

MIAMI TOWNSHIP - DAYTON JEDD

# MASTER PLAN



ADOPTED IN 2006 | UPDATED AND RE-ADOPTED 2019

# ACKNOWLEDGEMENTS

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# EXECUTIVE SUMMARY

Within the State of Ohio, Joint Economic Development District (JEDD) agreements enable townships, cities, and villages to cooperatively address concerns of the region and to facilitate economic development, to create or preserve jobs and employment opportunities and to improve the economic welfare of the people in the area. The following document presents a Master Plan for the future vision in the area defined by the Miami Township – Dayton JEDD, as well as benchmarks to guide future progress.

This Master Plan is an update to the original plan which was adopted in August of 2006. It is a broad view of the overall characteristics of the properties currently located within the JEDD and those corridors and properties that could possibly join in the future. The Plan also focuses on current and future land use, utility infrastructure, aesthetics, and design.

## The Five Primary Benchmarks

1

Establish a strong economic development program that supports retention of the current workforce at Dayton-Wright Brothers Airport and facilitates an increase in the overall number of jobs at the airport by 10% within five (5) years.

2

Create plans for underutilized properties on Washington Church Road that facilitate full utilization of their land and facilities. Identify areas where the JEDD can support the growth and development of individual properties on Washington Church Road.

3

Adopt an Economic Development Assistance Program for JEDD members that permits them to apply for assistance from the JEDD Board when they are seeking to expand or improve their facilities.

4

Create a development plan and branding program for the eastern side of the airport property that can be marketed to future users.

5

Promote the airport as an economic driver through support of various activities including Runway Fest and Aviator Pilot Flight School.



## JEDD HISTORY

In April of 2004, Miami Township and the City of Dayton entered into an intergovernmental agreement to establish a Joint Economic Development District (JEDD) to promote the economic development of the Dayton-Wright Brothers Airport, hereafter referred to as “the Airport”, surrounding properties, and other areas that may be included in the JEDD. The JEDD contract obligates the JEDD to create a Master Plan for properties in the JEDD territory that is consistent with the Master Plan for the Austin Interchange and Miami Township zoning regulations.

The Miami Township-Dayton Joint Economic Development District (JEDD) was created on July 12, 2005. This contract created a JEDD between Miami Township and the City of Dayton for the purpose of promoting economic development of the Airport and other surrounding commercial and industrial

properties included in the JEDD. The first meeting of the JEDD Board was held on October 5, 2005. The contract’s term is through December 31, 2103.

The City of Dayton and Miami Township on August 8, 2006 formally adopted the original master plan for the JEDD.

In early 2018 the City of Dayton and Miami Township created a working committee to gather the necessary information to update the original plan. The updated plan was formally re-adopted in on September 12, 2019.

## JEDD MASTER PLAN OPEN HOUSE

On May 16, 2019 an Open House was held for members of the Joint Economic Development District at Dayton-Wright Brothers Airport. The members present were provided with an overview of the master planning process and given an opportunity to provide feedback and ask questions of the Master Plan Committee. A survey was provided to members as well, which asked the following questions:

1. Do you feel the proposed Master Plan accurately represents the direction you would like to see the JEDD Board focus its resources.

2. What do you think the JEDD Board should prioritize? (Please rank by 1, 2, 3, 4 with 1 being the most important)

a. Branding and future growth

b. Improving the aesthetics of the area with landscaping, lighting, and pedestrian pathways

c. Support the creation of jobs and activities within the JEDD through infrastructure investments

