in areas like the Coleman Plat area west of the Great Miami River. Areas in the southeast portion of the community were historically swampland and the local geology continues to contribute to how homes and other structures are developed. Many of the homes in this area lack basements due to the high-water table. This in turn can impact mold levels, radon concentrations, etc.

The geologic composition of Ohio can influence public health in a variety of ways.

Community Health Metrics

Motor Vehicle & Pedestrian Accidents	ODOT - Highway Safety Dashboard
Air Quality Index	Ohio EPA Air Quality Monitoring & AirOhio
Average Precipitation	Miami Conservancy District
Soil & Water Nutrient Loads & Contamination	Miami Conservancy District
Vital Health Statistics	Dayton & Montgomery County Public Health, Area Hospital Networks & Associations
Sidewalk & Bikeway Locations	Miami Township Sidewalk & Bikeway Database
Proximity of grocery stores & fresh produce locations to population	Miami Township Database
Percent of ADA ramp completions	Miami Township Database
# or % public art installations	Miami Township Database

These factors are naturally occurring, but may still impose the need for mitigation measures, alternative building designs, and other considerations during the development process. Due to geologic issues, Ohio does have an elevated level of background arsenic in its soils.

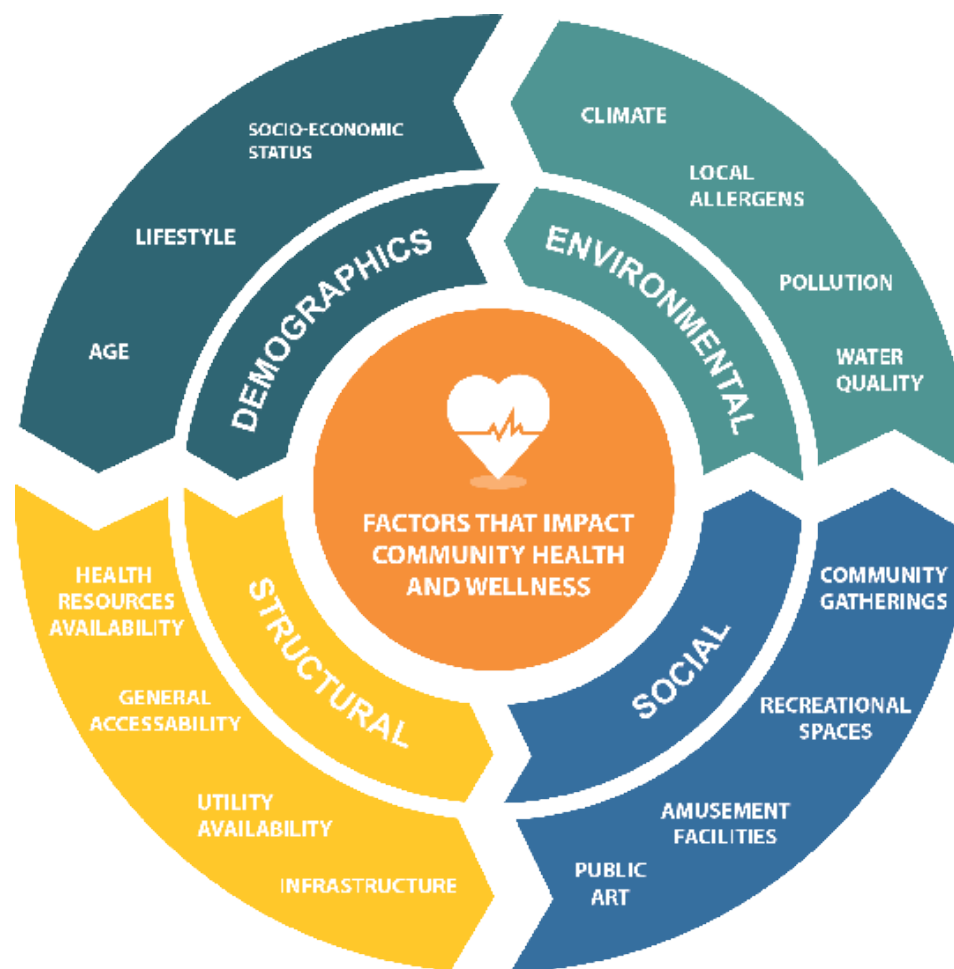
Human Induced Impacts

Point & Non-Point Pollution

Point and non-point source pollutants can have significant impacts on human health. Miami Township is fortunate not to have experienced some of the more severe experiences with industrial pollution that some communities face and the region has in part, due to the extensive underground water resources, taken steps over the years to limit point sources of pollution. Local issues have primarily been centered on issues of nutrient and sediment loads in rivers and streams, legacy issues with older building such as asbestos, and localized dumping or contamination issues from illegal tire and waste burial to underground fuel storage tanks.

Regulation of the placement of potential point source pollutant generators is an important factor in protecting the public health.

Non-point sources, such as fertilizer runoff are not typically regulated through zoning and land use controls but can be influenced by them. Placement of buffer zones, conservation areas, and parkland between waterways and these non-point sources can improve environmental outcomes.



Lead Based Paint in Housing: In 1978, lead-based paint for consumer use was banned nationally.

The use of asbestos began to be phased out in the early 1970's. While still in use today it is more likely to be found in high concentrations in homes or other buildings built prior to 1980.

Wellfield Protection Areas should be viewed not just from the perspective of protecting public wellfields but also of protecting areas that rely on private well systems.

Structural Factors

Structural Factors can include a wide variety of public and private infrastructure components. Examples, many of which are further explored in the Infrastructure Chapter include:

- Availability of public water and sewer facilities
- Capacity of water treatment facilities
- Pedestrian facilities
- Roadway Conditions
- Access to alternative transportation
- Availability of Community Health Resources

Social Factors

Social Factors include many of the resources needed for the wellness side of the health and wellness equation. These factors include:

- Areas for community gatherings
- Availability of places for recreation, amusement
- Public art

Community Health Data

Now that we have identified Community Health Resources and Factors, we also need Community Health Data.

Dayton & Montgomery County Public Health compile a vast amount of public health data in their Community Health Assessment

(CHA Report) that is relevant to land use planning and provides an overall picture of public health in our region. Combined with data from the Community Health Needs Assessment (CHNA), produced in collaboration with 35 hospitals, 25 counties, 28 local health departments and 3 states by the Health Collaborative, we can get a measurement of overall community health in southwest Ohio.

What can you do to improve your health?

“Eat healthier and exercise more.”

*- 70% of responses
(CHNA, 2016)*

How much does physical location and environment influence a healthy lifestyle?

The CHNA study provides some insight into this by noting that 16% of residents in Warren County, versus 43% of residents in Shelby and Champaign counties reported being physically inactive. Physical inactivity can have many causes, but it is not uniformly distributed across the regional population. Factors within distinct pockets of the population are impacting the degree to which people are or are not physically active.

Shelby and Warren counties both ranked in the top third of household income according to the 2018 American Community Survey. If physical inactivity was driven solely by economic status or national trends such as increased electronics usage, then we would see either the data following these patterns or being distributed more uniformly across the population as a whole.

Sources such as the EPA and the Regional Air Pollution Control Agency (RAPCA) provide air quality monitoring data for the region. This is one measure by which we can see the effect of social and land use changes on our regional environment. The Miami Valley Regional Planning Commission reports from RAPCA data that in 1976 the region experienced 159 days where the Air Quality Index was unhealthy for sensitive groups or worse and in 2018 only experienced 4 days at that level.

Measuring Progress & Community Health Metrics

To what degree can we impact our Community Health Factors?

There are a variety of sources that permit us to track our progress towards improving the health and wellness of our community. The CHA Report and CHNA are great sources to gain a broad picture of community health. Other sources, such as the Ohio Department of Transportation provide more specific



data related to motor vehicle and pedestrian accidents.

Community Health & the COVID-19 Pandemic

The global Coronavirus pandemic reinforced the need to consider public health and the relationship with our built environment. The pandemic dramatically altered the way people interacted and worked during the health emergency. Parks and open space took on a new role as places for people to relax while being able to maintain required distancing. Online connectivity became a public health issue as the ability to limit physical proximity was driven in part by the ability of people to work from home and interact digitally. The long-term impacts of public health concerns will continue to impact how businesses operate and the types of venues that we construct, but the desire for social interaction will not dissipate.

Finally, based on the analysis and measurement of Community Health Resources, Factors, and Data we can develop a plan to improve Community Health & Wellness.

PANDEMIC PREPAREDNESS PLANNING

1. Proximity of open space and other areas for people to get out without compromising proximity guidelines
2. Availability of broadband connections and redundancy of systems
3. Ability to accommodate drive-thru and pick up locations
4. Automation of food preparation and delivery services
5. Automated warehousing and distribution
6. Autonomous vehicles
7. Financial capacity of township to withstand sudden economic shocks
8. Food distribution for those unable to acquire food through traditional means
9. Return of home delivery service for basic perishable goods that can be locally sourced, such as milk
10. Ability to use community health mapping to quickly identify hot spot health concerns
11. Establishing a current database of community resources for disaster programming

One of the most significant issues raised by the 2020 Pandemic was the interconnectedness that each of us share from a community health standpoint. The direct impacts of the virus were focused on the elderly and those with underlying conditions. The ability of individual community members to sustain themselves for significant periods of time in isolation

impacted the spread of the virus and the ability of local systems to manage the load on the local healthcare system. The frontline of this battle became individual residents and their ability to remain isolated long enough for the system to catch up to the disease. In this case, the ability to work from home, to obtain food with minimal contact, the ability to

participate in telemedicine and to meet remotely contributed greatly to how fast the virus spread in one area of the country versus another.

The 2020 Pandemic changed the world, but it was not the first and likely will not be the last time humanity is tested by nature. Our ability to influence the environment and for those influences to spread rapidly around the globe is at a level never existing before in human history. The health of communities across the globe from us cannot be ignored and should not be under appreciated. Global travel and global influences can rapidly impact every country and region on the planet. Our ability at the local level to prepare and improve the overall health and wellbeing of our residents may mean the difference between surviving or succumbing to the next global health emergency.

Undoubtedly, some of the lessons learned and behavioral changes resulting from the pandemic will fade over time, but some will become ingrained in how we interact and shape our society going forward.





THE PLAN: HEALTH AND WELLNESS



We will improve community health by incorporating community health measures and initiatives into planning projects. We will advance knowledge of community health by establishing defined tracking measurements by which to better identify community health trends in our community. This will allow us to better identify improvements and declines in community health going forward.

HEALTH AND WELLNESS GOALS

1

Improve opportunities for residents to choose an active, healthy lifestyle

2

Improve the environmental health of the community

3

Improve access to health and wellness resources

4

Increase opportunities for residents to choose an active, healthy lifestyle

INITIATIVES	GOALS SUPPORTED			
Establish recreational programming to engage residents of all ages and provide opportunities for activity	1	2	3	4
Connect existing sidewalk and bike paths to create a continuous network for pedestrians and cyclists	1	2	3	4
Partner with other local organizations to secure housing rehabilitation funds to provide existing homes with accommodations for seniors	1	2	3	4
Increase percentage of tree canopy cover in urbanized areas of the township	1	2	3	4
Remove the low dam on the Great Miami River	1	2	3	4
Protect stream and river corridors with adequate buffers to reduce risk from floods	1	2	3	4
Strengthen stormwater remediation tools to reduce excessive runoff and discharge of pollutants into streams and rivers adjacent uses	1	2	3	4
Maintain protection of wellhead areas and other environmentally sensitive sites	1	2	3	4

INITIATIVES	GOALS SUPPORTED			
Upgrade and maintain public open spaces and parks through the adoption of a long term Parks Master Plan	1	2	3	4
Encourage the installation of electric charging stations within the community	1	2	3	4
Promote community clinics in non-traditional centers	1	2	3	4
Improve pedestrian and non-automotive access to food centers and other health resources	1	2	3	4
Promote community gardens, farm markets, and other programs that increase access to locally grown and minimally processed foods	1	2	3	4
Provide specific allowances for mobile clinics through the zoning resolution	1	2	3	4
Improve intersection safety and rank intersection by priority level	1	2	3	4



CHAPTER FIVE

SENSE OF PLACE

Our Situation

One of our community's greatest challenges is defining who we are. With boundaries touching twelve other city and township borders, three different public-school districts within our boundaries, and having eight different zip codes, clearly defining who Miami Township is, is difficult. Many communities can point to their downtown as the heart of their community, or to a historically important feature like a river or lake, or to something that the community has been built around. Formed over 190 years ago, Miami Township developed along some of the region's first paths and later roadways linking the Dayton area to Cincinnati and many communities in between. Miami Township has been primarily a rural community for much of its existence, but in the late 1960's with the construction of the Dayton Mall it became one of the region's largest commercial hubs. Unlike commercial areas in many of our neighboring communities, however, the township has not developed the same downtown atmosphere and sense of place found in these other areas. This plan aims to promote changes that will bring a greater

sense of place to our existing commercial hubs.

Cultural Identity

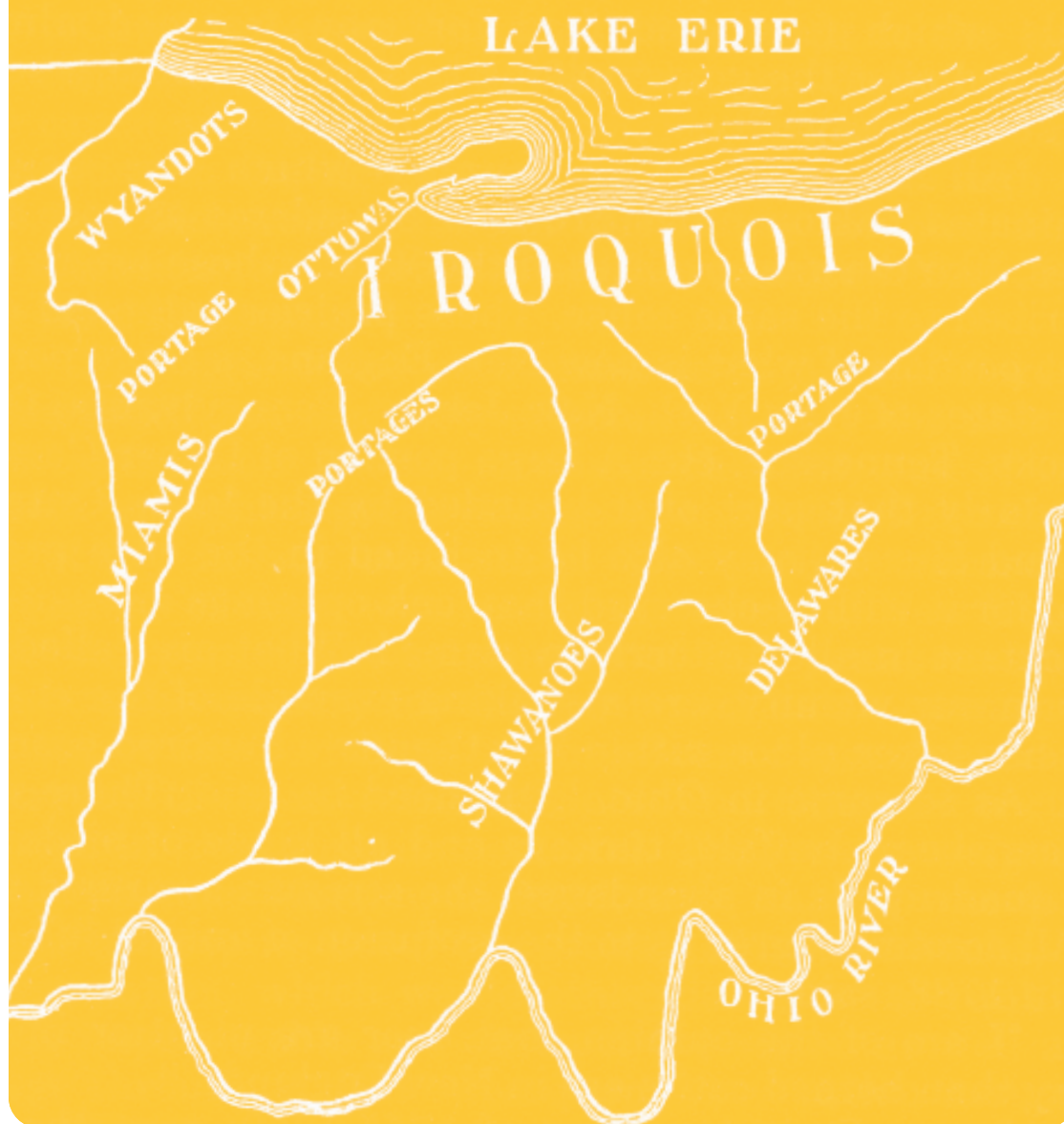
As described in the book *Images of America Miami Township*, "This place was organized as a Township about the year 1830, and Emanuel Gebhart was the first Justice of the Peace... the soil is of a limestone nature, and very productive. At one time fruit in its wild nature grew spontaneously; and the early pioneers had easy access to plentiful supplies of wild plums, strawberries, and grapes. Wild bees were very plentiful. The streams that flow through this rich Township were literally dense with fish; and it was a common occurrence, even for those least skilled with piscatorial knowledge, to capture with a sieve enough fish to fill eight tubs at one haul. Deer, turkeys, wolves, and other game were abundant. Squirrels were so numerous that farmers were induced to offer a reward for every tail brought to them."

As a community that dates back to 1829, our community has survived changes to its landscape, its food sources, its

demographics, and its layout. An integral part of a community's identity is demonstrated through cultural locations and visual expressions of our unique place in the Dayton – Cincinnati metro region and within Ohio. Below are some of the cultural stories that have shaped our history. These stories are opportunities for the Township to more fully embrace our history and express our unique place in the history of the region.

One survey conducted for The Plan indicated that out of 120 respondents, nearly 50% had lived in Miami Township for over 15 years and another 29% had lived here at least 5 years. This means that either a large percentage of residents stay within Miami Township for over 5 years or of those that do, a good portion of them feel enough connection to Miami Township to participate in a survey.

The Indian Tribes Of Ohio



Native Americans

Miami Township is named after the Miami Indians and the Miami River. Evidence of early settlement and development of Miami Township still exists in the form of the historic Mounds located in the current limits of the City of Miamisburg and the place names for area communities and natural features. The area was later inhabited by the Shawanoes and Myaamia (Miami). Forced to relocate through treaties and circumstances, the Sovereign Nation of the Miami Tribe of Oklahoma now resides in northeastern Oklahoma after an initial relocation to Kansas. Despite relocation, the land of the Myaamia is still referred to as Myaamionki or the Place of the Myaamia. Descendants of the Myaami continue to promote the Myaami language and culture both from Oklahoma and from descendants living still in the original Myaamionka, which included parts of Ohio, Michigan, Indiana, Illinois and Wisconsin.

Miamisburg Mound

Ohio is well known for its mound builders, and one such mound was located within what is now known as Miamisburg. Ester Light, whose essays were published in Miamisburg: The Story of our Town, stated that "Early settlers estimated that the earthwork's walls stood from three to ten feet in height and were fifty feet wide at the base". The Mound Builders were not one single group of people, but several groups or cultures according to the book *Images of America: Miami Township*.

Miami-Erie Canal

Miami Township was part of the Miami-Erie Canal pathway which connected the Ohio River in Cincinnati to Lake Erie in Toledo. The canal was approved for construction by the Canal Act of 1825 and was completed in 1845. This act authorized the construction of the canal from Cincinnati to Dayton and went directly through Miamisburg's downtown. The canal went into disuse in the late 1800's, but its historical value, and impact were great.

Great Miami River

Although the original explorers, who were French, called the river the Riviere a la Roche (River of the Rocks), the Great Miami River has provided resources and opportunities to our community since the original pioneers settled near it. The river flows from Indian Lake in Logan County to the Ohio River, providing amenities to all who live upon it. The river flooded in 1913, which led the community to establish the Miami Conservancy District, which was tasked with building dams, levees and storage areas to protect against future flooding of the river.

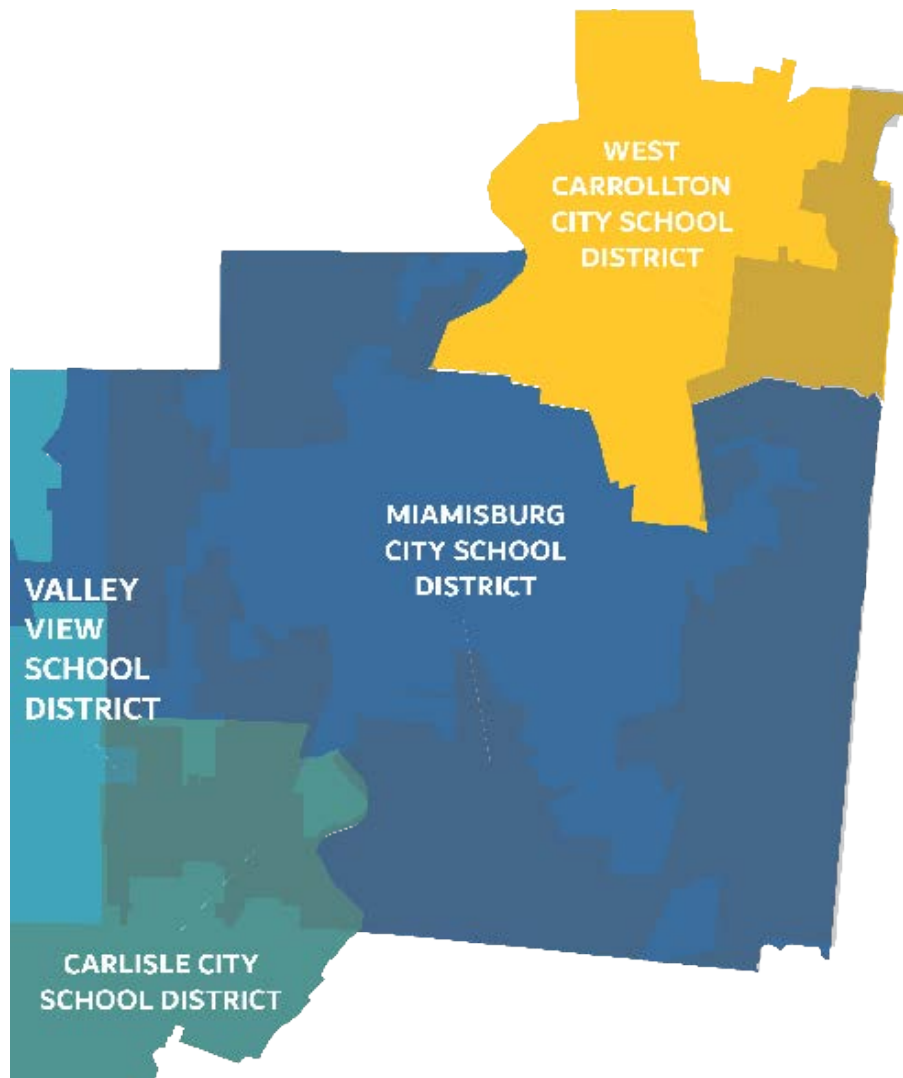


Mad River Road

Mad River Road was the “first overland route between Dayton and Cincinnati” and was built around 1795 to provide access for residents of Cincinnati to get to Dayton. Today the last remaining portion of this road is between Kettering and Miami Township and is marked with an Ohio Historical marker.