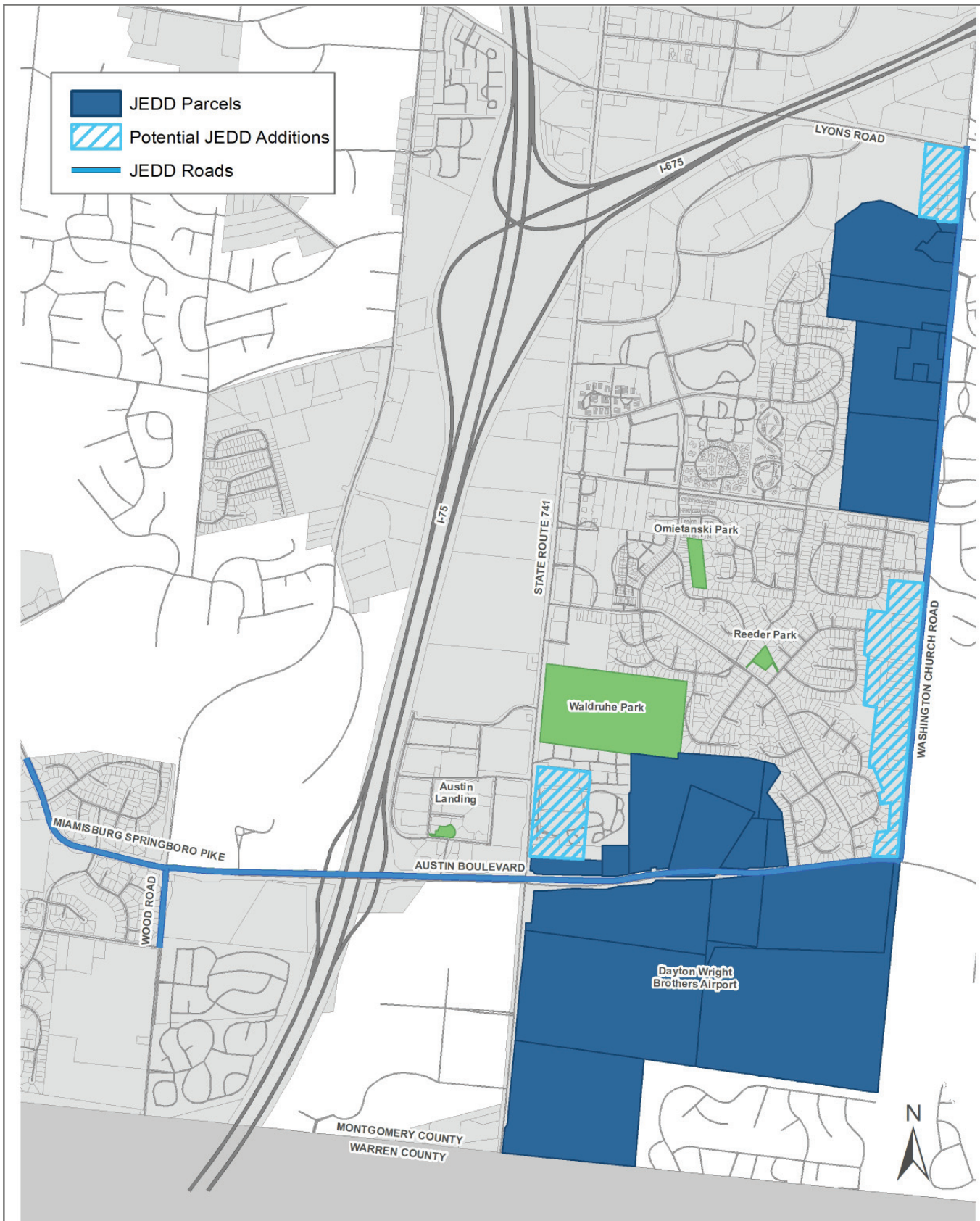
d. Create incentive programs for existing and future JEDD businesses

3. Please list any additional topics that you feel the JEDD Master Plan should cover.

The Master Plan Committee took the responses and included them into the findings of the plan.



FIGURE 1.0 JEDD AREA MAP



# THE PLANNING AREA

The focus for the Master Plan surrounds the Dayton Wright Brothers Airport and follows the Washington Church Roadway corridor north. Originally it was anticipated that the JEDD could grow westward over Interstate 75 in the Austin Center area. This area is no longer being considered within this master plan as the Austin Center JEDD, created in 2009, now covers this area. Future expansion of the JEDD is unlikely, but if it were to expand it would be along the Washington Church Road corridor or on the eastern part of State Route 741 north of Austin Boulevard.

## THE EXISTING JEDD AREA

The JEDD area contains approximately 660 acres and nine (9) property owners. Figure 1 illustrates the JEDD area and the specific properties currently included in the JEDD. The District contains two primary areas, the first being the area along the northwest portion of Washington Church Road and the second being the area along Austin Boulevard, made up primarily of the Dayton Wright Brothers Airport.

Dayton Christian Schools, Southbrook Christian Church, FJM, and a vacant former Mead building make up the northwest portion of the first area or roughly 148.1 acres.

The Airport is the largest single property within the District (406 acres) and it makes up the majority of the Dayton-Wright Brother Airport area. This includes a substantial portion of the vacant land to the east of the airport that has potential to be developed in the future. The airport also has available land along State Route 741 which has potential to be developed as additional airport or hanger uses, or commercial and office uses.

Miami Township owns land, approximately 60 acres, within the Dayton-Wright Brothers Airport area on the north side of Austin Boulevard. This land, which is currently a field and has no development on it, surrounds the Clear Zone, which is owned by the airport. The Dayton Humane Society purchased the old Miami Township Annex building in early 2018 and are now members of the JEDD.

The final property within this area is Storage Inns of America, which is a store and lock facility located on roughly 5.5 acres. This facility has eight buildings and rents spaces from as small as twenty-five (25) square feet to three hundred (300) square feet.

## THE AUSTIN CENTER AREA



Since the original adoption of this Master Plan, the Austin Center area has developed into a mixed-use area with housing, office, retail, restaurant, and other uses. The Ohio Department of Transportation has constructed and modified a continuous flow intersection (CFI) at the State Route 741 and Austin Boulevard intersection. A CFI functions by having vehicles cross before they enter the intersection when attempting to turn across the opposing direction of traffic. No left turn signal in the intersection is then necessary. Instead, vehicles traveling in both directions can proceed, including through vehicles and those turning right or left, when a generic traffic signal/stop sign permits. The interchange related improvements have allowed for additional growth to occur around the intersection and has created opportunities for growth in and around the JEDD area.

Austin Landing is a regional hub for entertainment, dining, urban style living and class A office space. This 40 plus acre development has multiple restaurants that are unique to the area as well as over 3,000 employees who work within the development every day. The development has seen over \$200 million in investment since its inception in 2009. Austin Landing also has a robust events program that utilizes a central park within the development and brings in thousands of people for events throughout the year.



PROGRESS PARK  
TOWER

FIGURE 2.0 WASHINGTON CHURCH CORRIDOR PARCELS



## WASHINGTON CHURCH CORRIDOR

The Washington Church Corridor has not seen many changes over the last ten years. There is development occurring on the Dayton Christian School property, but generally these properties have not seen substantial growth over the past ten years. The primary businesses within this corridor are Fred J. Miller, a vacant Mead facility, SouthBrook Christian Church, and Dayton Christian Schools.

Fred and Marlene Miller started Fred J. Miller (FJM) in the 1950's. Fred founded the Miller's Blackhawks Twirling Corps in 1956 which would go on to win 22 national championship twirling contests before disbanding in 1979. FJM Inc. was founded out of that tradition, and the company has become one of the most well-known band uniform makers in the United States providing uniforms for college bands, high school bands, drumlines, and color guards.

A single owner controls the entire 60 acre property that has a former Mead Facility. It is likely that the undeveloped portion of this site (roughly 20 acres) will be an opportunity for additional business growth within the JEDD.

SouthBrook Christian Church began in 1986

as Centerville Christian Church. They are a non-denominational Christian Church. In 1994 they changed the name to SouthBrook Christian Church and moved into a building on Spring Valley Pike in Centerville. They bought the current property in 2004 and fully moved the congregation there in the Spring of 2008. Currently over 3,000 people attend service regularly.

Dayton Christian School (DCS) was founded in 1963 at Patterson Park Grace Brethren Church in Beavercreek and is an interdenominational PreK through 12th grade educational facility. The school is run by Legacy Ministries. DCS states that it has grown from 14 students in 1963 to over 1,000 students today and has graduated over 5,000 students since founding. DCS moved to its current location in 2005 when it purchased a former NCR training site which included 43 acres and multiple buildings. They were approved for a master plan on the site in 2013 which included sports facilities – including a gym, football stadium, and baseball fields, building improvements, and upgrades to their parking and landscaping.

## DAYTON-WRIGHT BROTHERS AIRPORT CORRIDOR

The Dayton-Wright Brothers Airport (MGY or Airport) is a public use airport serving the general aviation needs of the City of Dayton, the regional area, and the general aviation community as a whole. The Airport is developed on nearly 530 acres of land located across from Austin Landing and approximately 12 miles south of the City's central business district. It is owned and operated by the City of Dayton and serves as a reliever airport for Dayton International (DAY).

Dayton-Wright Brothers Airport was built in the early 1950s by industrialist Mr. Charles F. Kettering to support one of the nation's first corporate flight departments. Originally named

“Montgomery County Airport”, it was renamed around 1974 to Dayton General Airport South and then renamed again in 1997 to Dayton-Wright Brothers Airport, in honor of Wilbur and Orville Wright in celebration of Dayton's rich aviation history.