Neighborhoods

Miami Township is a community with a diversity of residential opportunities. From higher density multi-family residential communities to expansive rural estates, our community provides housing and living opportunities for everyone. Over the years, the Township has worked with developers to provide



additional residential living opportunities at varying densities and price points.

Housing and neighborhoods are the backbone of any community. Miami Township has not historically focused on identifying individual neighborhoods within our community. Although we have areas that identify with a specific

neighborhood we also have many areas and residents that do not see themselves as part of a specific neighborhood. A lack of connection to the place you live is one of the reasons that is shown to increase an erosion of housing quality, abandonment of properties, and a reduction in a sense of safety in a neighborhood.

Schools

Miami Township is fortunate to have multiple school districts within our boundaries for residents to attend, creating unique opportunities for larger community events, such as annual football game rivalries, blood drives, or fundraisers.

Miami Township has four public school districts within our boundaries – Miamisburg City Schools, West Carrollton City Schools, and Carlisle City Schools. We also have two private school systems Dayton Christian Schools and Bishop Leibold School, that draw students from all over the Miami Valley.

Community Appearance

The impacts of community aesthetics are clear when visitors come to a new place. The first impression has direct impact on whether someone will stay in our community, whether a business will open in our community, and whether someone will return. When asking residents what concerns they have with our current community, vacant storefronts, design standards, and landscaping were all listed as top priorities. Whether appearance is directly related to a specific building, a specific area, or to a perceived “feeling”, people still make these judgments on our community.

Miami Township is fortunate to have a developed urban commercial area, beginning in the late 1960’s through

present day. Unfortunately, much of this development follows an old development pattern prioritizing automobile parking and discouraging pedestrian access. Investments to improve, renovate, and replace buildings have not occurred consistently throughout the community. Areas such as Austin Landing place a strong emphasis on aesthetics and design due to the project's development within the last fifteen years and adherence to significantly stronger development standards. One of the areas that receives the most negative comments relating to appearance is the Dayton Mall area. This area was primarily developed between 1970 and 1990 and still lacks many of the newer pedestrian and design features expected of more recent developments.

The legacy land use pattern permitted a very traditional suburban design, which lends itself to large parking fields, little or no landscaping, and large, wide access drives. This creates a sense of place that is transient. It pushes people to move through our community at speeds that are higher than desired.

Although there have been substantial improvements to our land use patterns, zoning and development codes, and support for these changes, the urban core has not experienced enough change for many people to improve their impression of our community.

Efforts have been made to incorporate

gateway features in partnership with the private sector to better identify the community. While these represent one step in establishing a distinct notification of place, further efforts to improve public landscaping along major roadway corridors and entrances to neighborhoods should be explored.

The Urban Landscape / Public Art

Our community has a diverse pattern of development, with large retail users, small offices, and converted residential properties serving the needs of our business community. We have residential single-family homes, apartment complexes, and multi-story condo buildings. Miami Township does not likely mean the same thing to users or residents of those different uses. Although in many aspects this is a positive for our community, when it comes to the urban landscape it creates challenges. Trying to create an environment that is cohesive and feels like it was meant to be together is challenging when you have so many different views of the community and so many different users of the community's amenities. To create this cohesion, you need shared spaces, public spaces, art, and amenities that make people become one.

Miami Township does not have much public art or sculptures that have created strong community attachments. Americans for the Arts, an advocacy group for public art, states that "public spaces play a distinguishing role in our country's history and culture. It reflects

and reveals our society, enhances meaning in our civic spaces, and adds uniqueness to our communities. Public art humanizes the built environment. It provides an intersection between past, present, and future; between disciplines and ideas. Public art matters because our communities gain cultural, social, and economic value through public art."

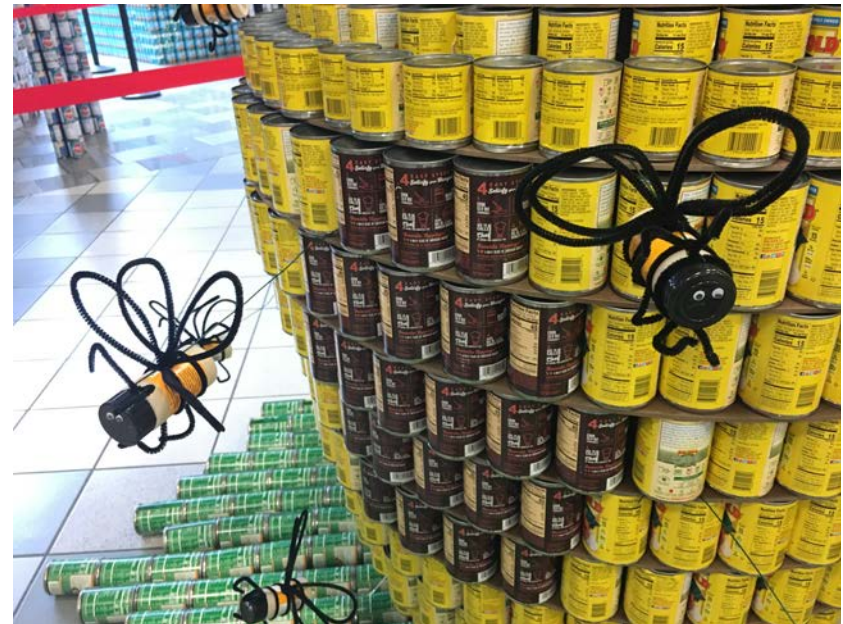
Miami Township has a strong history, great neighborhoods, and opportunities to bring people together through several different means. The creation and fostering of a sense of place starts with a dedication to make places that people want to be in. It focuses on the details that make a place unique, comfortable, and approachable. Our plan is to incorporate these details throughout the community to enliven, enrich, and invigorate our dedication to this community.

Although this cannot be done quickly, decisions can be made, and prioritized, over time to continue to push our community to a more holistic place, that encourages people to see Miami Township as a separate place from Dayton, Miamisburg, or Centerville. Our plan focuses on simple goals and initiatives that can be done in the short, medium, and long term to help generate more pride in our community, as well as make businesses and visitors alike know that they are in a unique place – Miami Township.



Small Businesses

Small businesses often make up the heart of a community's commercial district. Miami Township is unique among most townships in terms of the sheer number of large businesses in our commercial district, but we also have a healthy supply of small, locally owned shops. As we look at ways to address the many issues noted in this document, the struggles of the small business owner should not be overlooked, nor their potential to make a place unique. Small businesses can include franchises that are locally owned, for it is that local ownership and management that often creates an attachment to and for the community. The Kingsridge Drive corridor is one area that has a wealth of locally owned small businesses.







THE PLAN: SENSE OF PLACE



Miami Township will be a community that has a clear identity that carries meaning with residents, businesses, and visitors alike. We will be a unique and vibrant community that is readily recognized as Miami Township.

SENSE OF PLACE GOALS

1

Create a clear and recognizable identity for Miami Township that enables residents and visitors to make a connection with the community

2

Improve community ties and sense of activity

3

Improve recognition of township history and cultural influences

4

Improve recognition and assistance for small businesses

INITIATIVES	GOALS SUPPORTED			
Install community gateways at township borders to notify both residents and visitors that they are entering Miami Township. Community Gateways could include signage, lighting, and landscaping	1	2	3	4
Identify areas where consistent community-oriented elements can be implemented to provide image continuity, such as benches, wayfinding signs, light posts, and gateway features at the major entrances into the community	1	2	3	4
Reinforce township branding through all township media; emails, newsletters, social media, etc.	1	2	3	4
Develop facilities that provide opportunities for community events and social interaction	1	2	3	4
Increase the diversity of businesses and community centers with the urbanized core	1	2	3	4
Improve neighborhood identification through signage, markers, distinct landscaping and development standards	1	2	3	4
Seek opportunities to install public art highlighting both past and present cultural influences	1	2	3	4

INITIATIVES	GOALS SUPPORTED			
Explore improvements to Kingsridge Drive to improve appearance and identify it as a small business district	1	2	3	4
Investigate opportunities for façade improvement grants to small businesses to assist them with bringing buildings and sites up to current design	1	2	3	4
Maintain a diverse range of housing options in quality, consistently-designed neighborhoods and developments	1	2	3	4



CHAPTER SIX SUSTAINABILITY

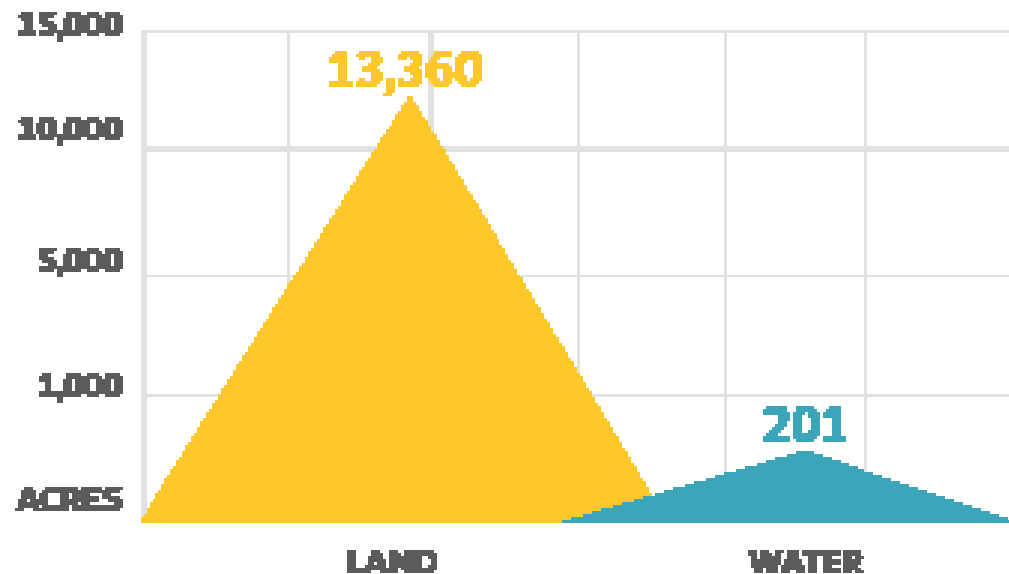
Our Situation

Miami Township has a diverse natural environment as well as a diverse economic environment. Sustainability from a natural and fiscal standpoint go hand in hand. No community should plan to develop in an unsustainable manner, where either the resources required to sustain the community are impaired or the development pattern creates an unsustainable maintenance burden. Development is more than simply constructing buildings, it is also about ensuring the natural resources of the community are maintained in a manner that provides for continued utilization by future generations and enhances the benefits derived from those resources by the current generation.

Land, Water, and Air

Land

As the saying goes, land is the one thing they aren't making anymore of, and for this reason it is one of the most valuable resources of any community. Land is often referred to as developed or undeveloped, but in reality, in most communities, there is little if any true wilderness. Land is often developed



as residential and commercial areas, but it is also developed into farmland, parks, forests, and other areas that still provide a specific community benefit, often more valuable than an empty parking lot. Land that has been constructed upon for parking, buildings, industry and other uses is traditionally viewed as a higher use, but it is also more impacted and carries an opportunity cost that should not be

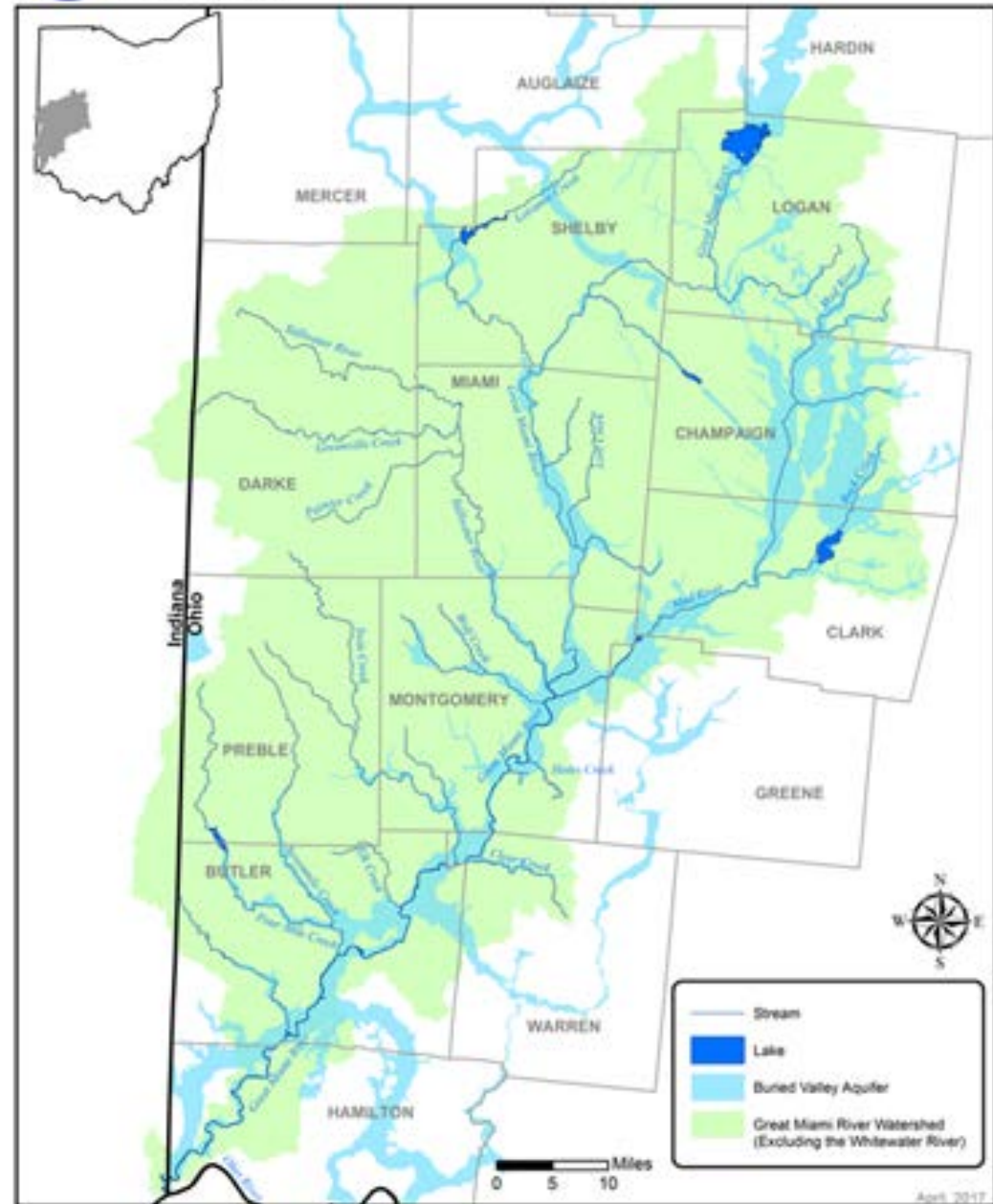
discounted. Once graded, compacted and paved, land loses much of its ability to be utilized for agriculture, park space, aquifer replenishment and many other uses. These other functions can not be easily restored without significant cost and effort, so the level of development impact to our land should be carefully considered with sufficient land held in reserve to ensure we have flexibility to respond to future needs.

Nearly all productive farmland in Miami Township exists on the west side, and much of this area does not have access to public sewer systems, although some areas do have public water nearby. Utilization of these areas for more impactful residential, commercial or industrial development carries considerable cost due to the need to extend water or sewer services to these properties. High impact development should be focused first in areas that already have existing public infrastructure. This will improve the benefit/cost ratio for the continued maintenance of these services. Where extension beyond the interior high impact areas is desired, it should occur as close to existing infrastructure as possible and avoid lands that hold other significant community benefits such as wetlands and forests.

Miami Township is fortunate not to have areas with a history of significant pollution by heavy industry, but we do have areas that have been heavily disturbed. These areas range from gravel mining operations to heavily paved commercial areas. Some of the older commercial areas were built prior to many modern stormwater management standards and thus contribute significantly to downstream impacts on both water quality and land erosion. In some cases, older office and industrial sites do have challenges with a history of underground fuel tanks, asbestos, and other contaminants, but it is not believed that these are widespread. These properties do provide an opportunity for redevelopment that, compared to current conditions, can result in improved environmental outcomes for the community.



Buried Valley Aquifer



Water

Miami Township has an abundance of water resources due to our location above the Great Miami Valley Buried Valley Aquifer. According to the Miami Conservancy District the aquifer contains 1.5 trillion gallons of water. Protection of the aquifer is critical for sustaining both residential and commercial activities in the region. Conservation practices, industry changes and the closure of the DP&L Hutchings Station power plant are driving a decline in overall water usage which is a positive trend for continued maintenance of the aquifer. Well levels have remained relatively stable since the 1950's with levels between 20-25 feet below the surface.

One of the challenges however with an abundance of water and precipitation levels that are trending upward is the potential for greater flooding. Annual precipitation in the United States as shown in Figure 6.01 has risen from approximately 38 inches per year in 1945 to over 42 inches per year in 2020 with a consistent rise from the early 1990's. This in turn is leading to greater runoff into the Great Miami River according to the Miami Conservancy District. Individual residents and some neighborhoods have experienced the dramatic impacts of increased precipitation through the erosion of yards into stream channels and the difficulty with evacuating water from

basements and yards due to soil saturation. These problems are exacerbated in areas that were constructed prior to modern stormwater controls.

Declining use of water also poses some fiscal challenges as much of the same infrastructure must be maintained regardless if usage and revenues are down. This points again to why it is important to locate new development in areas close to existing utility infrastructure to minimize system expansions that could become a financial burden later.

Miami Township also has an area along the Great Miami River, maintained by Montgomery County, that serves as a wellfield. Protection of these areas should be a priority in order to maintain redundancy in our water supply system.

The infographic is a dark teal rounded rectangle divided into three vertical columns. Each column has a circular icon at the top: a sun for Land Resources, a water drop for Water Resources, and a cloud for Air Resources. Below each icon is a list of resource-related issues.

LAND RESOURCES	WATER RESOURCES	AIR RESOURCES
Erosion Control	Control of Runoff	Smog
Pervious Coverage	Impact of Rising Precipitation	Particulates
Availability of Open Space	Impact on Wellfield Areas	Airspace Availability
Availability of Development Space	Low Dam on Great Miami River	Lighting Impacts at Night
Pollution Potential of Permitted Uses	River and Stream Bank Erosion	Noxious Odors and Smells
Productivity Potential of Land for Food Production		Heat Island Effects
Tree and Forest Cover		

Annual Precipitation (Measured in Inches)

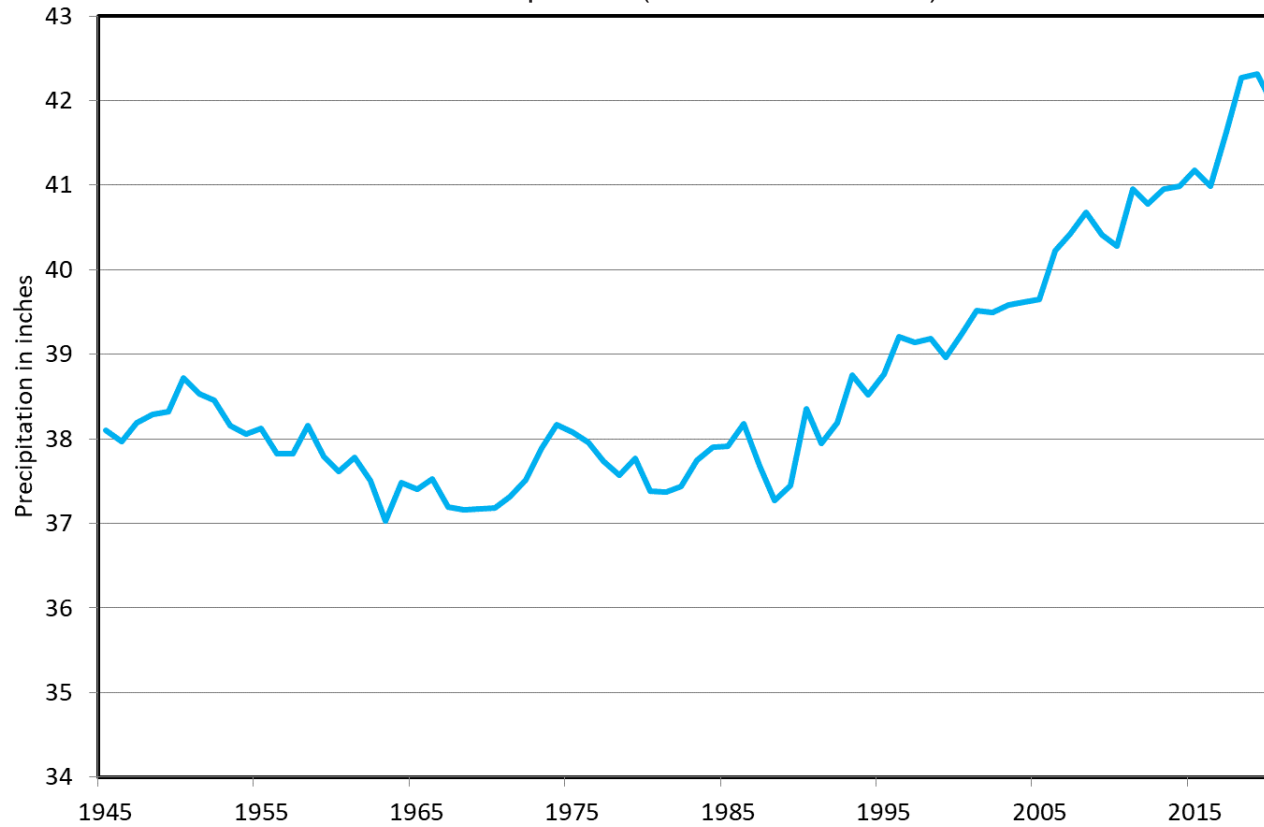


Figure 6.01

Air

Air Quality is monitored by the Environmental Protection Agency and the Regional Air Pollution Control Agency (RAPCA). Fortunately, air quality has been improving over time in the Dayton region with the percent of days considered to have a Good AQI (Air Quality Index) level rising from 42% in 2010 to 79% by 2017. This may be attributed to a variety of factors including changes in manufacturing activity, improved fuel efficiency of vehicles, and closure of the

Hutchinson Station Power Plant, among other factors.