Situated across two counties (Montgomery & Warren) and two townships (Miami & Clearcreek), the Airport is developed about a single bi-directional asphalt runway, Runway 2-20, measuring 5,000 feet in length and 100 feet in width and oriented in a northeast-southwest direction. There are two instrument approaches: localizer Rwy 20 and NDB or GPS-A. The runway

FIGURE 3.0 AIRPORT CORRIDOR PARCELS

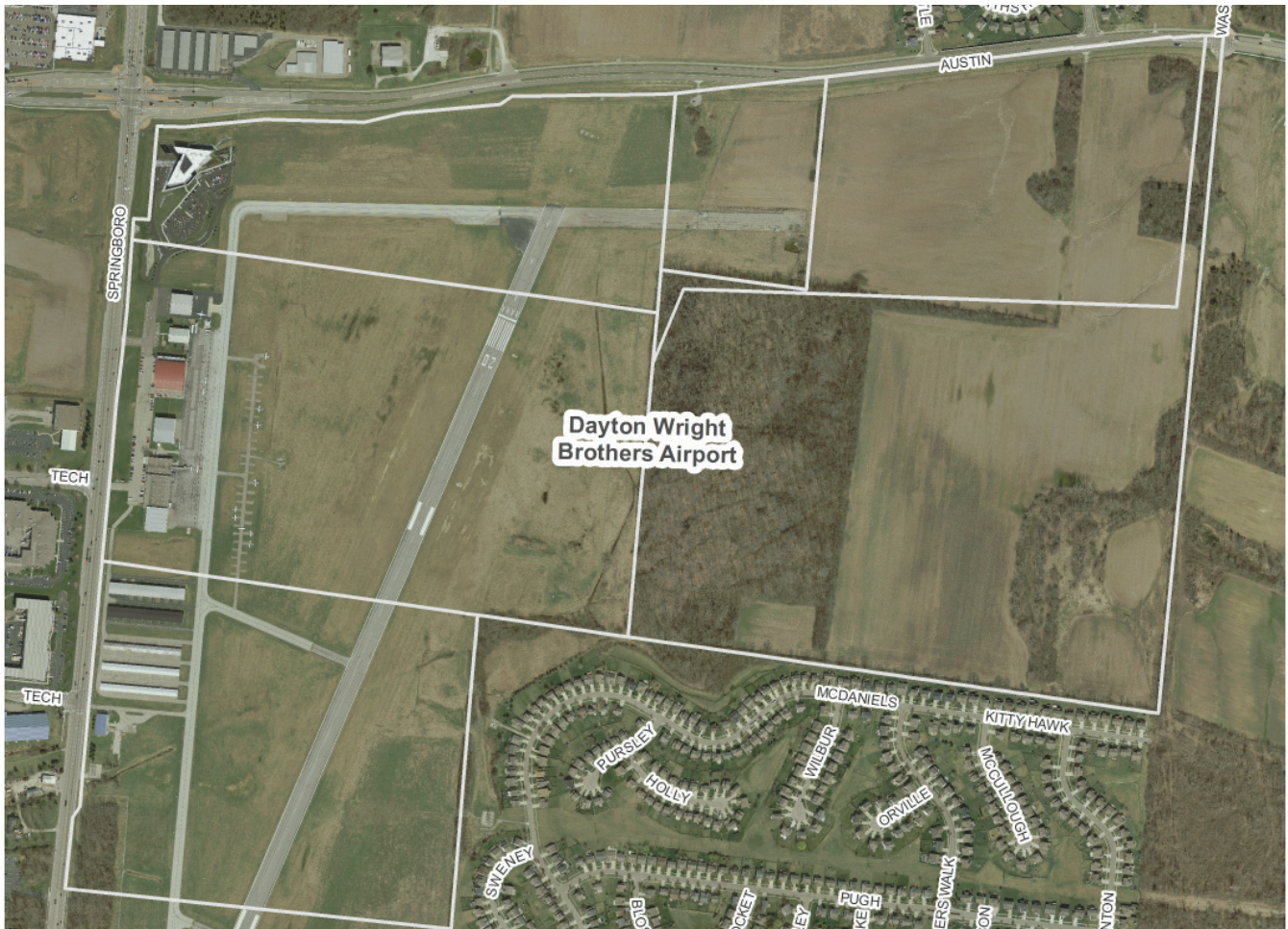


FIGURE 4.0 AIRPORT CORRIDOR NORTH PARCELS



and taxiways are lighted and there is a Visual Approach Slope Indicator (VASI) to Runway 20 and a Precision Approach Path Indicator (PAPI) to Runway 2.