One of the public surveys conducted for The Plan showed that a significant amount of work-related travel is the primary purpose of travel for those moving through Miami Township. Out of 119 responses, 71% indicated that work related travel was a primary purpose. Telecommuting may be one more way of reducing the need for as much travel during the course of a week and thus improving air quality. During the COVID-19 pandemic, it was noted in many

dense urban areas around the world how much decreased automotive traffic and reduced emissions from power plants and other operations quickly improved air quality. While reducing economic activity is not a desired way to improve air quality, it does highlight the dramatic effects we can have on pollution issues if we can find ways to perform activities in a more sustainable manner.

Sustainable Practices

Landscaping

Miami Township has an extensive set of landscape standards as part of the development requirements in commercial, office, and industrial projects.

Landscaping provides numerous benefits to both the environmental and fiscal health of the community. Well landscaped properties can boost property values. They also provide habitat for wildlife, particularly birds that can nest in low bushes and other areas. A well landscaped community makes a statement about the community's desire to take pride in its commercial areas and creates a feeling of comfort when driving through an area.

The Township has prioritized planting trees within parking fields to provide relief from the heat island effects in commercial areas. Landscape islands and other pervious surfaces provide stormwater control and assist in filtering out pollutants, such as sediment, oils, fertilizer and other chemicals before runoff reaches streams and rivers. Additionally, landscape buffers are used to create visual and auditory screens to protect lower density development and dissimilar uses from each other. The current general landscape regulations of the community have helped mitigate high impact development and created a more inviting community, but more can be done to improve the landscape of the community.

Energy Efficient Design

Energy efficient buildings are not generally within the purview of Miami Township as Montgomery County Building Regulations is the body that enforces the building code within the Township. The Township does support energy efficient building, with a focus on a reduction of the need for large external lighting areas, detention ponds, and heavy power demands. Updated standards are encouraged to the extent that they are compatible with architectural and other goals outlined in this plan. This includes an effort to increase the number of green roofs, unique stormwater management practices, and updated lighting standards. Energy efficient building design choices can

be made on both the interior and exterior of a structure. Exterior design efficiency can impact the building itself, but also the surrounding environment. A study by the National Center for Atmospheric Research suggests that darker colors absorb a greater amount of heat than lighter colors, and by converting the typical black roof to white a significant amount of heat can be reflected away from a building, reducing overall cooling costs, but also reducing the "heat island effect". New York City implemented white roof requirements in 2012. Figure 6.02 shows comparative measurements of white versus black roof temperatures from the Museum of Modern Art. In the summer of 2011, white roofs measured an average of 40 degrees fahrenheit cooler than black

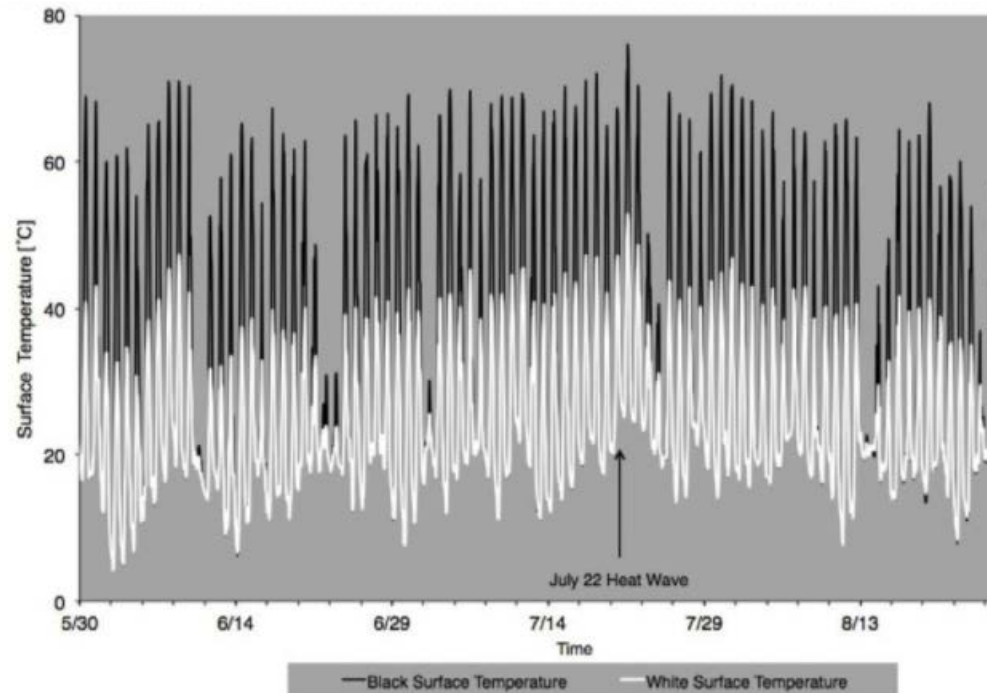


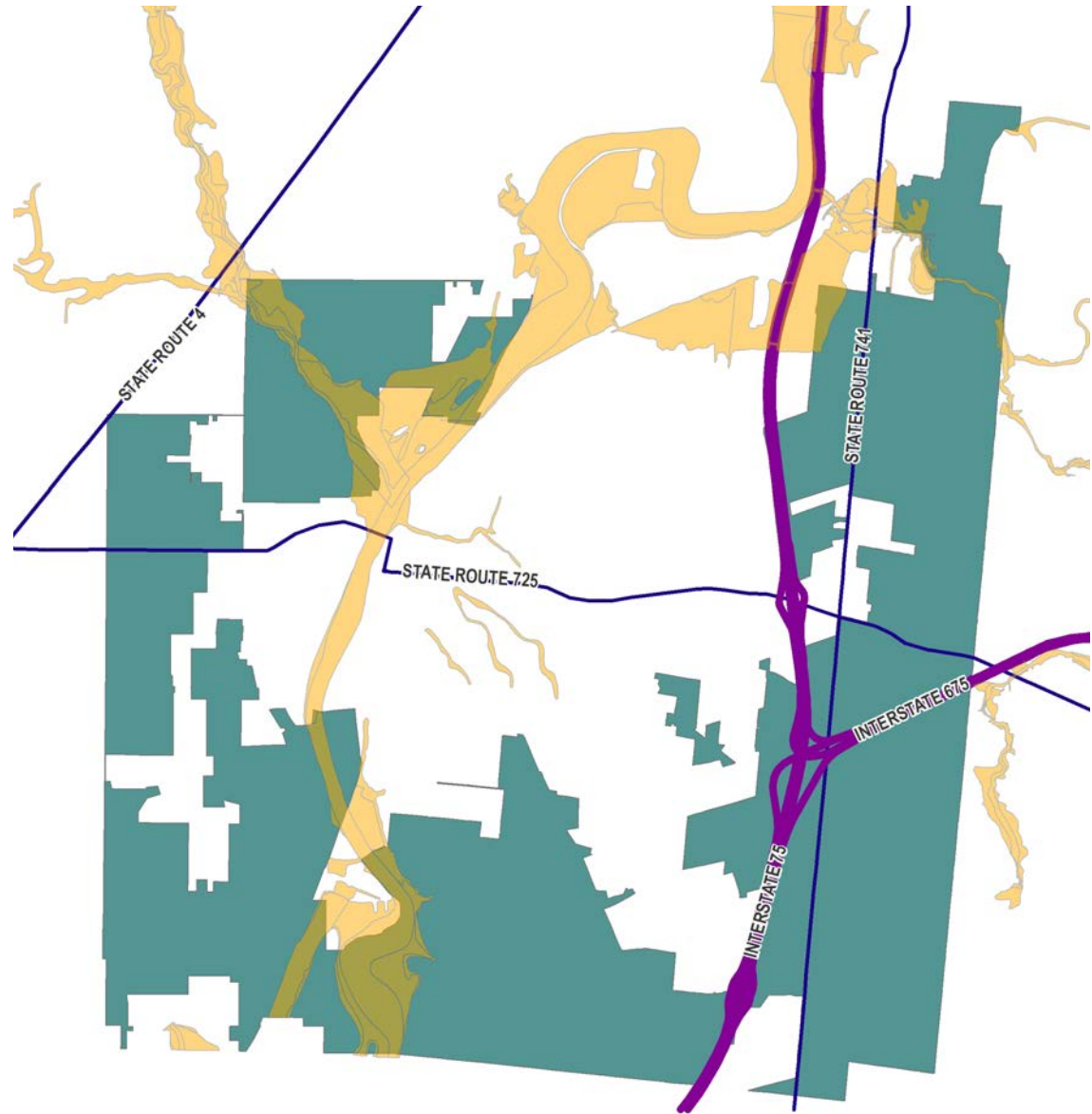
Figure 6.01

roofs.

Floodplains

The Federal Emergency Management Agency (FEMA) identifies and manages floodplains, areas that are more susceptible to flooding due to proximity to water. With the Great Miami River flowing through the center of Miami Township, roughly 1,020 acres of township land are located within a floodplain.

Miami Township does not regulate the location of floodplains, but is able to regulate land within the “F” Floodplain Zoning District. This zoning district limits both residential and commercial development and provides opportunity for natural uses that are less likely to be significantly harmed if a flood occurs. By limiting physical development in this district property, risk for property damage is minimized and the water itself is protected from unnecessary runoff and erosion.



Fiscal Sustainability

Our community defines Fiscal Sustainability as our financial ability to maintain what has already been constructed, while continuing to provide capacity for new additions and improvements. Fiscal sustainability covers many areas, some of which are not part of this plan, but this plan does focus on measures that can be taken in managing development projects that contribute to our community's fiscal sustainability.

The sustainable use of land within the community is important to ensure that we are fiscally and environmentally responsible in our development patterns. Higher density development near, or with immediate access to existing infrastructure is more efficient than low density development in areas that need new infrastructure extended to make a project viable. There will always be a balance between creating the most fiscally responsible development and creating developments that provide other amenities such as larger yards, surface parking, detached homes, etc. that many want and enjoy. Each new development must be weighed against these measures to determine if the tradeoffs in efficiency are justified based upon the service or goods provided to the community.

Every piece of infrastructure laid down will ultimately need to be repaired, replaced, or abandoned due to obsolescence. This comes at a cost to the current community residents and future residents. Greater analysis of

these current and future costs can help guide policy and decision makers as they weigh competing community needs and desires for limited resources.

Incorporating a standard environmental and fiscal sustainability analysis into development projects will better highlight the issues and concerns that decisionmakers need to consider as they review new projects. Our next steps should be to develop the plans and standards that will implement the broad policy goals outlined in this plan to incorporate this analysis.

The following Fiscal Sustainability Evaluation Criteria should be considered as part of new development projects:

1. Lifetime replacement projection of the anticipated number of years before a subject piece of infrastructure is anticipated to need replacement.
2. Lifetime replacement cost in current dollars based upon Lifetime Replacement Projection
3. Anticipated revenue sources to support Lifetime Replacement Cost
4. Sustainability and Resiliency impacts of alternative development scenarios

Resiliency

What is the community's ability to recover from a natural or fiscal disaster? How will we manage drastic demographic changes? How quickly can we adapt to new technologies and other social trends? These are all

questions that speak to how resilient our community is or is not. Resiliency is grouped with sustainability because they each speak to the ability to effectively manage existing resources in a manner that permits a community to adapt to expected and unexpected changes that can dramatically and often quickly change the amount and type of resources that are needed by the community.

Resiliency can filter down into decisions about how many access points a new subdivision should have, to how many fire stations are needed to serve an area. Resiliency and redundancy can also go hand in hand, especially when it comes to critical infrastructure such as the delivery of water and other utilities.

Currently we have several challenges relating to resiliency of our community, with the newest challenge being how our community deals with the infrastructure needs to have more and more people working from home. The COVID-19 pandemic showed us that although we have strong roadways within our community, we also need additional infrastructure, like broadband internet, to allow our community to continue to thrive.





THE PLAN: SUSTAINABILITY



Miami Township has a diverse natural environment as well as a diverse economic environment. Sustainability from a natural and fiscal standpoint go hand in hand. It is the goal of this plan to describe how we intend to maintain a sustainable environment as well as a sustainable fiscal structure for the community. We will be a community that achieves sustainability in our fiscal, environmental, and public operations. Endeavor to create a built environment that is sustainable and creates lasting value for residential and commercial areas.

SUSTAINABILITY GOALS

1

Develop infrastructure in a manner that is fiscally sustainable

2

Miami Township will support sustainable development and redevelopment

3

Promote land use practices that maintain the ability to utilize land for multiple purposes

4

Protect unstable and naturally sensitive sites

INITIATIVES	GOALS SUPPORTED			
Review existing Zoning District Development Standards to ensure that new residential and commercial development is built in a fiscally sustainable manner	1	2	3	4
Encourage the reutilization of existing developed sites, buildings and other infrastructure over the development of greenfield sites	1	2	3	4
Evaluate current parking requirements for opportunities to improve efficiency and reduce the amount of land utilized for surface parking	1	2	3	4
Encourage the utilization of energy efficient buildings and site designs	1	2	3	4
Encourage density of development where contextually appropriate to maximize land utilization in designated areas	1	2	3	4
Discourage the utilization of land for purposes that leave it permanently disturbed such as sand and gravel extraction	1	2	3	4
Discourage development that could degrade river and stream banks	1	2	3	4

INITIATIVES	GOALS SUPPORTED			
Maintain flood plain protections and limit development in areas prone to flooding	1	2	3	4
Identify and adopt open space preservation goals	1	2	3	4
Avoid development of existing wetlands and pursue opportunities for enhanced mitigation measures	1	2	3	4



CHAPTER SEVEN

INNOVATION AND TECHNOLOGY

Comprehensive planning is by nature a forward-thinking process and requires a community to develop goals based on a vision of the future. If these decisions are made with only the technologies of today in mind, the community may miss out on opportunities or not be adequately prepared to address future challenges.

The Plan cannot predict the future, but by thinking about future land use with developing or even theoretical technologies in mind, Miami Township will be better prepared to embrace and plan for future innovation.

As the seventh largest Township in the State of Ohio, we are often at the forefront of new innovations because of the diversity of issues and development facing the community.

Our Situation

Innovation & Technology can be broken into three broad categories;

1) Technology and innovation utilized by Miami Township, to improve the ability to serve the community,

2) Technology and innovation utilized by residents, businesses, and visitors within Miami Township, and

3) Regulations that will be needed to accommodate new technology and innovation, while protecting the community from unintended consequences.

Township Technology

Communications

Government accountability, transparency, and responsiveness are all supported by effective communication. Miami Township utilizes social media to interact with residents and businesses on a regular basis, as well as a website to provide constant access to information. We also utilize technology to allow our board meetings to be shared online.

More comprehensive informational updates are shared through monthly and biannual newsletters. For the most part, these forms of contact are one-way communication, where very little information is collected.

The most widespread form of two-way communication currently used is phone

and email communication. The information communicated by individualized contact is often of an urgent matter; a situation where a resident or business felt direct intervention from the township is needed. This communication is vital to a healthy community, but data is not being collected on a more routine basis related to community preferences and opinions.

Opening lines for more frequent two-way communication could help township staff respond to the wants and needs of the community and provide a channel to share opinions by way of surveys, polls, or responses to open ended questionnaires.

Another route to facilitate communication with residents is the designation of neighborhood volunteers that can serve as liaisons between the neighborhoods and township staff.

During the COVID-19 pandemic, video meetings and the ability to view shared data became more commonplace. It is anticipated that public use of these forms of communication will continue to be

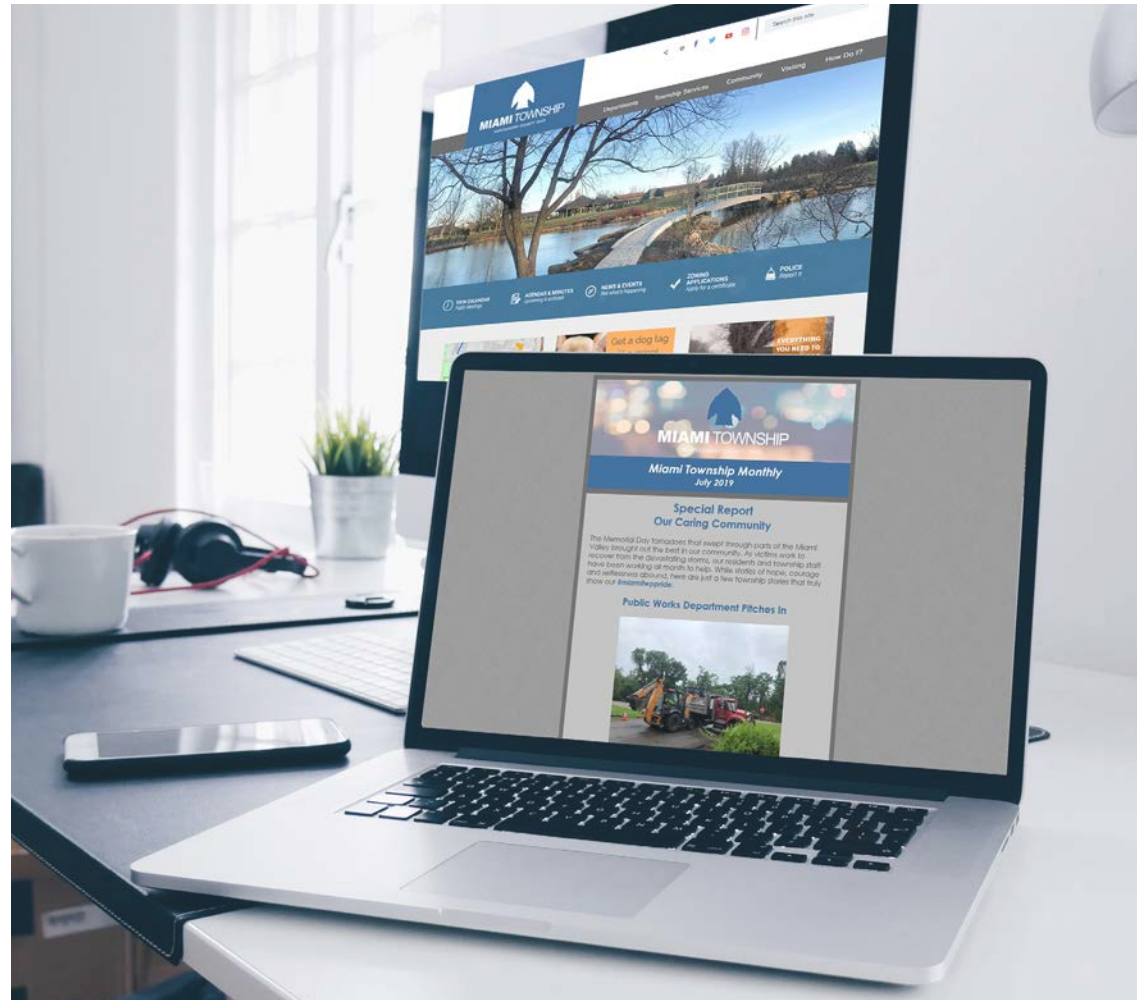
utilized going forward. While the Township has technology to accommodate these needs, upgrades and other enhancements could make it more readily accessible to a broader range of employees. The Township is working to identify ways to enhance broadband capabilities in the community through the extension of fiber optic networks.

Online learning also took on a new role during the COVID-19 pandemic and may continue to alter how children attend school and other activities well into the future. Perhaps in the future school will be structured around independent distance learning from curriculum around the country or even other countries, combined with small group onsite instruction and follow up with teachers. Imagine how the scale and design of school structures might change if all of the students were not required to be in the building at all times.

The Township has also utilized partnerships with private digital display firms to advertise community events and other important or time critical emergency information to the general public.

Data Access and Payment

The Township provides our annual budget on our website through a state website called Ohio Checkbook. We also provide updated news and information on credit ratings and other Township information.



The Township accepts applications for Community Development projects online as well as park reservations and community room reservations. We accept payments online for Zoning Certificates and Zoning Cases. These measures reduce the travel needs of our residents and facilitate greater accessibility to local government. Consequently, these measures may also reduce vehicle trips and contact points in

the event of future health emergencies as well as reducing traffic on township roads.

Mapping

Miami Township utilizes ArcGIS, a common geographic information system (GIS) mapping software developed by ESRI, to create maps and analyze data. Maps enable the township to convey data to

residents and businesses spatially. Beyond static maps, GIS software allow us to create maps embedded with other relevant data, such as building types, population data, and a host of other statistics. There are also opportunities to create digital maps that can be interactively explored online by the public. The advancement of these mapping technologies can better inform residents and officials as they evaluate future development projects and provide a better understanding of current development issues. Future use of 3D mapping and virtual reality technology may further enhance the ability to aid in the development review process.

Drone technology also creates opportunities to develop site specific maps and photography that are much more current than what has traditionally been available. The Township has started to utilize drone technology, but should further explore opportunities to utilize this technology to provide a better perspective to staff, elected and appointed officials as development plans are reviewed.

Workspace Flexibility

As the COVID-19 pandemic occurred in early 2020 the Township did not stop functioning. This was due to technology that permitted employees to work from home effectively and efficiently. Access to the Township network, laptops as primary computers, and docking stations have permitted Township employees to be effective no matter where they are located. Having several services

based in the cloud also allows the Township to keep its services working efficiently, even when times are difficult. These same systems will improve our community's ability to function during and recover from natural and other disasters that may impact the Township's facilities or employees' ability to access those facilities.

Looking Forward Autonomous Vehicles

Miami Township has not, as of 2020, been largely impacted by the advent of autonomous vehicles, but it is anticipated that this technology will have a large role to play in coming years. More than any other technology in recent times, autonomous technology could dramatically impact the way we design and use the built environment.

Parking demand and location, travel patterns, and store and restaurant operations are expected to be heavily influenced within the next 10 years by autonomous vehicle integration.

It is anticipated that parking patterns will be dramatically altered as more vehicles incorporate self-parking technologies. Some vehicles in 2021 were just beginning to offer these features and as this expands, the traditional demand for parking near front entrances may dissipate as more drivers opt to have their vehicle drop them off and pick them up. While this may provide flexibility in the design of parking areas it could also

cause issues during large scale events and other functions where many people all choose to have their vehicles conduct drop off or pick up procedures simultaneously. It could make sense to have more distant parking fields with more areas dedicated up front for queuing lanes to allow for these operations. Imagine church services or concerts where large crowds all leave and are trying to cue their vehicles to depart simultaneously. Autonomous drone or robotic delivery services will also continue to grow, altering the way we utilize services such as pharmacies and food delivery services.

Dayton Wright Brothers Airport, or even our major commercial centers, could be sites for autonomous aerial vehicle landing zones in the future. Some cities are already looking at how to accommodate these vehicles as the FAA explores how they can fit into the airspace system. Ideally, these sites would be situated along routes for short shuttle trips or other public transit to reduce the need for large parking fields, although autonomous vehicles may simply drop off their passengers in either regard. The advent of these vehicles will significantly alter work and living patterns as short trips between major cities and towns become much more feasible.

Electrification of Transport

Increasingly momentum is building towards the electrification of the automotive and

trucking sectors. The redistribution of how people fuel their vehicles will impact both the power sector and land uses. Township codes will need to be adjusted over time to accommodate this emerging technology.

Automation

Robotic automation in warehouses, factories and even retail stores and restaurants will continue to drive physical changes in land use patterns. The impact on employees will also necessitate changes in how communities source revenue as certain operations reduce or eliminate employees. It may become necessary to alter tax structures to account for the way services are provided and financed in areas that have large groupings of automated warehouses and other facilities.

Innovation Standards

The technologies above allow the Township and those who interact with the Township offices, to have a better user experience. What about those who enter our community though, how are they getting a better user experience? The Township does not provide free wi-fi, does not provide smart transportation, or applications that give users more direct interaction with our infrastructure and our community. We do not have touchscreens around our community with events or marketing information. We do not have bike sharing or scooter rental opportunities. These and many others are very important to consider as we move our community into the next



century. Providing a road map for our future use of technology would seem impossible, if not impractical. Future technologies are in the future because we do not know what they hold for us yet. We can provide a framework for progressive regulations that take known or future technologies and prioritize their implementation. A term that is utilized a lot at this time is “Smart City”. A Smart City is defined by Susan Fournane in an article for Interesting Engineering.com as a “city where urban planning is conceived with the ultimate goal of connecting everything to each other using state-of-the-art technologies. This connectivity, which creates a vast amount of data, is then used to

improve city services and infrastructure as well as improving citizens environment and quality of life.”

Although we do not have all the resources or regulatory powers to accomplish a completely smart township, we do have the ability to move towards a smarter township. Miami Township understands and considers the coming 5G technology which allows for more sensors and data coming from infrastructure – water pipes, roadways, buildings, and vehicles. We acknowledge the advance of robotic delivery networks including smart trucks and driverless cars. We understand that how we interact

with our restaurants, our clothing stores, and our offices can and will change. We intend to provide the flexibility necessary to encourage unique development, while prioritizing the future technologies that will allow Miami Township to compete for new businesses and residents.

Energy

The way in which we produce, distribute and utilize energy will continue to change rapidly in the next 10 years. Renewable energy production is being integrated into more sites and buildings across the nation. Battery storage is also advancing rapidly and may impact how energy facilities are sited and what types of energy are utilized within the community. Hydrogen as a fuel

source is also advancing and depending upon the degree to which costs can be driven down, may become an integral part of our transportation system. We can't predict today which of these technologies will have the greatest impact on land use decisions, but we will continue to adjust our plans and standards as each technology advances.

Funding Mechanisms

Innovation can also be driven by changes in how we fund public improvements. Our community has a growing tradition of partnering with the private sector to achieve projects that could not be achieved by one party alone. The Township should continue to seek ways to partner with private groups to advance community priorities, from

infrastructure to parks to community programs, events and services. Sponsorships and the utilization of existing tools such as tax increment financing, joint economic development districts, the port authority and other mechanisms can provide ways to facilitate larger projects for the community.





THE PLAN: INNOVATION AND TECHNOLOGY



Miami Township will be a community that embraces innovation and is adaptable to new technologies and concepts. Miami Township will continuously pursue opportunities to keep the community on the leading edge of technological advancement.

INNOVATION AND TECHNOLOGY GOALS

1

Utilize modern technologies to improve communication and data access to residents and businesses

2

Maintain regulatory standards that adapt to new technologies

3

Utilize technological innovations to improve development decisions

INITIATIVES	GOALS SUPPORTED		
Investigate opportunities to expand broadband access within the community	1	2	3
Continue investments of online tools to provide access to information regarding development projects and permitting activity	1	2	3
Review parking standards relative to emerging autonomous parking technologies	1	2	3
Review wind and solar power standards	1	2	3
Review regulations for short term rentals	1	2	3
Evaluate opportunities for drone photography and mapping to improve development plan reviews	1	2	3
Enhance mapping and collaboration with online GIS tools and 3D mapping capabilities	1	2	3

INITIATIVES	GOALS SUPPORTED		
Require advanced renderings and site maps on major projects as technologies advance to improve recognition of development quality and potential impacts on adjacent uses	1	2	3
Investigate opportunities to utilize virtual reality in development design and reviews as technologies improve	1	2	3
Continually review and update zoning standards in respond to changes in technology that positively impact the community and ensure that the township provides opportunity for innovation and investment	1	2	3



APPENDIX

Purpose

The Appendix is intended to host data, maps, studies, or other documents that support the information presented by the rest of The Plan.

The Appendix is sorted into two sections:

- **Appendix A - Data and Demographics**
- **Appendix B - Community Engagement**

The Development Guide and Five Foundational Chapters have been streamlined by removing bulky charts and maps from the body of the chapter. Goals and initiatives, land use designations, and all community ideals outline in The Plan are additionally supported by data within Appendix A.

Appendix B contains a description of the public participation methods utilized throughout the creation of The Plan, as well as summaries of the feedback received from the Steering Committee, public meetings, and community surveys.

APPENDIX A

DATA AND DEMOGRAPHICS

The data in this section provides context for many decisions made in The Plan. Demand for residential, commercial, and industrial development, as well as the public infrastructure necessary to support new development, is best determined by existing and projected demographic data. Understanding Miami Township's population, employment, and demographic trends are essential to determine growth potential.

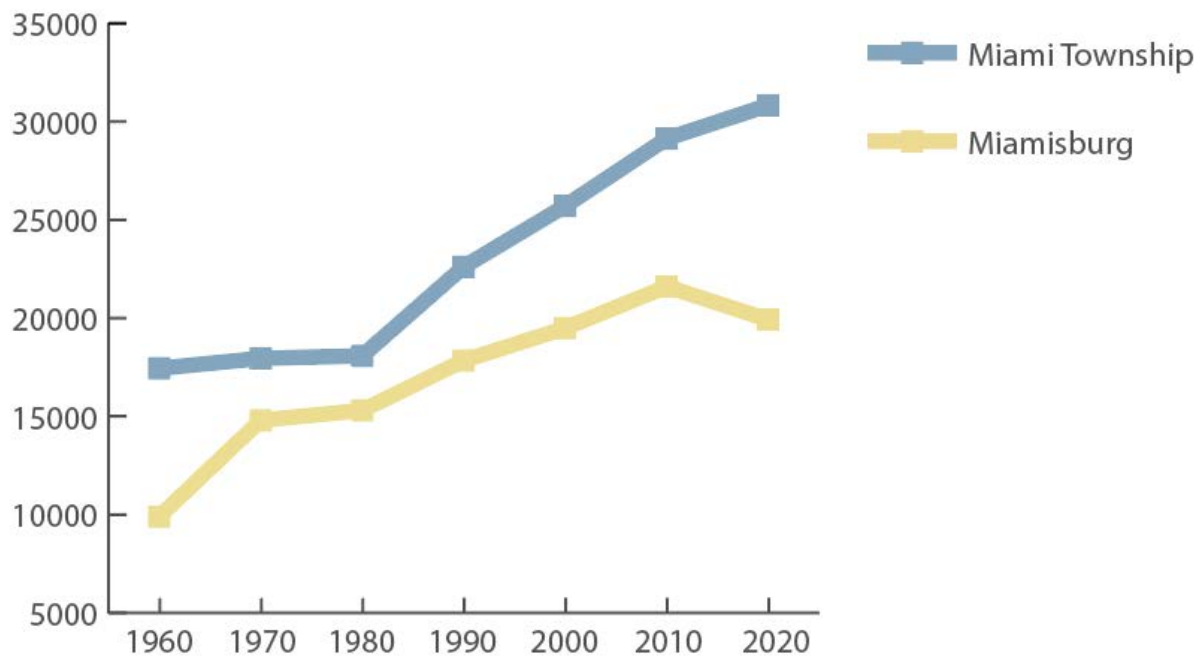
Demographic data also serves as an important measurement for benchmarking a comprehensive plans success, particularly economic indicators tied to population (employment rates, home values, household income, etc.).

The most accurate demographic data available is acquired from the United States Census Bureau's decennial census. The most recent data available for The Plan is from the 2010 Census, however the data from the 2020 Census is being slowly released as The Plan is being adopted. Some data from the 2020 Census is included below, but the full data set has not yet been released. An update to the demographics portion of the appendix should be reviewed after the data is released.

POPULATION DEMOGRAPHICS

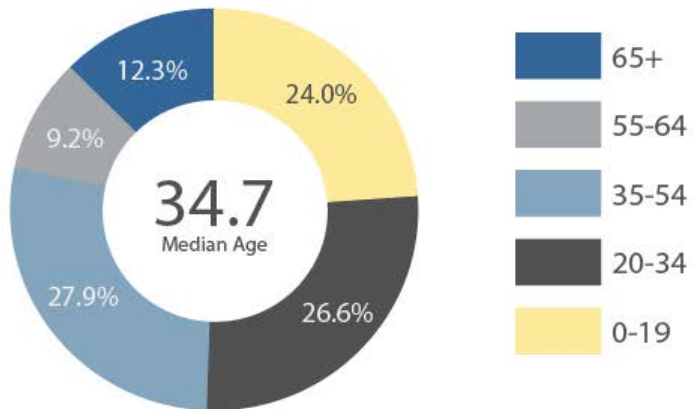
Total Population

	1980	1990	2000	2010	2020
Miami Township	18,076	22,610	25,706	29,131	30,828
	-	+25.0%	+13.7%	+13.3%	+5.8%
Miamisburg	15,304	17,834	19,489	20,181	19,923
	-	+16.5%	+9.3%	+3.6%	-1.3%
Montgomery County	571,674	573,809	559,062	535,153	537,309
	-	+0.4%	-2.6%	-4.3%	+0.4%

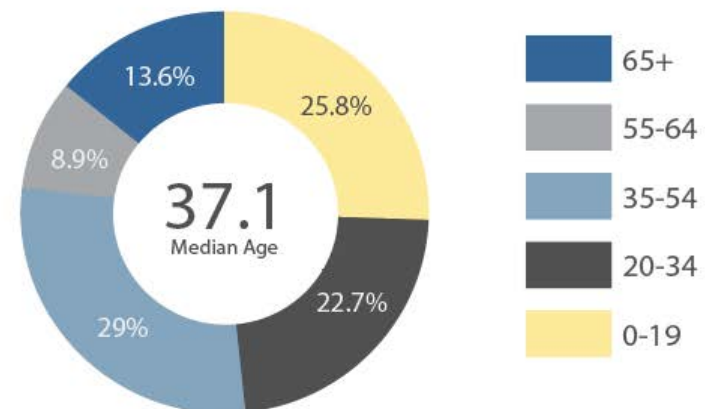


Median Age

	1980	1990	2000	2010
Miami Township	31.4	32.9	34.7	37.1
Miamisburg	30.3	33.3	36.4	39.2



Age Breakdown 2000
(Montgomery County Median Age 36.4)



Age Breakdown 2010
(Montgomery County Median Age 39.2)

2010 Age Composition

	0-19	20-34	35-64	55-64	65+
Miami Township	7,103	6,661	7,803	3,325	4,239
	24.4%	22.9%	26.8%	11.4%	14.6%
Miamisburg	138,440	103,044	144,565	68,063	81,041
	25.9%	19.3%	27.0%	12.7%	15.1%

2010 Median Household Income (\$)

	2000	2010
Miami Township	46,087	51,307
Miamisburg	42,489	49,884
Montgomery County	40,156	43,965

HOUSING DEMOGRAPHICS

Housing Options

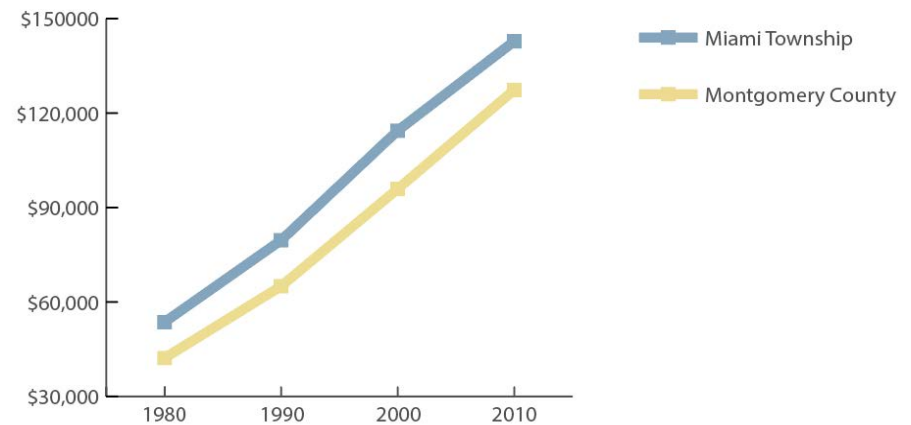
	Miami Township		Montgomery County
Total Units	13,671	-	-
0 Bedrooms	214	1.6%	1%
1 Bedrooms	1,625	11.9%	11%
2 Bedrooms	3,723	27.2%	28%
3 Bedrooms	6,189	45.3%	43%
4 Bedrooms	1,675	12.3%	15%
5+ Bedrooms	245	1.8%	2%

Housing Occupancy

	Total Units	Units Occupied	Percent Occupied
Miami Township	13,671	12,400	90.7%
Miamisburg	8,705	8,028	92.2%
Montgomery County	254,825	223,660	87.8%

Median Home Value

	Miami Township	Montgomery County
1980	\$53,600	\$42,200
1990	\$79,600	\$65,000
2000	\$114,400	\$95,900
2010	\$142,800	\$127,344

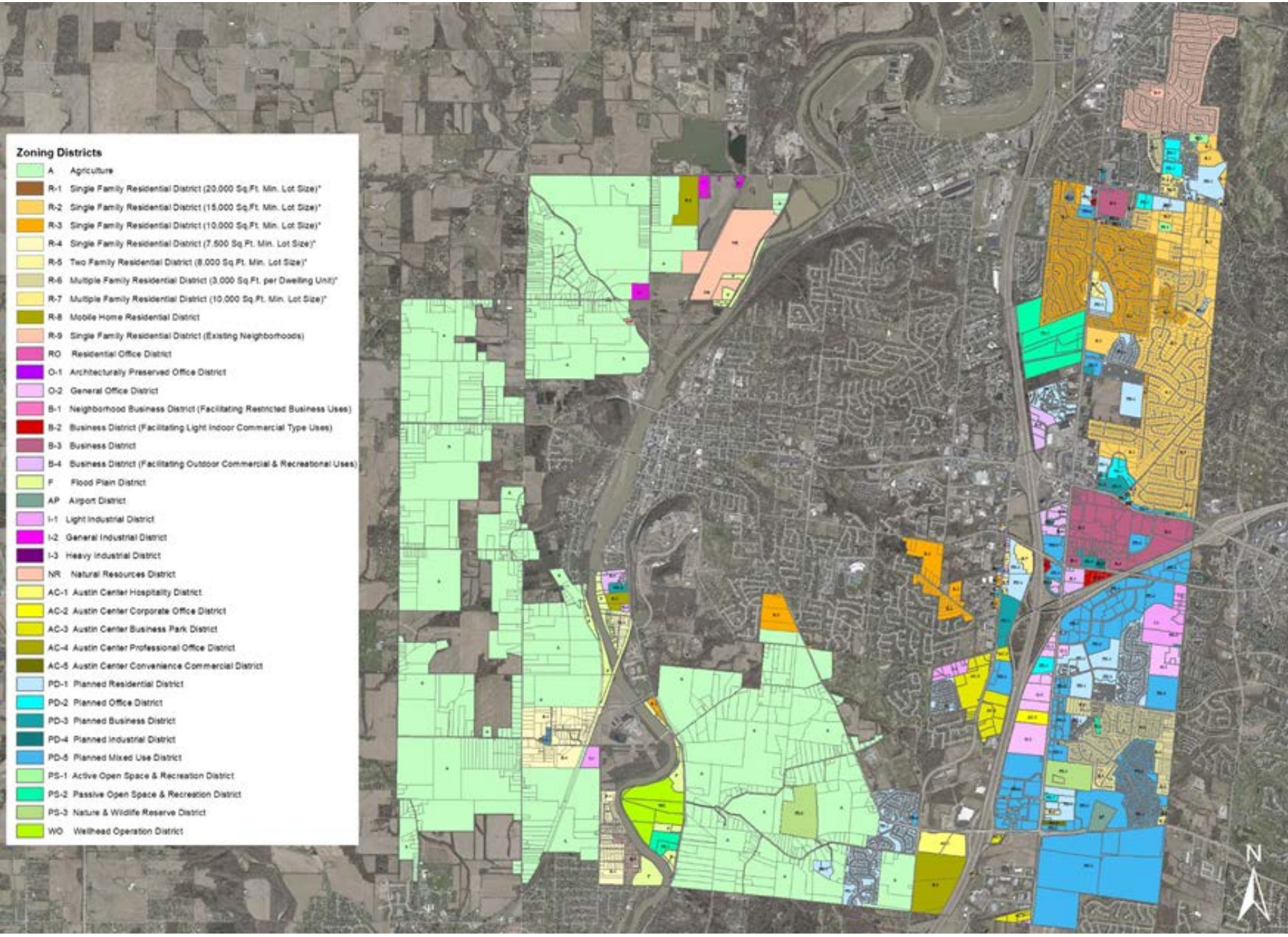


ZONING

Where the Land Use Map assigns designations for how land should be used, Zoning designations regulate how land is permitted to be used. Zoning is a powerful tool that describes what and how much of a certain type of use is permitted in an area. Zoning has the potential to improve the appearance of a community, protect the health of citizens and the environment, and improve overall quality of life.

One key function of The Plan is to make recommendations for updates to the township zoning resolution. If a future land use recommendation does not align with the existing zoning of a piece of land or area, a goal for the future may be to rezone a property or update what land uses are permitted in a zoning district. Or if a community goal is to improve the quality of building materials in all commercial districts, The Plan provides support for township staff and boards to pursue changes to the code that would make that ideal a reality.

Zoning Designation	Acres	% of Total Area
A	5216.39	39.16%
AC-1	49.44	0.37%
AC-2	17.04	0.13%
AC-3	135.28	1.02%
AC-4	0	0.00%
AC-5	4.457	0.03%
AP	23.34	0.18%
B-1	0	0.00%
B-2	18.01	0.14%
B-3	292.74	2.20%
B-4	98.06	0.74%
F	161.62	1.21%
I-1	114.25	0.86%
I-2	26.97	0.20%
NR	42.56	0.32%
O-1	0	0.00%
O-2	156.67	1.18%
PD-1	783.5	5.88%
PD-2	83.62	0.63%
PD-3	109.74	0.82%
PD-4	3.38	0.03%
PD-5	1012.05	7.60%
PS-1	13.05	0.10%
PS-2	184.84	1.39%
PS-3	124.86	0.94%
R-1	0.92	0.01%
R-2	826.82	6.21%
R-3	559.1	4.20%
R-4	252.63	1.90%
R-5	22.74	0.17%
R-6	235.94	1.77%
R-7	54.23	0.41%
R-8	162	1.22%
R-9	274.79	2.06%
WO	202.69	1.52%



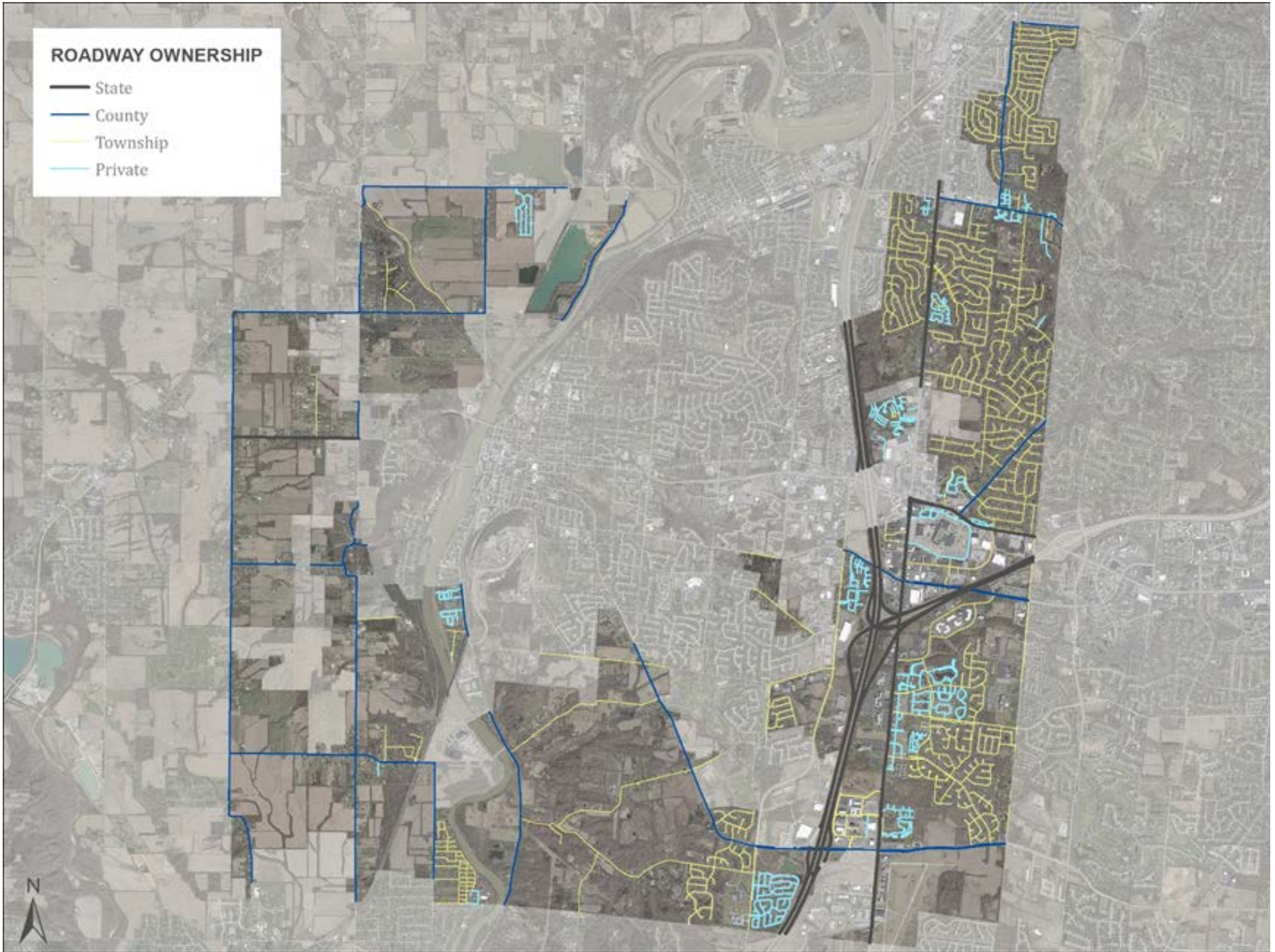
STREETS

Miami Township has a diverse roadway network owned and maintained by a range of organizations. The majority of streets are maintained by Miami Township, primarily local and collector roads, while Montgomery County and the State of Ohio are responsible for a number of major arterial roads and state routes in the township. In addition to the public streets, there are a number of privately maintained roads, primarily in multi-family apartment and condominium complexes.