The Airport has an Automated Service Observation System (ASOS), which provides automated weather reports. There is a full-length taxiway with 3 intersecting taxiways.

remained relatively steady since 1990. Annually, the Airport reports operations just shy of 90,000 with an activity mix of 52% local and 48% itinerant. Two (2) Fixed Base Operators (FBOs) provide fuel, maintenance and other services on the Airport to general aviation aircraft. The Wright B Flyer, a non-profit organization, has a museum and an operating replica of the Wright B Flyer headquartered at the Airport. The Airport is also home to The Connor Group corporate offices, a major real estate investment firm. Overall, the Airport employs more than 110 people.

Also within the Dayton-Wright Brothers Airport Corridor are properties to the north of Austin Boulevard. These properties consist of an approximately 60 acre field owned by Miami Township which surrounds the airport owned clear zone. A 3.85 acre parcel is the future home to the Dayton Humane Society, and Storage Inns of America which utilizes roughly 8.5 acres of land.

Dayton-Wright Brothers Airport  
Facilities consist of:

- One Airport terminal building with two attached conventional hangars
- Four additional conventional hangars
  - 70 T-hangars
- 2 fuel farms, both providing Avgas (100LL) and Jet-A fuel, and
- 5,000 square foot airport maintenance

The number of annual aircraft operations has

# LAND USE

## WASHINGTON CHURCH CORRIDOR

The majority of existing businesses located within the JEDD territory are located along the Washington Church Road corridor. This corridor contains the Dayton Christian School campus, which is within a Planned Mixed-Use District (PD-5), Southbrook Christian Church which is

located within an Office District, Fred J. Miller, and an old Mead Building within the I-1 Light Industrial District, and vacant land within a Planned Business District.



## DAYTON-WRIGHT BROTHERS AIRPORT CORRIDOR



The primary land use within the JEDD is the Dayton-Wright Brothers Airport. The Airport is within a Planned Mixed-Use District which allows airport uses along with future development uses in the undeveloped area. All airport facilities are currently located on the west side of the Airport property along Springboro Pike. The east side of the Airport property is heavily wooded with portions of open land leased out for farming. The airport has an approved future airport layout plan (ALP) which they are utilizing for future development of the property. The ALP includes a potential industrial and business park for businesses with a relatively large employment base.

The largest land use within this area is the property owned by Miami Township that surrounds the Clear Zone just to the north of Runway 20, which is known as the Austin Business Park. A planned

development district zoning that permits a variety of light industrial to office type uses controls the Miami Township property. The land is currently vacant.

A residential subdivision (the Villages of Miami) is located on the north side of Austin Boulevard between the current Runway Protection Zone (RPZ) and Washington Church Road. This subdivision is composed primarily of single-family homes on one-quarter to one-half acre lots. The subdivision is not located within the JEDD, but is a significant traffic generator for the area.