	Miles of Roadway Maintained
Miami Township	90.83
Montgomery County	32.93
State of Ohio	27.39
Private Roads	28.50
TOTAL	179.65

ROADWAY OWNERSHIP

- State
- County
- Township
- Private



BICYCLE FACILITIES/SIDEWALKS/TRAILS

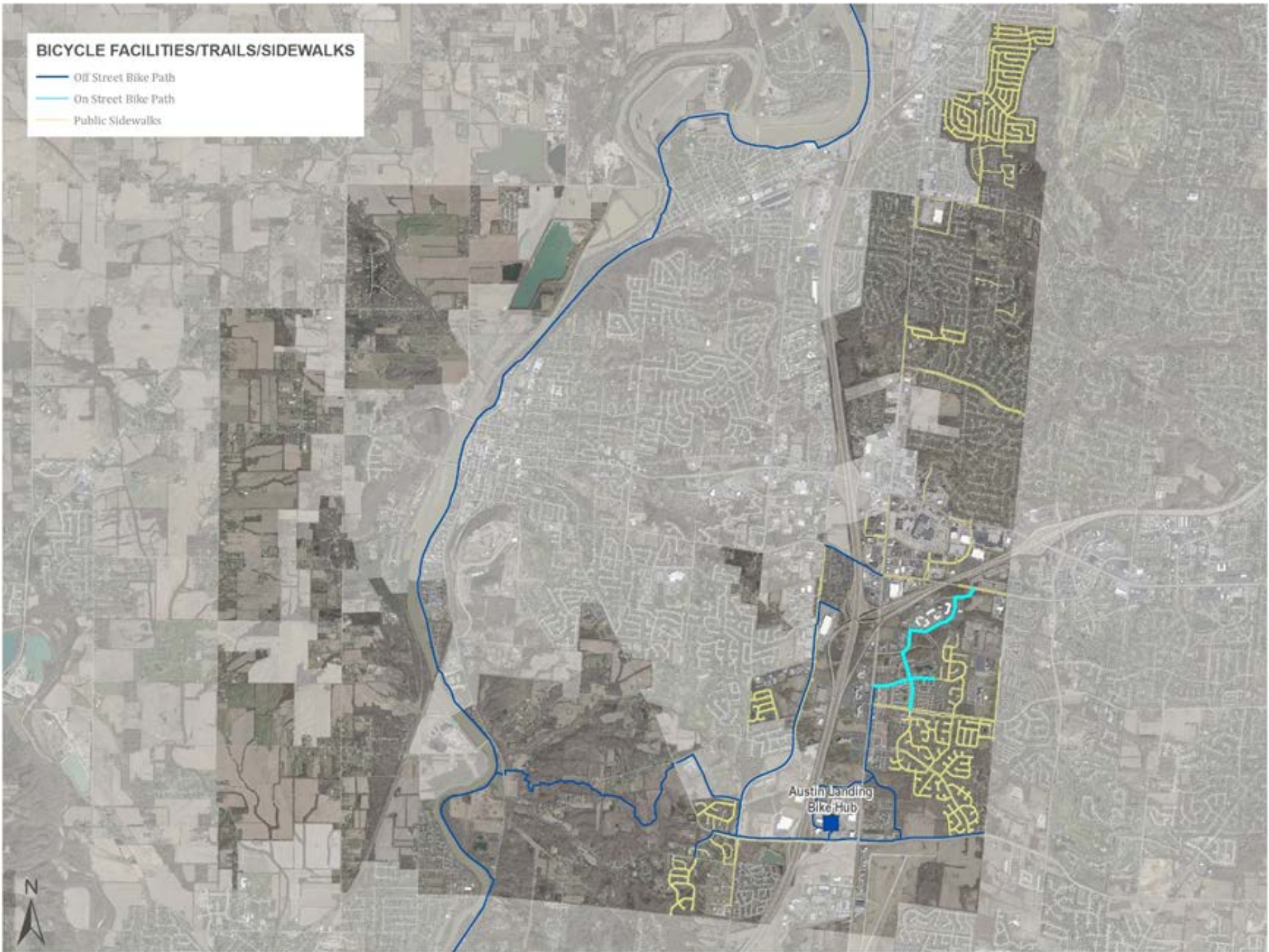
Miami Township has a limited sidewalk network, the majority being located in residential neighborhoods on the east side of the community.

The existing bike path/trail network's connection is limited as well, with only 11.3 miles of path located in the township, 1.9 miles of which are on street paths. The entirety of the Great Miami River Trail, not just the portion located in the township, is shown in the map for illustrative purposes.

	Miles of Trail/Sidewalk
Off Street Paths	11.31
On Street Paths	1.90
Sidewalks	75.87

BICYCLE FACILITIES/TRAILS/SIDEWALKS

- Off Street Bike Path
- On Street Bike Path
- Public Sidewalks



SCHOOLS

Miami Township is serviced by four school districts; Miamisburg City Schools, West Carrollton City Schools, Carlisle Local Schools, and Valley View Local Schools, and a few private schools. A number of schools are located within Miami Township borders, but the majority are outside of the township.

MIAMIBURG CITY SCHOOLS

Miami Township

Maddux-Lang Primary School

Bauer Elementary School

Jane Chance Elementary School

Medlar View Elementary School

Miamisburg

Mound Elementary School

Kinder Elementary School

Bear Elementary School

Mark Twain Elementary School

Miamisburg Middle School

Miamisburg High School

WEST CARROLLTON CITY SCHOOLS

West Carrollton

C. F. Holliday Elementary School

Harold Schnell Elementary School

Harry Russell Elementary School

Shade Elementary School

Frank Nicholas Elementary School

West Carrollton Middle School

West Carrollton High School

CARLISLE LOCAL SCHOOLS

Carlisle

Alden Brown Elementary School

Grigsby Intermediate School

Chamberlain Middle School

Carlisle High School

VALLEY VIEW LOCAL SCHOOLS

Germantown

Valley View Primary School

Valley View Intermediate School

Farmersville

Valley View Junior High School

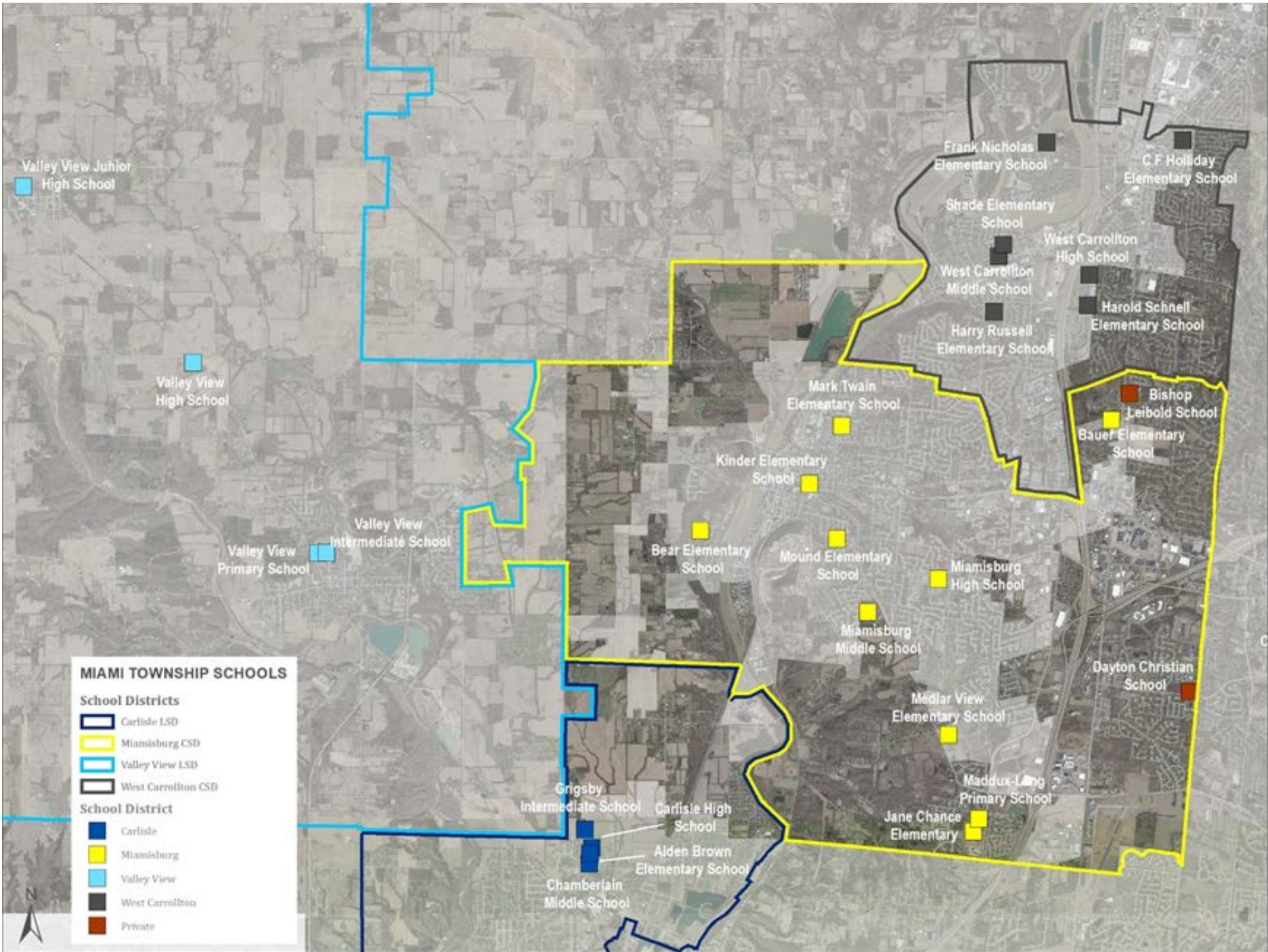
Valley View High School

PRIVATE SCHOOLS

Miami Township

Dayton Christian School

Bishop Leibold School



PARKS

Miami Township is home to twelve parks totalling 711.5 acres. The two broad categories of Miami Township Parks are Township Parks and Parks in Township. Township Parks are areas of land owned, maintained, or leased by Miami Township. Parks in Township are owned, maintained, or leased by someone other than the township. The two largest parks are owned by Five Rivers Metroparks.

TOWNSHIP PARKS

8th Street Park

A 0.9-acre park located in the Chautauqua neighborhood. 8th Street Park, along with Cromer Park, was maintained by the Miami Valley Chautauqua Association until they were donated to Miami Township in 1990. There is no formal parking for 8th Street Park, but is accessed by 8th Avenue.

Cromer Park

A 0.6-acre park located in the Chautauqua neighborhood. Cromer Park, along with 8th Street Park, was maintained by the Miami Valley Chautauqua Association until they were donated to Miami Township in 1990. There is no formal parking for Cromer Park, but can be accessed by Cromer Boulevard, Western Avenue, 2nd Avenue, and 3rd Avenue.

Crain's Run Nature Park

A 41.5-acre park located in the west side of the township along the Great Miami River. The Great Miami Recreation Trail runs through the southern portion of the park. Ownership of Crain's Run Nature Park was donated to Miami Township by the Montgomery County Board of Commissioners in 1992. The park can be accessed by two parking lots off Dayton-Cincinnati Pike.

Layer Park

A 7.2-acre park located in the northeastern area of the township in the Huber plat. Layer Park, formerly known as Bush-Dell Park, was renamed in honor of longtime Miami Township trustee Berman Layer. The park is accessed by a parking lot off Cordell Drive.

Miami View Park

A 31.6-acre park located in the northeastern portion of the township. Miami View Park was donated to Miami Township by the Montgomery County Board of Trustees in 1992. Miami View Park can be accessed by two parking lots, from the west side by Flowerstone Drive and the east side by Munger Road.

Omietanski Park

A 3.3-acre park located in the southeastern area of the township in the Villages of Miami subdivision. Omietanski Park was dedicated in 2005 and named in honor of long time Miami Township trustee Shirley Omietanski. Omietanski Park is accessed by a parking lot on the north side of the park off Nettleton Park.

The Park at Austin Landing

A 1-acre park located in the southern portion of the township in the Austin Landing development. The Park at Austin Landing serves as a greenspace for the dense, mixed use development. The Park is leased by Miami Township to allow the space to function as a public park, but is maintained by Austin Landing.

Reeder Park

A 1.4-acre park located in the southeastern portion of the township in the Villages of Miami subdivision. As the park is surrounded by homes, there is no formal parking for Reeder Park, but can be accessed by two grassy paths off Lincolnshire Road and Miami Village Drive.

Waldruhe Park

A 53.6-acre park located in the southeastern portion of the township. Waldruhe Park is owned by the Montgomery County Board of Commissioners but is rented by Miami Township for use as a public park. The initial 60-year lease was signed in 1982 for \$1.00. Waldruhe Park can be accessed by a parking lot off Springboro Pike (State Route 741).

Zengel Park

A 5.1-acre park located in the northeastern area of the township in the Vienna Park neighborhood. Zengel Park was donated to Miami Township in 2000 by the Zengel Construction Company, with conditions that the land always be used as a park. There is not formal parking for Zengel Park, but can be accessed by Vienna Parkway and Innsbruck Drive.

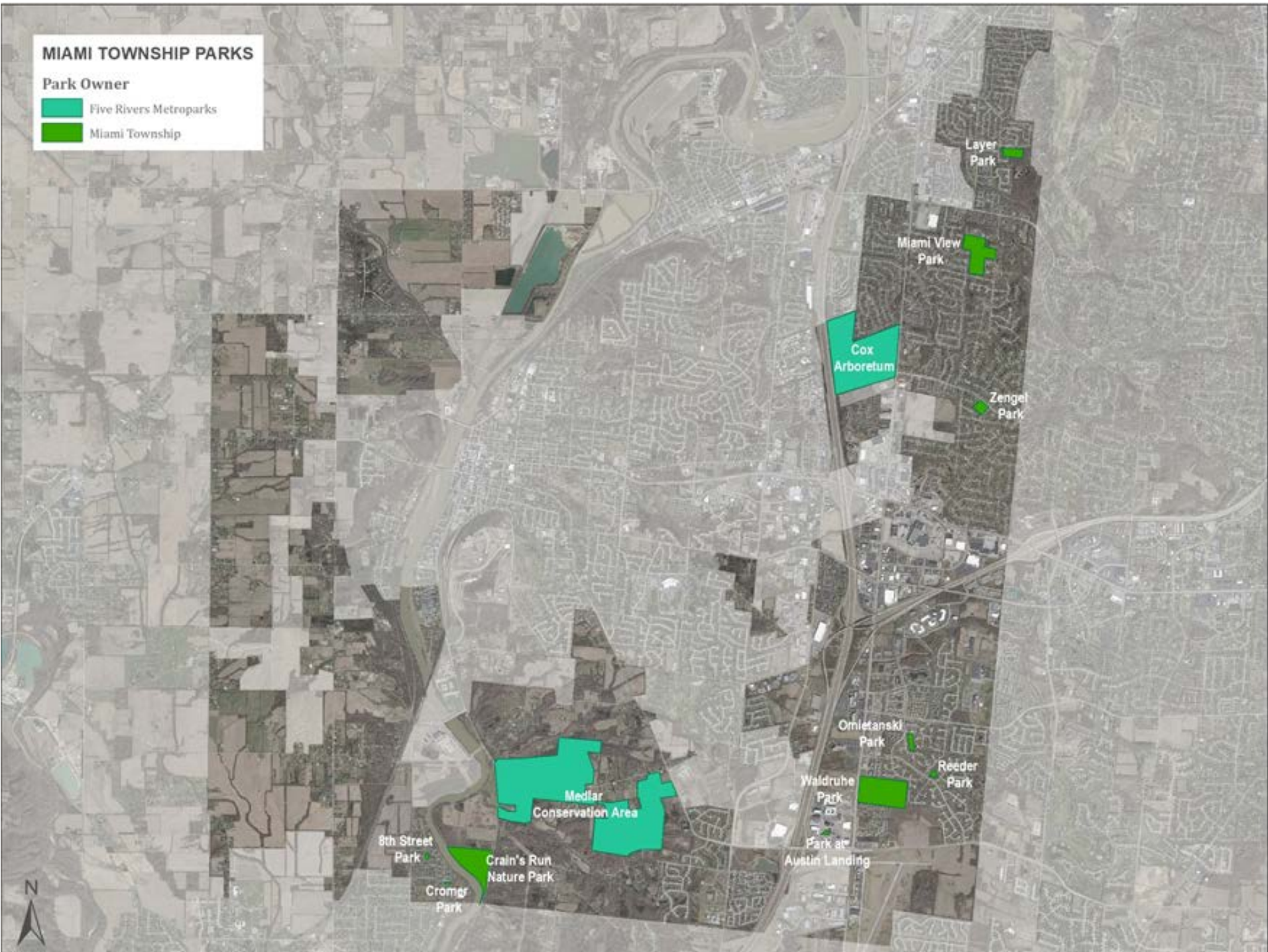
PARKS IN TOWNSHIP

Cox Arboretum

A 164.4-acre park located in the northeastern portion of the township. Cox Arboretum was gifted to Five Rivers Metroparks in 1972 to allow the organization to take over maintenance of the already established Cox Arboretum. Cox Arboretum is accessed by a parking lot off Springboro Pike (State Route 741).

Medlar Conservation District

A 400.9-acre open space located in the southern portion of the township. Medlar Conservation District is owned and maintained by Five Rivers Metroparks after acquiring land using funds from the Clean Ohio Green Space grant, along with donations from private citizens. Medlar Conservation District has a network of trails throughout the area that aid in connecting regional paths.



GROWTH PROJECTIONS

Projection Types

Miami Township in 2021 has significant land area available for additional residential growth. How much the community wants to grow and what that growth pattern looks like will be determined by a variety of factors.

The purpose of this section is to analyze some of these potential growth patterns and to evaluate how many additional residents could be accommodated under each scenario. We will also examine some of the impacts from a fiscal standpoint that these scenarios produce.

Growth projections here are structured into three basic categories: Low, Medium, and High. There are variations that can be examined between each of these three basic categories, but we have attempted to create realistic projections based upon the available land and potential services.

For the purposes of this growth projection exercise, “available land” is comprised of parcels of land that are:

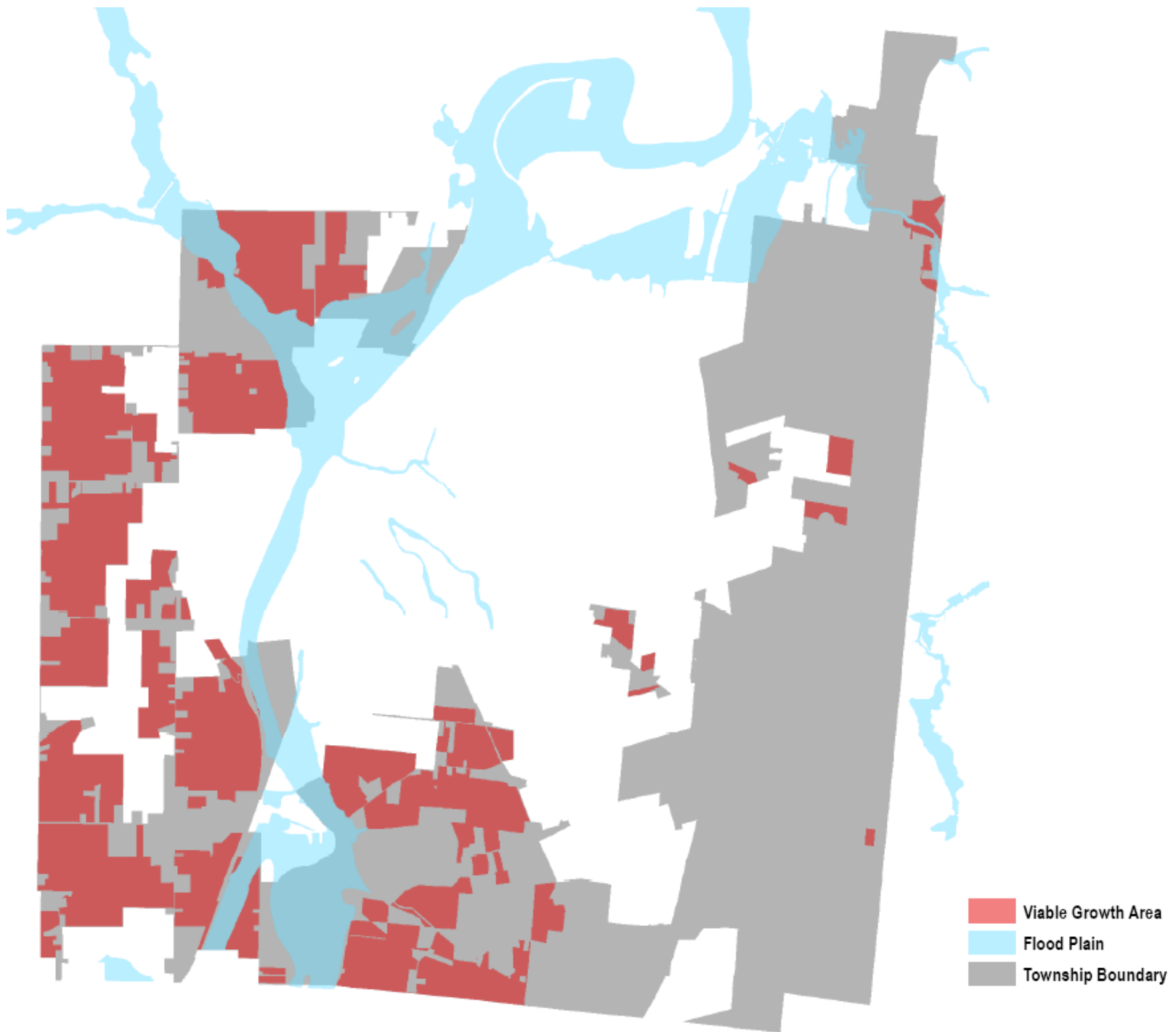
- Larger than five acres
- Not significantly developed
- Privately owned
- Not in a flood plain

Development Patterns

Five residential development patterns have been identified within Miami Township; Rural Residential, Traditional Subdivisions, Planned Subdivisions, Multifamily Neighborhoods, and Urban Residential.

Each residential growth projection scenario results in an estimated number of homes and population growth possible by adjusting the rate each development pattern is built out, and assumes that all available land is developed as one of these established development patterns.

All homes in Miami Township were categorized into one of these categories to determine what the average density for each development pattern as they exist in the township today.