# TRAFFIC

FIGURE 5.0 JEDD AREA TRAFFIC COUNTS

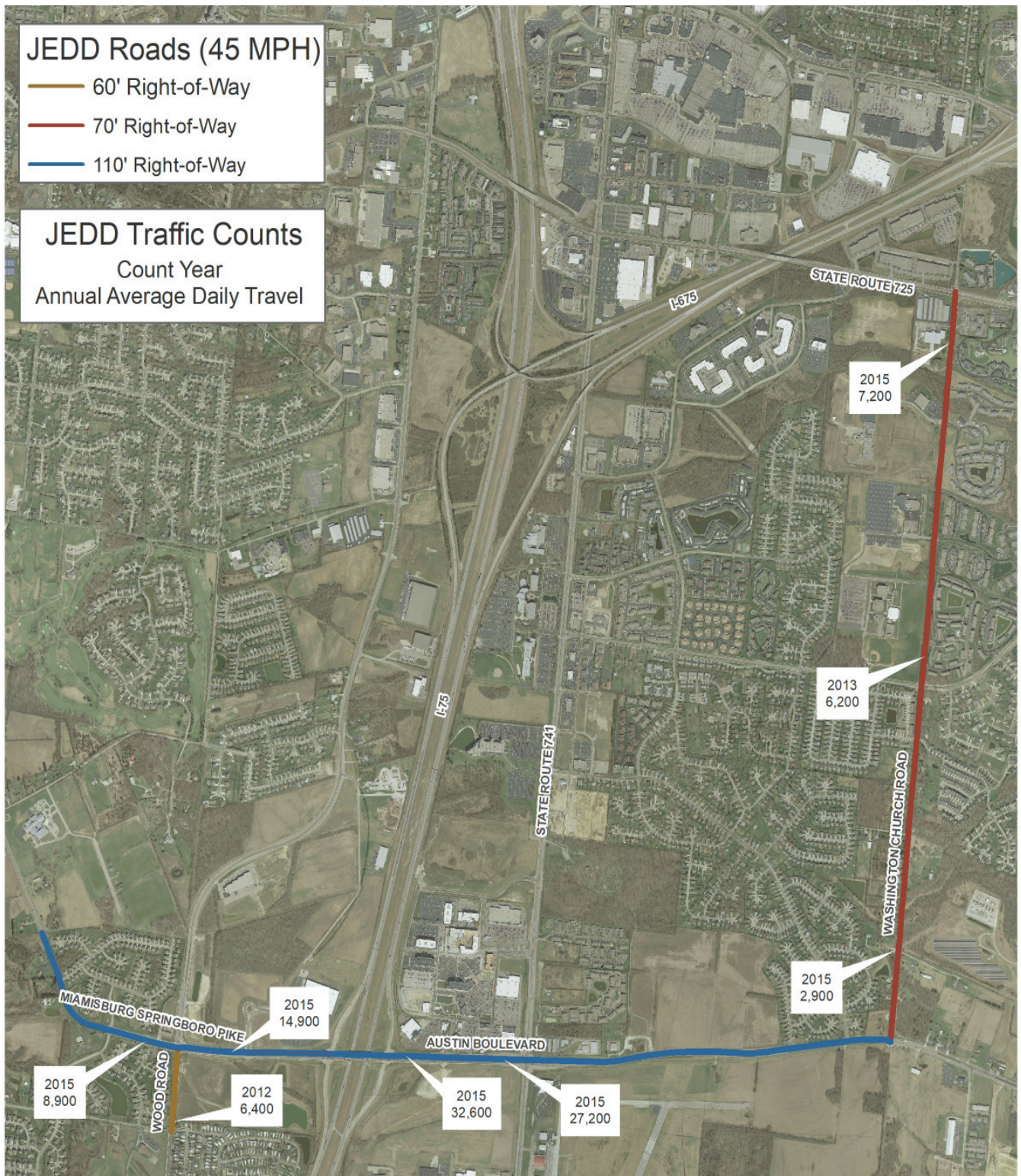


Figure 5.0 displays the traffic counts and right-of-way information for the major roads within the JEDD territory. All roadways are posted as 45 miles per hour. Right-of-way dimensions are based upon the Montgomery County Thoroughfare Plan.

# ROADWAYS



## WASHINGTON CHURCH CORRIDOR

Washington Church Road is primarily a two-lane roadway. The 1-mile portion between Lyons Road and Spring Valley Pike has been improved over the years to include additional width for center turn lanes and future widening. The area immediately around the Washington Church Road/Spring Valley Pike intersection was enhanced when Spring Valley Pike was connected through to Yankee Street in Washington Township. The intersection of Washington Church Road and Austin Boulevard was improved when Austin Boulevard was enhanced in 2010.

Washington Church Road is set at a 45 MPH speed limit with a planned 70-foot right-of-way. Only the western half of the Washington Church Road right-of-way between Lyons Road and Austin Pike is included in the JEDD.

Traffic control signals currently exist at the intersection of Washington Church Road and

Lyons Road, at the intersection with Spring Valley Pike, and at the intersection with Austin Boulevard.

## DAYTON-WRIGHT BROTHERS AIRPORT

Traffic signals are located at the intersection of Austin Boulevard and State Route 741, also known as a continuous flow intersection. The improved Austin Boulevard roadway includes a four-lane roadway with 110 foot road right-of-way. The current speed limit is 55 MPH. State Route 741 has been improved to include additional turning lanes for the intersection with Austin Boulevard. The County Thoroughfare plan designates Austin Boulevard as a 90-foot right-of-way.

# PUBLIC ACCESSIBILITY

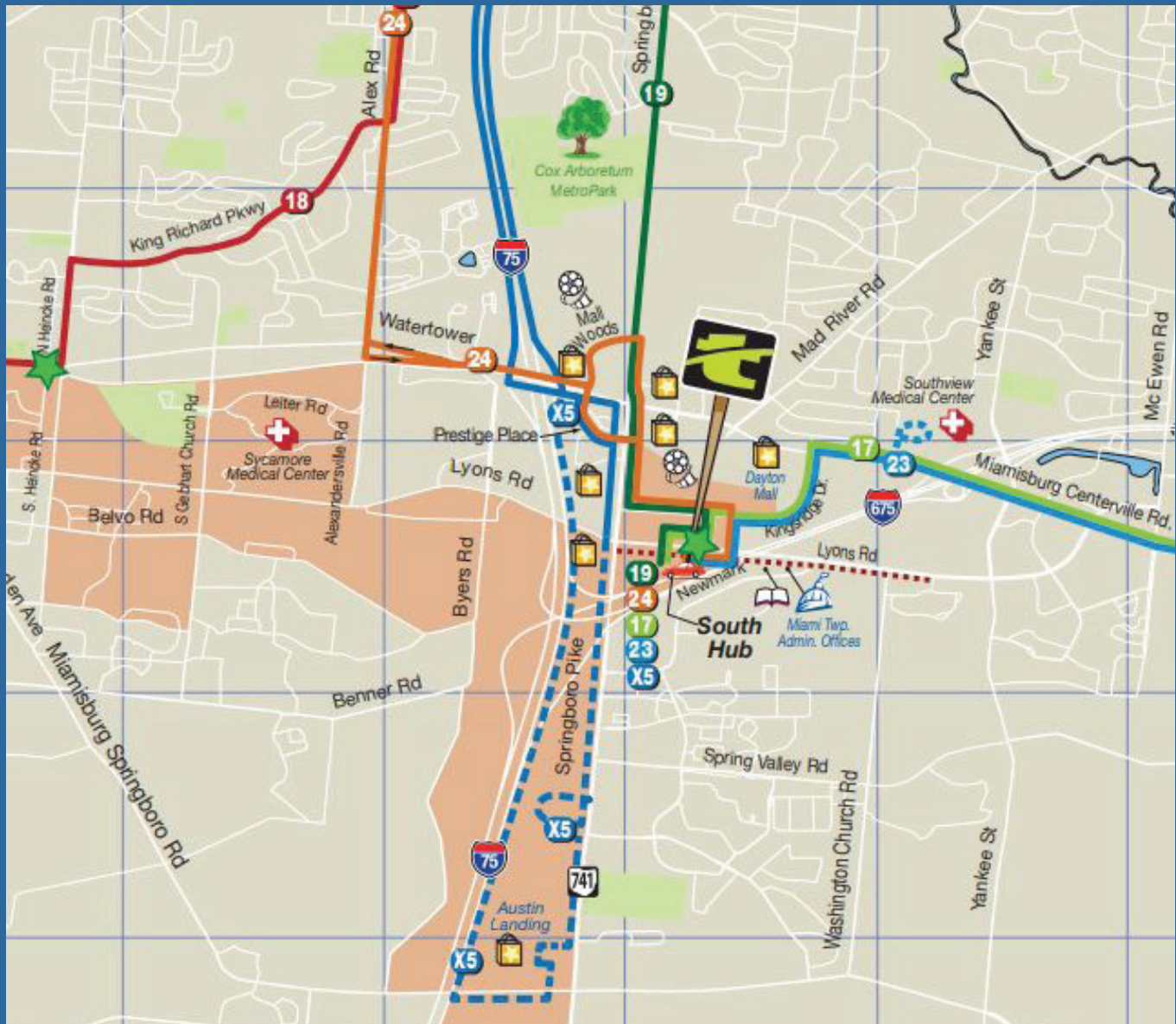


FIGURE 6.0 RTA BUS ROUTES

Public transit service is not currently available from the Greater Dayton Regional Transit Authority (RTA) bus system along Washington Church Road. The closest route is the X5 or #60 routes that serve Austin Landing.