Rural

Rural housing is generally developed slowly over time as large agricultural lots are split to allow new single-family residences to be built. These lots are typically split according to the lot standards established by the "A" Agricultural zoning district with the intent to allow very low-density residential development (1.25-acre minimum lot size, a minimum of 250 feet of road frontage).

This development pattern typically occurs along township roadways in areas with limited access to public water or sewer, or either service.

This development pattern has an average density of 0.2 dwelling units per acre (or 1 dwelling unit per 5 acres). See illustrative density graphic on page 97 for reference of this development pattern's density relative to other patterns.



Traditional Subdivision

Traditional subdivisions are neighborhoods in standard single-family residential zoning districts, typically accessed by public roadways. Lots in this development pattern must meet the minimum area and dimensional standards set by the zoning district in which the subdivision is located. This development pattern relies on access to public roadways, water, and sewer, and is typically results in a low to moderately low-density neighborhood.

This development pattern has an average density of 2.3 dwelling units per acre. See illustrative density graphic on page 97 for reference of this development pattern's density relative to other patterns.



Planned Subdivision

Planned subdivisions are similar to traditional subdivisions but are able to request approval for a nontraditional subdivision layout by rezoning into a planned development. Planned developments provide flexibility in lot size requirements and overall neighborhood layout. Compromise may be reached to allow higher density development in exchange for designated open space, walking trails, or other pedestrian amenities.

This development pattern has an average density of 3.5 dwelling units per acre. See illustrative density graphic on page 97 for reference of this development pattern's density relative to other patterns.



Multifamily Neighborhood

Multiple building apartment complexes, condominiums, and duplex housing are the most common types of housing in this development pattern.

The multi-family neighborhood development pattern is located in both standard residential zoning districts that permit multi-family housing and in planned developments. In a standard zoning district, there is typically a minimum lot size per family and a minimum amount of public road frontage per building where a planned development is more flexible and often accessed by a private roadway network.

This development pattern is intended to allow higher density levels in areas that are capable of supporting heavier traffic flow.

This development pattern has an average density of 11 dwelling units per acre. See illustrative density graphic on page 97 for reference of this development pattern's density relative to other patterns.



Urban

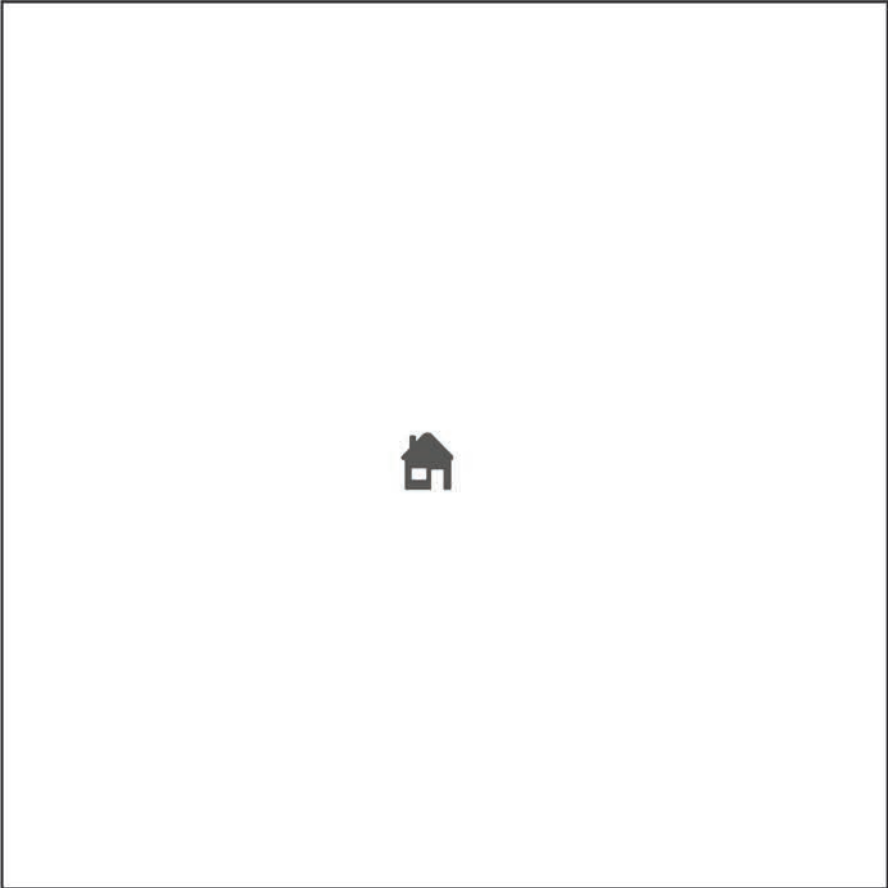
Urban residential land use is the densest residential development pattern in Miami Township, typically located in dense mixed-use developments that are able to support the needs of a large number of people in a relatively small area.

This development pattern is the most impactful on surrounding properties, but most efficiently accesses infrastructure; adjacent roadways, water, and sewer.

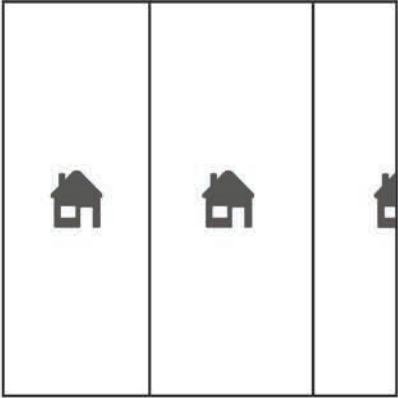
This development pattern has an average density of 63.5 dwelling units per acre. See illustrative density graphic on page 97 for reference of this development pattern's density relative to other patterns.



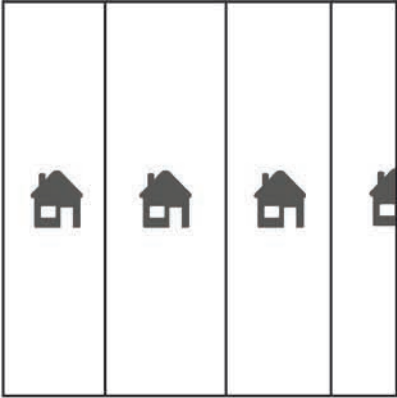
Average Density for each Development Pattern



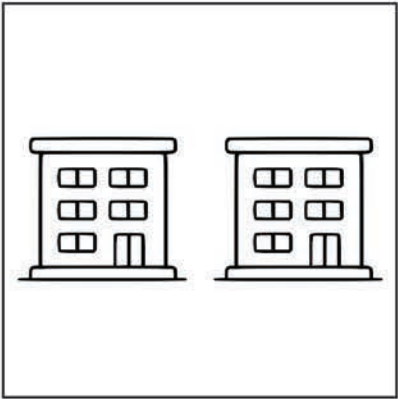
Rural
(1 Dwelling Unit / 5 Acres)



Traditional Subdivision
(2.3 Dwelling Units / Acre)



Planned Subdivision
(3.5 Dwelling Units / Acre)



Multifamily Neighborhood
(11 Dwelling Units / Acre)



Urban
(63.5 Dwelling Units / Acre)

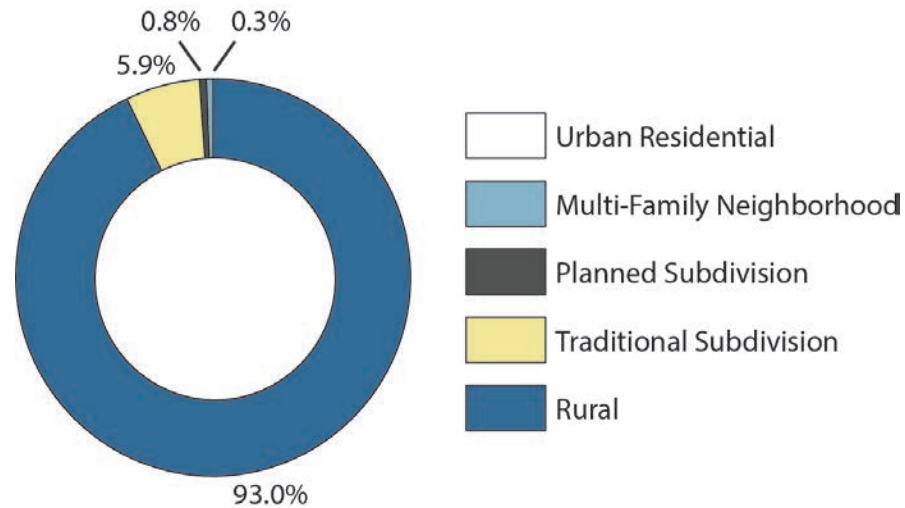
Low Growth Scenario

The Low Growth Scenario is not a ‘no growth’ scenario, but rather assumes that no appreciable public services are further extended into unserved areas and that growth is limited to primarily rural land divisions that accommodate relatively few scattered homesites on multi-acre parcels.

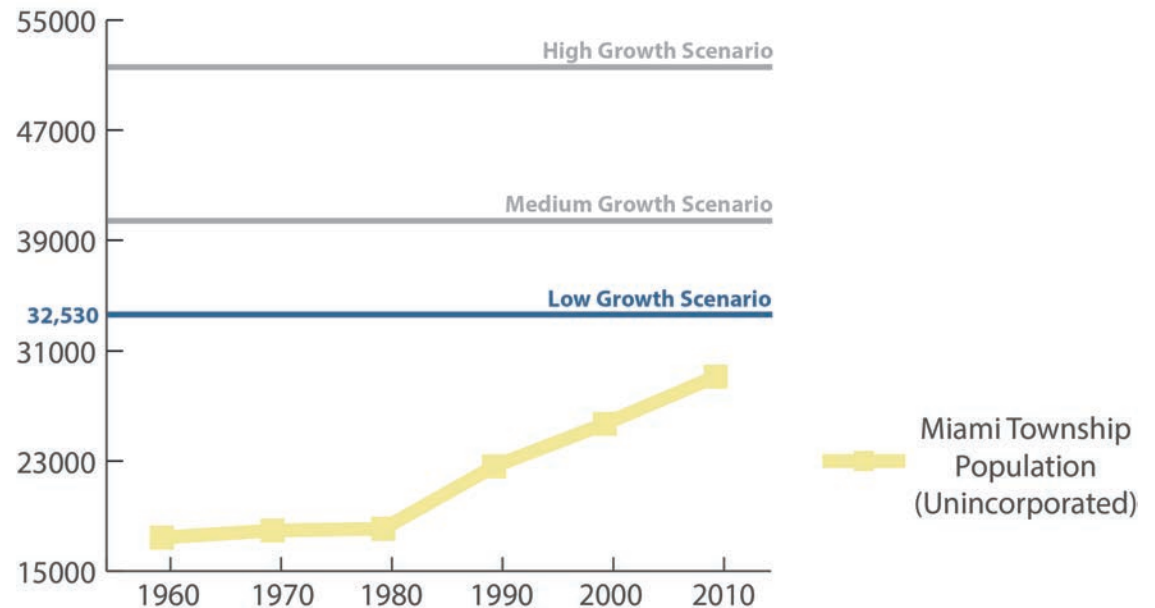
A limited number of properties are currently planned or under development and these are projected to be built to completion. A small number of properties near existing water and sewer services have been selected that could be reasonably developed and assume a low-density single-family development pattern. In the urbanized areas we also assume that little to no additional multi-family development occurs under this scenario.

The low growth scenario generally develops along existing zoning designations resulting in a low population growth ceiling. The township population count exceeding this ceiling would likely result in a housing shortage if land development is limited to this scenario.

Percent of Available Land Developed by Development Pattern



Population Growth Ceiling under each Growth Scenario

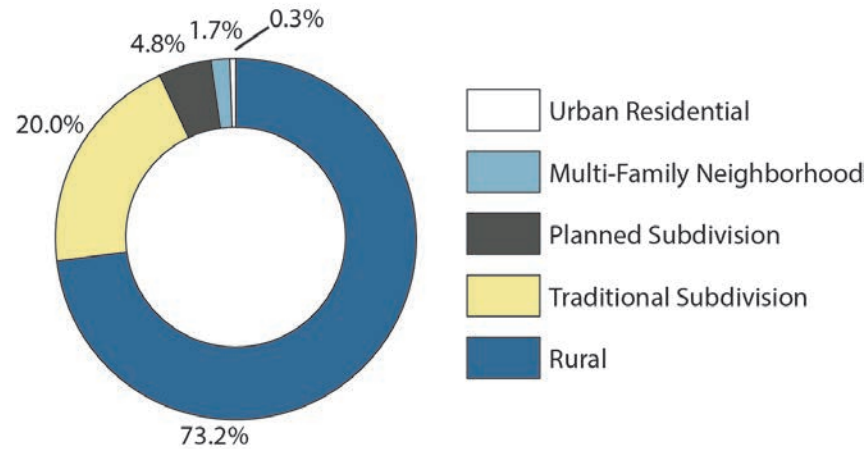


Medium Growth Scenario

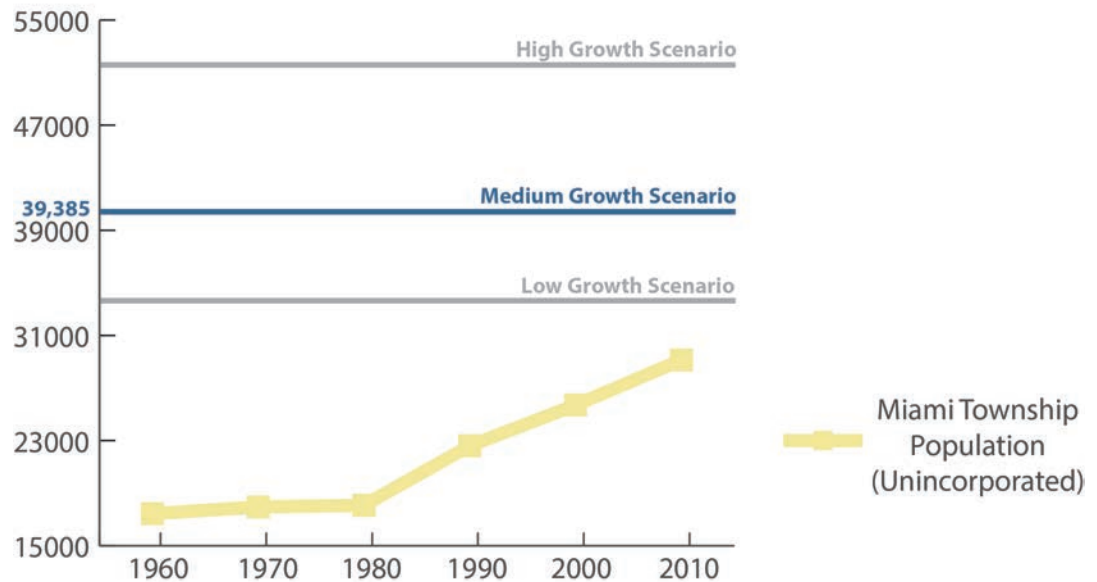
The Medium Growth Scenario makes bolder predictions regarding the extension of water and sewer services to unserved areas, permitting higher density single-family development projects and accounts for a moderate level of multi-family development, particularly in the urbanized core of the community.

This growth scenario opens the potential for redevelopment of existing commercial properties to allow dense multifamily residential buildings to be integrated into mixed-use development similar to 'The Flats' within Austin Landing.

Percent of Available Land Developed by Development Pattern



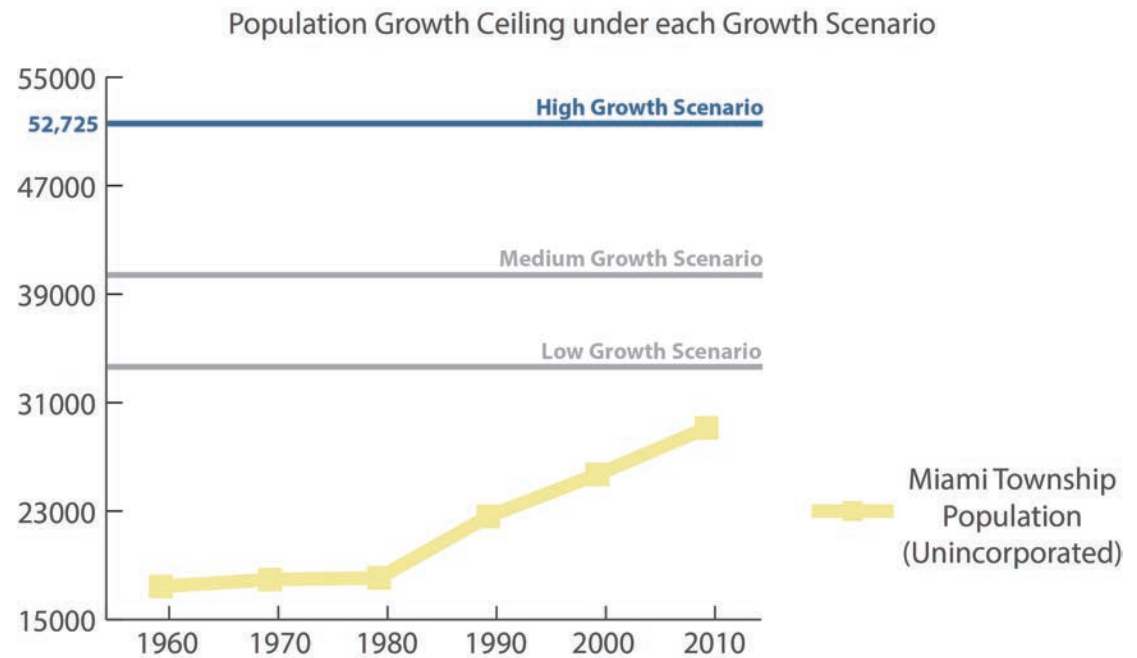
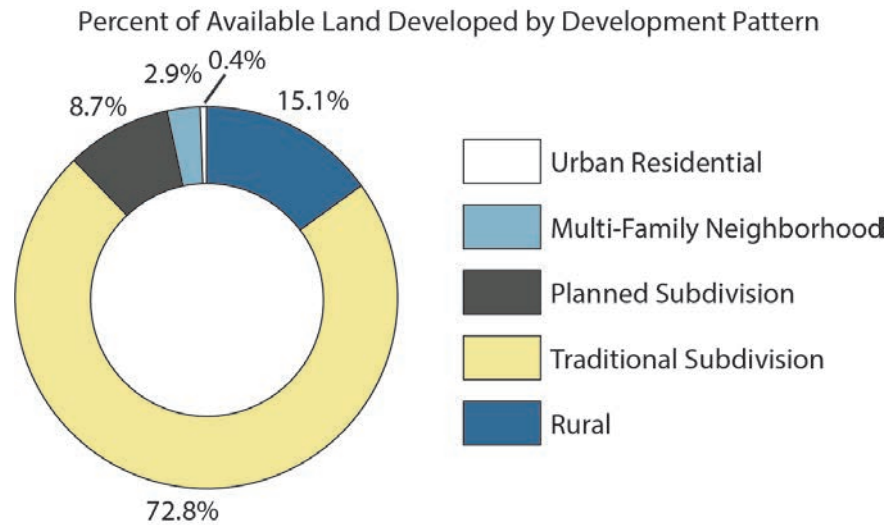
Population Growth Ceiling under each Growth Scenario



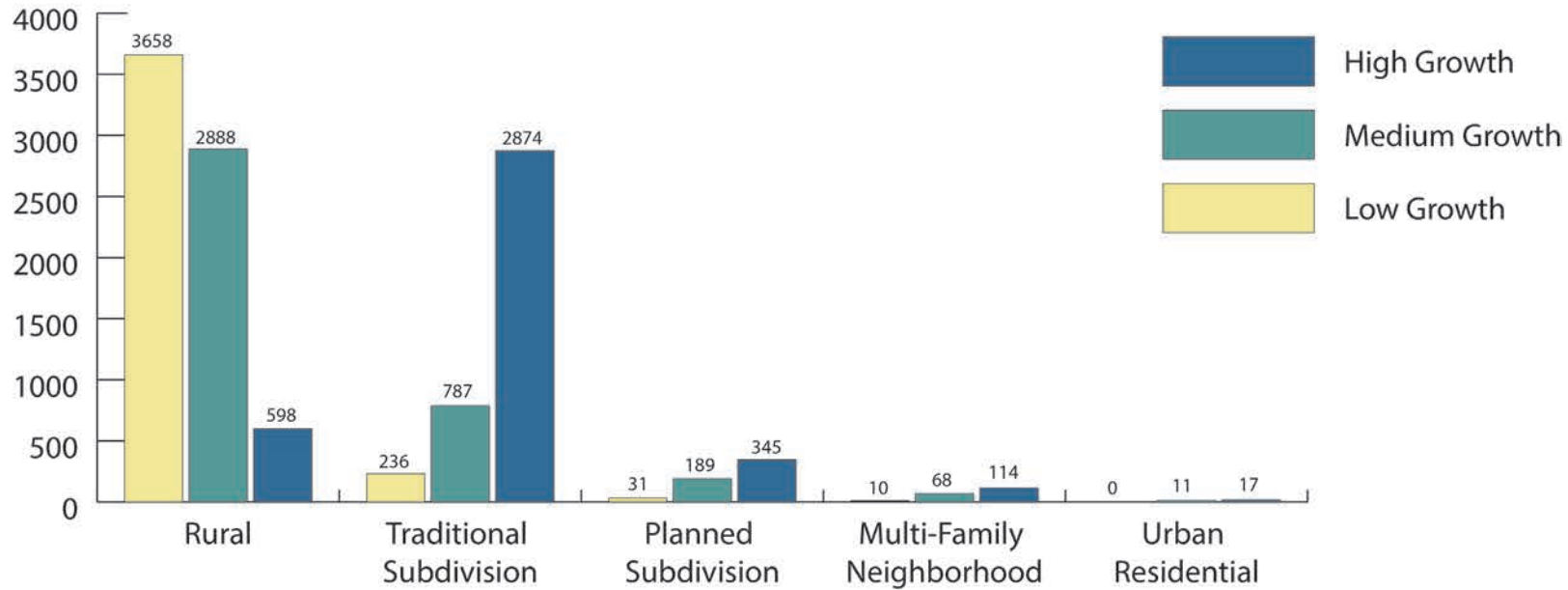
High Growth Scenario

The High Growth Scenario assumes an aggressive expansion of water and sewer services through much of the remaining available rural lands and high levels of concentrated multi-family development throughout the urban core and into infill parcels primarily on the east side, but some two-family to multi-family development interspersed with single family project on the west side of the community.

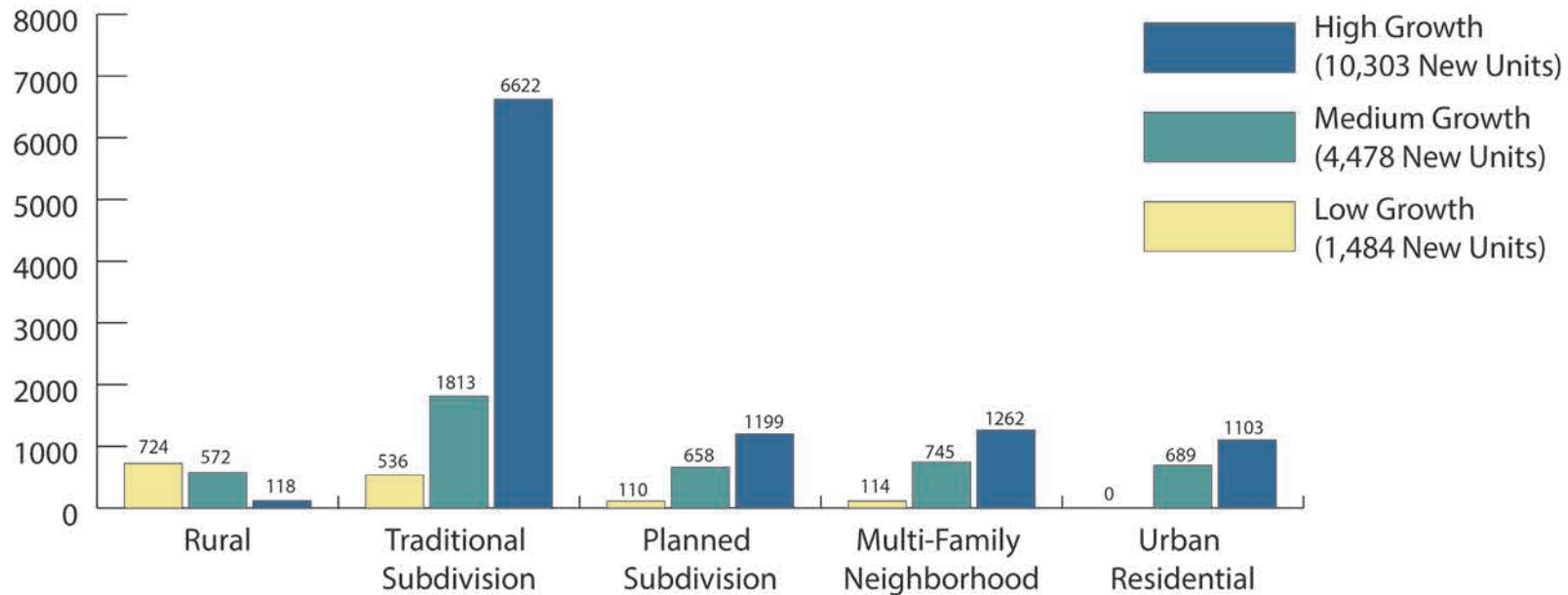
This growth scenario encourages urban multifamily residential development within existing commercial properties to increase density in areas with infrastructure capable of supporting a large population in a relatively small area.



Acres of Development Pattern added by each Growth Projection



Dwelling Units added by each Growth Projection



APPENDIX B

COMMUNITY ENGAGEMENT

Input from Miami Township residents and business is an integral part of creating a comprehensive plan. By allowing the values of the community to guide the creation of The Plan, the goals and priorities established will truly represent the vision for Miami Township's future and will allow The Plan to be an active document and tool for township staff, boards, and elected officials.

Interested parties were invited to provide guidance and feedback to the creation of The Plan through a variety of involvement strategies; public meetings, targeted stakeholder meetings, public surveys, and a steering committee of residents and business owners. A summary of the responses and guidance provided throughout the process can be found in this Appendix B.

STEERING COMMITTEE

A steering committee of township residents, business owners, representatives of religious and school organizations, and other interested parties was assembled to discuss planning and land use concepts that led to the overarching vision statements, land use designations, and goals and initiatives found in this document. The steering committee provided feedback on other efforts to engage with the public, such as the format for public meetings and what questions should be asked in survey format.

Steering Committee Members

Brent Anslinger, *Five Rivers MetroParks, Zoning Commission*

Gregory Clatterbuck, *Board of Zoning Appeals*

Mandy Combs, *Business Owner*

Mike Cross, *Dayton Airport – Wright Brothers Airport*

Dave Duebber, *Washington Prime – Dayton Mall*

Stephen Gagen, *Church group*

John Gredy, *Dayton Christian Schools*

William Houston, *LexisNexis*

Marsha Johnston, *Miami Township Community Foundation*

Stacy Mayo-Mitchell, *Business Owner*

Mary Sue Muncy, *Habitat Condominiums*

Joe Poelking, *Poelking Lanes*

Michael Posthast, *CESO, Zoning Commission member*

Greg Smith, *Oberer Companies, Resident*

Steering Committee Guiding Members

Martin Kim, *MVRPC*

Kathryn Youra Polk, *MVRPC*



The steering committee met regularly in person from the end of 2019 through the beginning of 2020. The COVID-19 Pandemic introduced challenges for assembling the committee. From the summer of 2020 through spring of 2021 all steering committee meetings were conducted virtually and feedback was collected through surveys and email.

The guidance of the steering committee was essential in creating the foundation of The Plan and their contribution to Miami Township and the creation of this document is greatly valued.

PUBLIC MEETINGS

Two public meetings we held December 4, 2019 at Cox Arboretum, one in the morning and one in the evening. The meetings provided an opportunity for staff to discuss the comprehensive planning process, the reason a comprehensive plan is important, and what our future vision and goals should be for the plan with interested parties.

Two group activities - a word association exercise and a map exercise - helped guide discussion between attendees and township staff. Both exercises allowed residents, business owners, and visitors to provide their thoughts on what the strengths and weaknesses are of the community.

Word Association

The purpose of this exercise was to identify words or simple phrases in response to the four prompts on the board:

1. What Positive words do you associate with Miami Township?
2. What Negative words do you associate with Miami Township?
3. What is Miami Township to you Today?
4. What do you want Miami Township to be Tomorrow?

After each group had time to discuss, staff brought all groups together to share one or two words from each category the group felt most strongly about. The exercise led to productive discussion and answers to the questions “What is Miami Township?”. Images of the Word Association boards can be found on page 137.

Map Exercise

The purpose of this exercise was to identify a ‘Strong Place’, a ‘Weak Place’, and a ‘Place that can be made Stronger’ by adding a numbered dot to the map and adding a corresponding numbered comment in the appropriate section.

This exercise allowed participants to connect some of the concepts



discussed in the Word Association exercise to a physical location, and to better understand the geography of Miami Township, and how the places they are discussing tie together from an aerial point of view.

The exercise led to discussion about broad topics (public transportation, access to parks, walkability), as well as comments unique to a specific location (difficult intersections, damaged parking lots, shopping center vacancies).

A summary of the Map Exercise can be found on page 138, and a selection of individual group boards may be found on page 139.

POSITIVE
What Positive words do you associate with Miami Township?

- Services - convenience & responsiveness to issues
- Employment destination
- Retail destination
- Room for growth
- Impassable to nearby animal area
- Safety
- Restaurant choices
- Strong parks
- Trial improvements
- Diverse housing stock
- Increasing property values
- Proximity to Cincinnati market
- Big draw for skilled employees

NEGATIVE
What Negative words do you associate with Miami Township?

- Congestion (traffic)
- Lack of connectivity for pedestrians
- Weak retail by Dayton Mall
- Proximity of crime and drug deals, Mall
- Physical barrier could be I-75
- Low status of property in certain areas
- Aging + poorly maintained hotels.

TODAY
In a word or phrase, what is Miami Township to you now?

- Home, work, recreation
- Melting

TOMORROW
In a word or phrase, what do you want Miami Township to be in the future?

- Continued improvement
- More connectivity for pedestrians
- Adaptive area with existing developments
- Infrastructure improvements to support growth
- Continued safety & quality services
- More dependent on car

POSITIVE
What Positive words do you associate with Miami Township?

- Friendly
- Accessibility is easy to get around
- Fairly Comprehensive
- Parks are great
- Progressive
- Abundance of restaurants
- Abundance of shopping
- Rapid response to questions + problems
- Well managed -> gotten better
- Police response
- Good relationships
- Recent branding
- Fluid sidewalks

NEGATIVE
What Negative words do you associate with Miami Township?

- Lack of connectivity or lack of path on Springboro Pike + Mall River Road
- Crime rate especially at Mall
- Communication @ Safety Measures
- Volume @ 725 + 741
- More variety of restaurants
- Development, housing, retail - how to be progressive
- Traffic pattern at Austin Landing
- Austin Landing congestion
- Service provided by Montgomery County to Miami Township related to other counties possible

TODAY
In a word or phrase, what is Miami Township to you now?

- Integration of certain services w/ Miami Township
- Home
- Find reuse of vacant buildings
- Working

TOMORROW
In a word or phrase, what do you want Miami Township to be in the future?

- More integration of certain services w/ Miami Township: golf & swimming pool
- Increased connectivity
- Worried about quality of life, etc. relevant to congestion in certain areas
- Find reuse of vacant buildings

Table #11 P.M.

POSITIVE
What Positive words do you associate with Miami Township?

- Great Parks - Cox Arboretum
- Walking - Accessible
- Easy access to work
- Event space is large
- Active neighborhoods
- Open cleaning
- Variety of things to do (Ag, Arts, etc)
- Safety from crime & fire
- Great water source
- Zoning & building opportunities
- Shopping in clusters big & small areas
- No income tax
- Strategic location ITS & I-75
- Great location within state
- Schools are great (Montgomery)
- Government rules & fees are not too invasive
- Fuels like infrastructure is being well maintained
- Entertainment venues, lots of them, good
- Outdoor sports fields (softball, soccer, etc)
- Access to local government is easy
- Proximity & location undatable

NEGATIVE
What Negative words do you associate with Miami Township?

- Dayton downtown ... needs revitalization
- Lack of
- Healthy restaurant choices, too many cars
- More bike trails not on the roadway (Rail Road Row could be used)
- Crosswalks non-existent during mall shopping area
- Main street or town square area does not exist
- Sidewalks in neighborhoods not maintained (Cost share?)
- More alternative transportation, need more of it
- Bus stops ... they suck
- Sequenced lights, need them

TODAY
In a word or phrase, what is Miami Township to you now?

- Home town hub
- Growing
- My home
- Convenient
- Project oriented
- Great amenities

TOMORROW
In a word or phrase, what do you want Miami Township to be in the future?

- Safe environment (senior)
- Optimistic
- Opportunities
- Redeveloping legacy areas
- Progress
- The between urban rural

POSITIVE
What Positive words do you associate with Miami Township?

- Still can be guided
- Growing development
- Mall is still close
- Restaurants
- MetroParks
- Parks
- Walkways
- Parks
- Commercial development
- Blue-collar center city
- Don't need to stretch / stretch - walk
- River
- Mixed use for more density (to add more)
- Some use services convenient
- Commercial tax base
- Gen 2 development opportunity in development suburbs (Gen 1)
- Reimagined diversity
- Outlook with Miami County (Gen 1, 2) etc

NEGATIVE
What Negative words do you associate with Miami Township?

- Active walking infrastructure
- Traffic congestion
- River not used
- Car based / not pedestrian
- High property tax
- Not Gen 2 focused
- Lack of inter-generational interconnectivity
- Miami valley race industrialized
- Park improvements
- Parks
- Not as many services as a city

TODAY
In a word or phrase, what is Miami Township to you now?

- There are roads
- Overstuffed
- Good schools
- Four parking schemes
- Traffic congestion
- Easy to get around
- Trail walk/bike along river
- Mistake on Miami County Grand
- Revitalization of mall is a "bop"
- Chance to get around Dayton area again compared to Austin Landing
- Good variety of restaurants
- Provides low income family

TOMORROW
In a word or phrase, what do you want Miami Township to be in the future?

- Attract entertainment to downtown
- Fill in development
- Multi-modal connectivity
- Event space
- Complete streets policy
- Streetcar connectivity
- 741 - to market
- Great - little walk to downtown
- Government to downville connector (E2 or All Rail)
- 741/725 area still in development
- Under 75 feet should be accessible
- would be nice
- Stronger connection opportunities on rail
- Improve walk & transit in Austin Landing
- improve bike and walking in downtown
- Walkable parking (walk routes near certain rail)
- One exit (main entrance + main exit) or count down
- Minimum level of connectivity, west of river / front
- Minimum level of connectivity to city
- Minimum level of connectivity to city

POSITIVE
What Positive words do you associate with Miami Township?

- Public Safety - Police / Fire
- Snow removal
- Financial Stewardship
- Leaf Pick up
- Road Quality - Boring # lanes
- Diversity of Shopping
- "Community of Contracts"

NEGATIVE
What Negative words do you associate with Miami Township?

- Park Maintenance
- Speed control
- 725/741 Traffic Flow (around Dayton Mall)
- Disjointed
- Zoning Conflicts
- Lack of Downtown

TODAY
In a word or phrase, what is Miami Township to you now?

- Disjointed - Not contiguous
- Public Safety
- Community of Contract

TOMORROW
In a word or phrase, what do you want Miami Township to be in the future?

- Downtown (A sense of Place)
- Entertainment
- Accessibility / Infrastructure

POSITIVE
What Positive words do you associate with Miami Township?

- Austin Landing
- Cox
- Shopping
- dining
- Events
- Destination
- Fruit & bowls
- airport
- Nature (green space)
- homes w/ land
- gyms (physical activities)
- Agro tourism
- biking
- pet friendly
- ER

NEGATIVE
What Negative words do you associate with Miami Township?

- dog park
- Traffic patterns @ Austin & Mall
- community garden
- composting (lack of opportunity)
- Recycling programs
- lack of community center
- pool
- lack of community arts
- Safety

TODAY
In a word or phrase, what is Miami Township to you now?

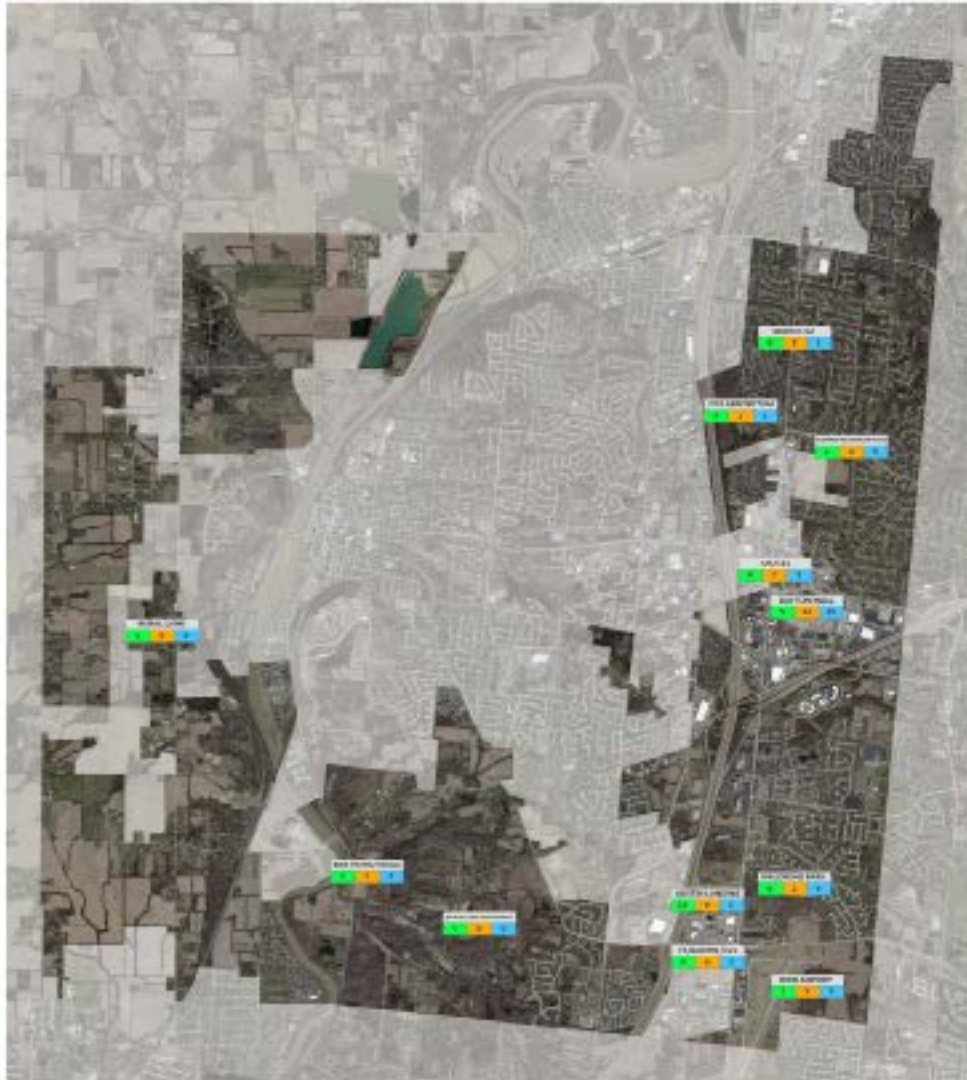
- Crisscrossing
- congested
- Mall is rapidly
- Safety concerns
- Backside of Mall
- greater security & police presence

TOMORROW
In a word or phrase, what do you want Miami Township to be in the future?

- community involvement / activities
- Improved traffic patterns
- safe
- multi-use housing

A.M.

PUBLIC MEETING MAP EXERCISE



PUBLIC MEETING ATTENDEES WERE ASKED THE FOLLOWING THREE QUESTIONS. PARTICIPANTS CHOSE A STRONG PLACE, A WEAK PLACE, OR WHAT PLACE COULD BE MADE STRONGER BY PLACING A STICKER ON A MAP AND EXPLAINING THEIR SELECTION. PLACE SELECTIONS ARE TALLIED BELOW WITH A SUMMARY OF THE EXPLANATIONS GIVEN.

WHERE IN THE TOWNSHIP DO YOU CONSIDER A STRONG PLACE?	WHERE IN THE TOWNSHIP DO YOU CONSIDER A WEAK PLACE?	WHAT STRONG (OR WEAK) PLACE CAN BE MADE STRONGER?
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- | | |
|---|---|
| <p>DAYTON MALL</p> <ul style="list-style-type: none"> ● Variety of retail options, good location for shopping and dining ● Feels unsafe, difficult to access without car, dated retail model, vacancies ● Improve pedestrian access, better building design, needs revitalized <p>COX ARBORETUM</p> <ul style="list-style-type: none"> ● Family experience, beautiful open space, meets needs for wellness/recreation ● Difficult to access without car ● Improve pedestrian/bike access <p>NORTH 741</p> <ul style="list-style-type: none"> ● No sidewalk/walkability, dangerous/crime ● Improve pedestrian/bike access, better building design, better businesses <p>WALDRUHE PARK</p> <ul style="list-style-type: none"> ● Under-utilized, needs better access <p>75/AUSTIN/741 AREA</p> <ul style="list-style-type: none"> ● Traffic congested, poor pedestrian connection, dangerous, frustrating ● Improve pedestrian/bike access, better intersection design <p>BIKE PATHS/TRAILS</p> <ul style="list-style-type: none"> ● Great for recreation, outdoor experience for family, regional connection ● Need better access from neighborhoods ● Improve pedestrian/bike access, additional work to connect community | <p>AUSTIN LANDING</p> <ul style="list-style-type: none"> ● Diverse retail/restaurant options, great mix of uses, entertainment options ● Development is disorganized ● More/better programming would bring more to the area <p>VIENNA NEIGHBORHOOD</p> <ul style="list-style-type: none"> ● Safe neighborhood, great walkability, friendly <p>725/741 INTERSECTION</p> <ul style="list-style-type: none"> ● Traffic congested, poor pedestrian connection, dangerous, frustrating ● Improve pedestrian/bike access, improve alternate routes, better intersection design <p>DAYTON WRIGHT BROTHERS AIRPORT</p> <ul style="list-style-type: none"> ● Asset to community ● Under-utilized ● Additional development to tie in to Austin Area, potential to attract great businesses <p>MEDLAR CONSERVATION AREA</p> <ul style="list-style-type: none"> ● Beautiful recreation opportunity, green space and trails, connected to trails <p>RURAL LAND</p> <ul style="list-style-type: none"> ● Country lifestyle, close to retail/shopping options, beautiful land |
|---|---|

Above is a summary of the results from the individual group results, several of which are shown on the page to the right. Each group was asked to identify a 'Strong Place', a 'Weak Place', and a 'Place that can be made Stronger' by adding a numbered dot to the map and adding a corresponding numbered comment in the appropriate section. In many cases, participants identified both strengths and weaknesses for the same area. These instances highlight the priorities of the community and provide direction for township representatives, future development, and development standards.

SURVEYS

The use of Surveys was a valuable tool for collecting opinions and feedback from the public through the planning process, particularly as in person public meetings were no longer an option.

Several surveys were opened to the public for feedback, and surveys were also used to aid discussion with the steering committee.

Kickoff Survey

An initial survey was made available online and was open from August to September of 2019. The goal for this Kickoff Survey was to gain a basic understanding of the community's opinion on common planning and land use topics. The survey was taken by 119 individuals who live in, work in, or visit Miami Township.

A summary of the results can be found on pages 141-142

Public Meeting Survey

Staff worked in conjunction with The Plan Steering Committee to develop a survey to coincide with the first The Plan public meeting held December 4, 2019. The survey was open through the month of December, and was taken by 120 individuals. Below is summary of the responses to several questions from the survey.

A summary of the results can be found on pages 143-145.

Planning Discussion Area Surveys

Planning Discussion Areas are locations in the township where staff felt discussion with the Steering Committee and input from the community was important before assigning a future land use designation.

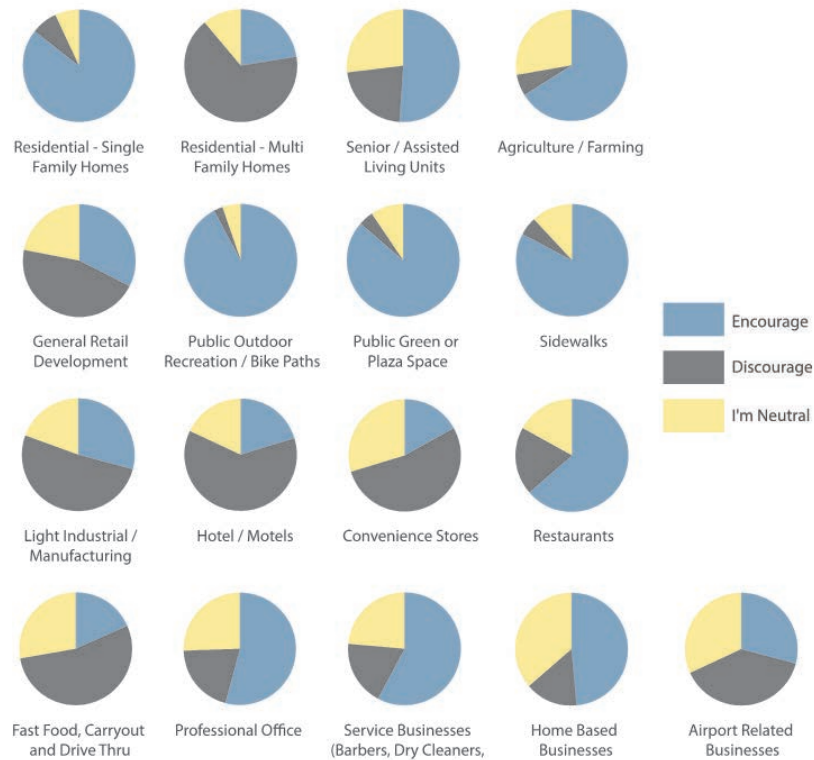
Some Planning Discussion Areas are transitional areas acting as buffers between use types, and others are vacant or underutilized land with opportunity to provide service to the surrounding area or region. Other areas were specifically chosen because developers

have approached the Township to develop a different use or density for the area.

To receive feedback from the public an informational online map was created for each Planning Discussion Area with a link to a survey with questions catered to each individual area.

A summary of the results can be found on pages 146-147.

KICKOFF SURVEY

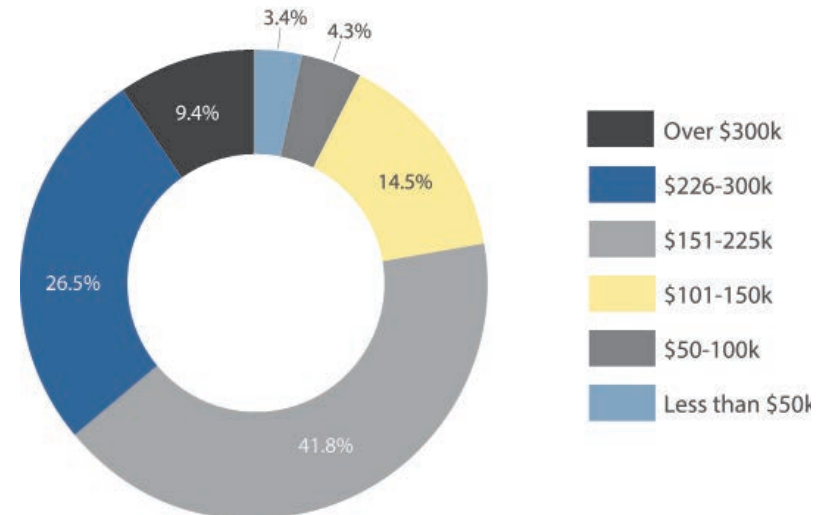


Do you encourage or discourage the following land uses?

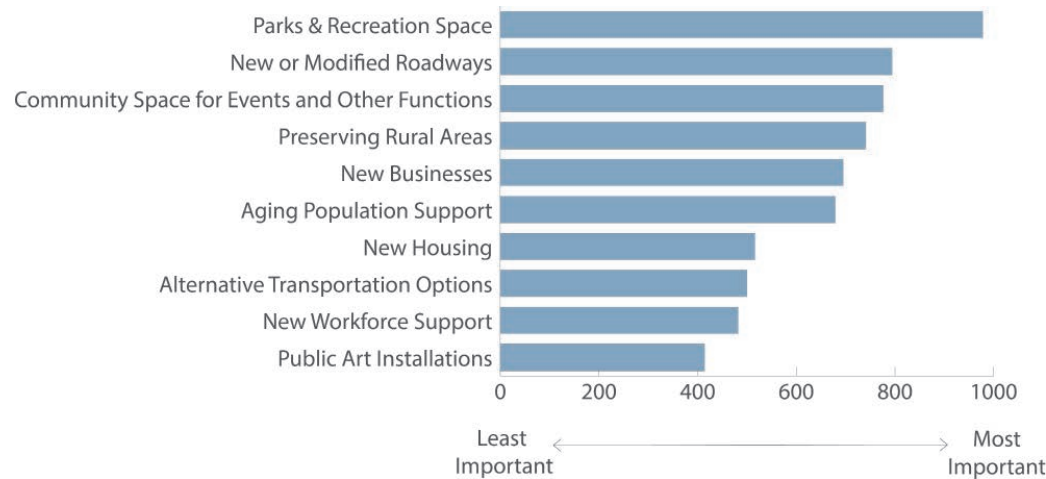
Participants were given a list of common land uses, and asked to identify if they encouraged, discouraged, or were neutral to each land use in the township as a whole.

What price range of homes are needed in Miami Township?

Participants were asked to determine what price homes they felt were needed in the township. The majority felt that homes above \$150,000 are most needed. The median home value in Miami Township is just below \$150,000.



KICKOFF SURVEY

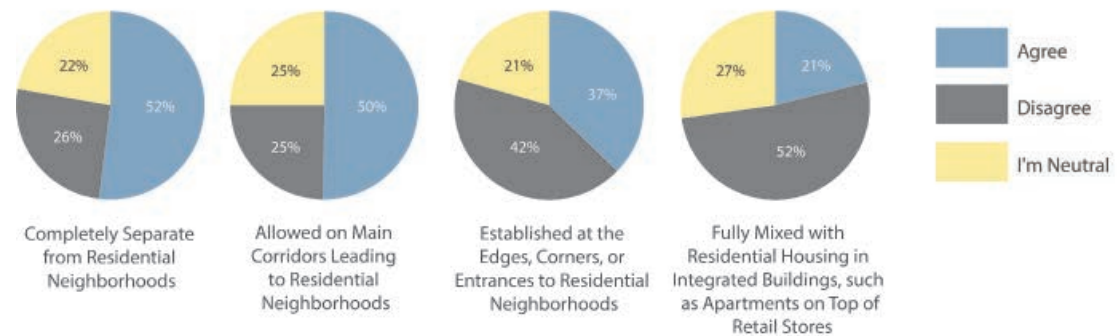


What should the Township focus on planning?

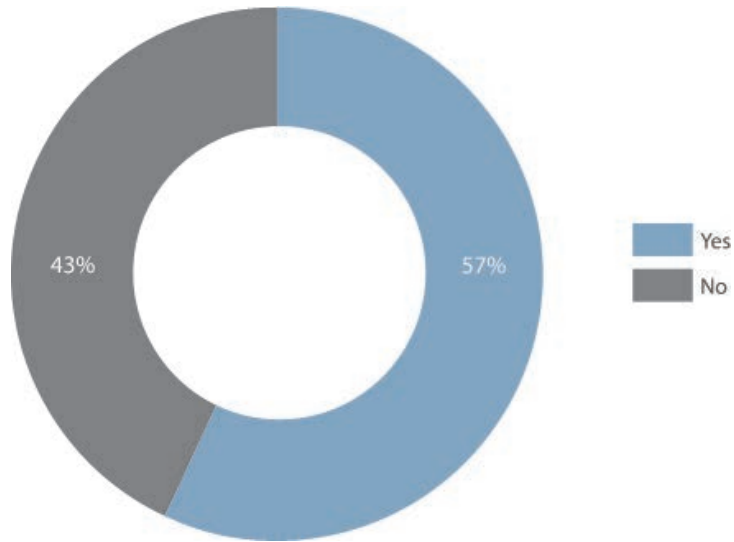
Participants were asked to rank ten planning topics on a scale of 1-10, 1 being the most important and 10 being the least important. The majority of surveyors responded that planning for Parks and Recreation Space should be the priority for the township.

Where should retail be located in Miami Township?

Participants were asked to identify areas of the township they were agreeable to allowing retail uses. A majority agreed that retail should be separate from residential neighborhoods, with some support for retail integrated into the entrances or edges of neighborhoods.



PUBLIC MEETING SURVEY

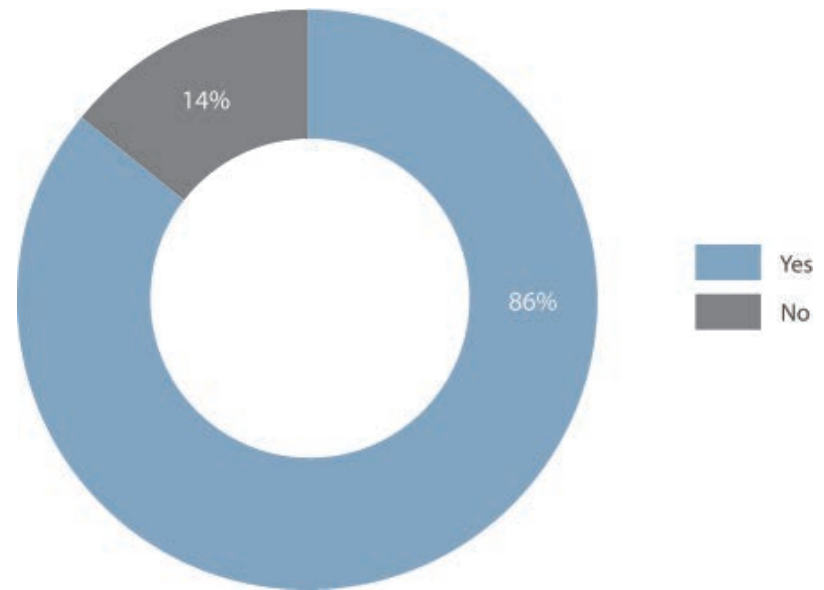


Do you think Miami Township should work to create a focal point or downtown area?

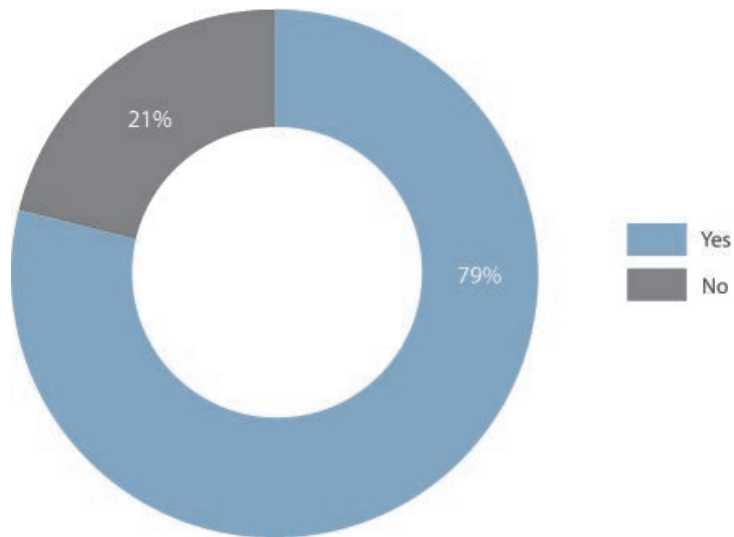
A common observation when discussing Miami Township is the lack of a traditional downtown area, or a community focal point. A majority of survey participants felt Miami Township should work towards creating an area that serves as a downtown focal area.

Do you support standards that require more landscaping or green space on commercial properties?

The vast majority of survey participants were in support of standards that would require commercial developments to install more landscaping or greenspace than the level that exists in the township today. Community support for integration of landscaping and greenspace into would allow the township to increase the amount of trees and plantings installed by new or renovated developments.



PUBLIC MEETING SURVEY

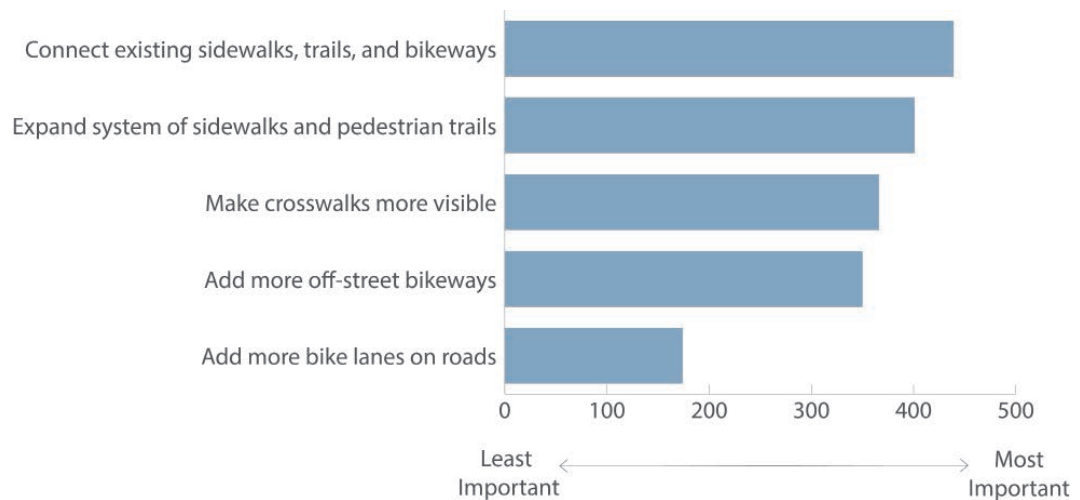


Do you support standards that require additional pedestrian connections and amenities on commercial properties?

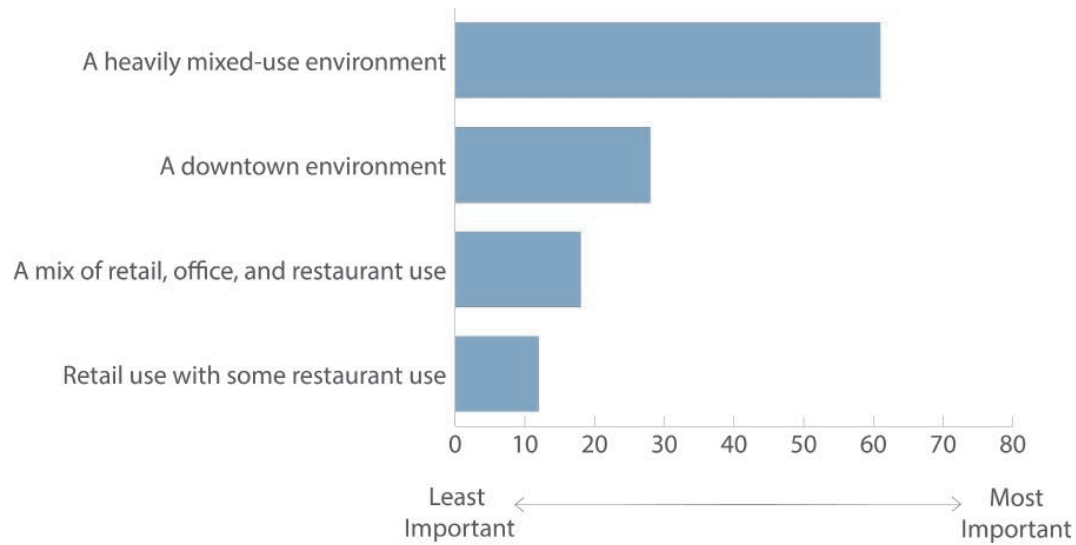
The vast majority of survey participants were in support of standards that would require commercial developments to implement pedestrian connections and amenities. Implementation of pedestrian connections and amenities supports a walkable community that ultimately reduces dependence on an automobile to access portions of the township.

What improvements to bicycle or pedestrian infrastructure should be made?

The need for improved bicycle and pedestrian infrastructure is a common suggestion made by township residents and visitors. The majority of participants identified the connection of existing sidewalks, trails, and bikeways as the best way to improve the bike/pedestrian system. The second most selected option was expanding the existing system to reach more of the township/region.



PUBLIC MEETING SURVEY



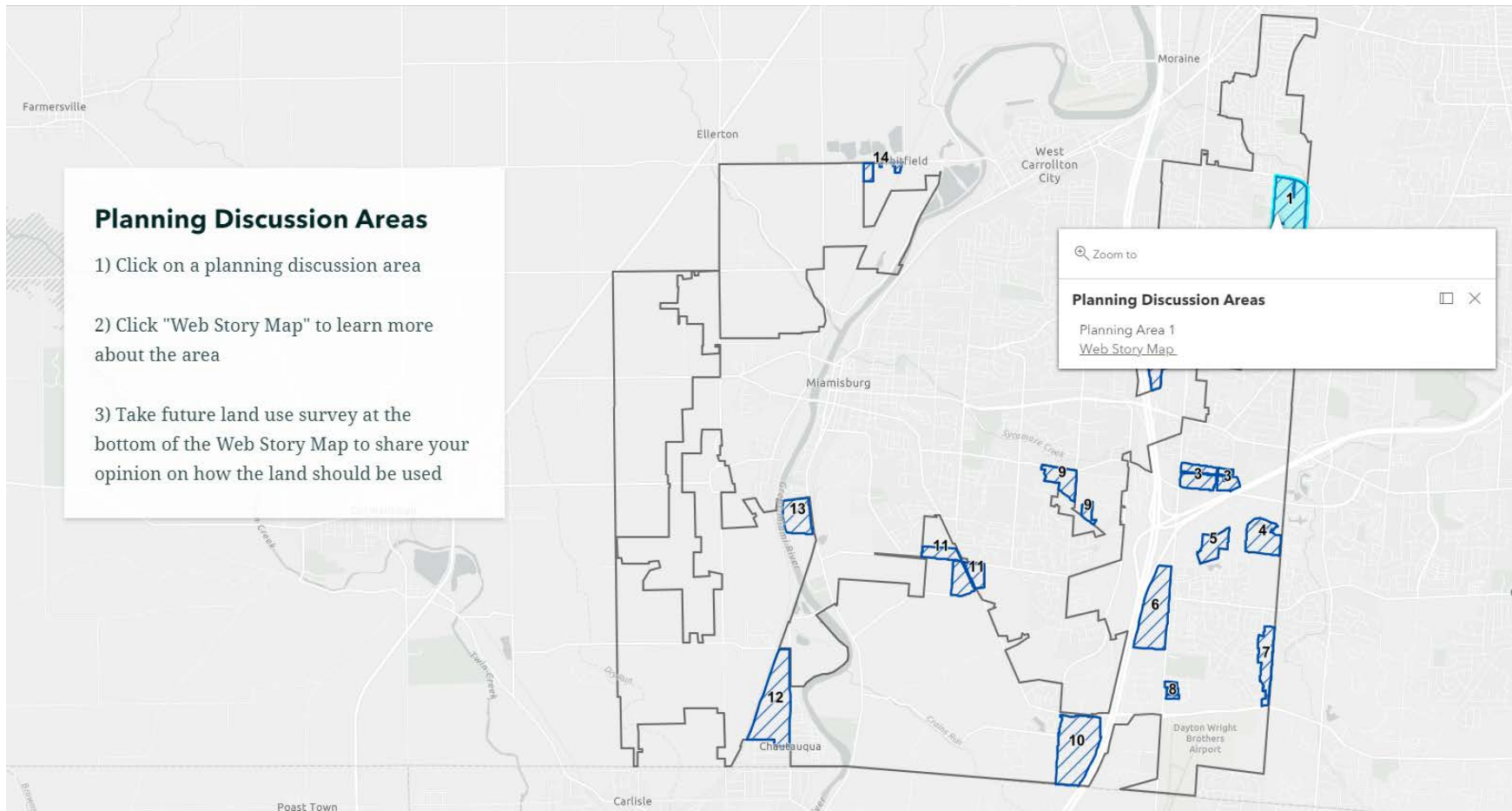
When planning for redevelopment of the Dayton Mall, which do you prefer?

The Dayton Mall is often identified as an asset to the community, but one that needs to adapt to succeed in a changing market and meet the needs of the community. Participants indicated that a heavily mixed use environment consisting of retail, restaurant, office, and residential uses with a focus on walkability and dense development is the preferred future for the Dayton Mall. A number of participants also suggested that the Dayton Mall could serve as a future downtown environment for the township.

PLANNING DISCUSSION AREA SURVEYS



14 Planning Discussion Areas were identified, as shown in the image above taken from The Plan website, www.planmiamitownship.com. On the website, each image led to an interactive online map that provided background information about each area and asked a series of questions specific to the area. Feedback from each survey helped determine how the land should be discussed in the future, and how the land should be designated on the Land Use Map.



A summary of the each of the 14 Planning Discussion Area survey results can be found at The Plan website, www.planmiamitownship.com/publicportal.



ADOPTION OF THE PLAN

RESOLUTION #031-2022

RESOLUTION TO ADOPT THE PLAN, THE 2022 MIAMI TOWNSHIP COMPREHENSIVE PLAN

- Whereas,** the current Miami Township Comprehensive Plan was adopted in 2006; and
- Whereas,** the Miami Township Board of Trustees acknowledge that best practices recommend review and update to land use plans as community conditions change, and budgeted for the drafting of a new comprehensive plan; and
- Whereas,** a Comprehensive Plan Steering Committee comprised of Miami Township residents, business owners, and other interested parties, as well as guiding members from the Miami Valley Regional Planning Commission assisted staff in drafting a new comprehensive plan; and
- Whereas,** over a 2-year period, the Steering Committee met to discuss guiding concepts and proposed updates to the community land use plan; and
- Whereas,** throughout the drafting period, public comments, and concerns from interested parties were solicited through public meetings, public surveys, and community area meetings; and
- Whereas,** in October 2021, a draft of The Plan was presented in work sessions to the Zoning Commission and Board of Trustees, who recommended that The Plan be made available for public review and comment prior to review for adoption; and
- Whereas,** in November 2021, a draft version of The Plan was made available to the public on planmiamitownship.com for a thirty (30) day review and comment period; and
- Whereas,** staff prepared the final draft of The Plan by integrating comments and feedback from the public, Steering Committee, Zoning Commission, and Board of Trustees; and
- Whereas,** on February 3, 2022, the final draft of The Plan was presented to the Steering Committee, who unanimously recommended that The Plan be formally presented to the Zoning Commission and Board of Trustees for adoption; and
- Whereas,** on March 2, 2022, an advertised public hearing was held by the Zoning Commission, who unanimously recommended that The Plan be forwarded to the Board of Trustees for review and adoption; and

- Whereas,** the Miami Township Board of Trustees reviewed The Plan at a public hearing held on Tuesday, March 15, 2022; and
 - Whereas,** the Board of Trustees desires to dispense with the requirement that a resolution be read on two separate days, and authorizes the adoption of this resolution upon its first reading; and
 - Whereas,** the Community Development Department will maintain a copy of, and record any edits or updates to The Plan as reviewed by the Board of Trustees; and,
 - Whereas,** the Board of Trustees has determined it to be in the best interest of Miami Township to have in place a current plan to guide land use policy and decisions; and,
- Therefore Be It Resolved,** the Miami Township Board of Trustees **ADOPTS** the 2022 Miami Township Comprehensive Plan, The Plan, and **UPHOLDS** the Zoning Commission Recommendation.

	Yes	No	Abstain	Absent
Terry W. Posey Jr., Trustee President	✓			
John Morris, Trustee Vice President				✓
Donald R. Culp, Trustee	✓			

Attested:

Aaron E. Newell, Fiscal Officer

Passed: March 15, 2022