Sidewalk exists along the west side of Washington Church Road from Spring Valley Pike to the SouthBrook Christian Church. A more extensive sidewalk system exists along the east side of Washington Church Road serving the residential

apartments and condominiums in Washington Township. A small portion of sidewalk extends approximately 850 feet south of Spring Valley Pike on the east side of Washington Church Road.

There are no sidewalks available on the south side of Austin Boulevard on the airport property. There is currently a bike path on the north side of Austin Boulevard which is known as the Great-Little Trail.

A bike trail connection from the City of Springboro's bike network to the Great-Little Trail on Austin Boulevard is being considered. This bikeway connection along the east side of the airport property would connect the Settler's Walk

residential subdivision within the City to the trail system. Future consideration needs to be given to this trail connection as the east side of the airport is developed.



# WATER, SEWER, & UTILITY SERVICES



## WASHINGTON CHURCH CORRIDOR

Water and sewer service are provided along Washington Church Road by Montgomery County. Sewer service exists in front of the existing members of the JEDD. A gap in the sanitary sewer service exists along the southern portion of Washington Church in front of the older unplatted residential areas. These areas are unlikely to develop into any type of commercial

use in the future but if they did sewer service may need to be extended from the existing main lines.

A pipeline carrying a variety of petroleum products crosses Washington Church Road and runs through a portion of the JEDD territory west and north of SouthBrook Christian Church.

## DAYTON-WRIGHT BROTHERS AIRPORT CORRIDOR

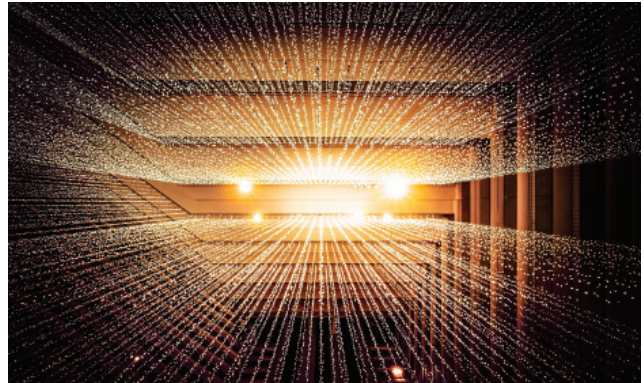
Water lines extend along portions of Austin Boulevard but do not cover the areas immediately north of the existing runway or the area in the RPZ and Clear Zone. A sewer line operated by Montgomery County extends along Austin Boulevard between Washington Church Road and Springboro Pike.

The southern portion of the Airport (at the Warren County line) is not currently served by Dayton Power & Light. This area falls within the Cinergy service area.

A natural gas pipeline runs from the southwest through the northeast portion of the Airport property. The location of the pipeline may present development issues for the Airport in the future if facilities and additional development are placed east of the existing runway. An additional pipeline transporting a variety of petroleum products runs through the JEDD territory along the west edge of the Airport property and State Route 741. This pipeline continues across Austin Boulevard through the existing self-storage facility near the intersection of Austin Boulevard and State Route 741, and through the Township owned land surrounding the current Clear Zone for Runway 2/20.

A six (6) inch high-pressure propane gas line is located on the north side of Austin Boulevard from State Route 741 to near Rockcastle Court and then running in a northeasterly direction through the subdivision.

## TELECOMMUNICATIONS



Fiber optic lines from a number of suppliers are known to be in the area of Austin Boulevard. Level 3 Communications (formerly ICG Communications) has indicated that they have an existing line running along State Route 741 past Austin Boulevard. Previous studies have indicated that a fiber optic line runs along Austin Pike and Spectrum Telecom has indicated that they have sufficient fiber in the area to supply future users.

# RELATED PLANS AND STUDIES

## AUSTIN LANDING NORTH / SOUTH

In 1989 the original property owner, the Mead Corporation, submitted a plan to develop 142 acres on the northeast corner of I-75 and Miamisburg-Springboro Pike located in Miami Township, Ohio. Mead intended to develop the property in a similar fashion to that of Newmark Office Park and their Preliminary Development Plan reflected Newmark-type uses and design standards on an underlying zoning. In 1989 the Miami Township Trustees approved the request and accepted Mead's Preliminary Development Plan. They did not move forward with their plan.

In 2006 Mead held an auction for the sale of the property. RG Properties took ownership of the property through several entities by the start of 2007. In 2008 Miami Township, the City of Springboro, the City of Miamisburg, and Montgomery County entered into a Memorandum of Understanding with RG Properties to support the mixed-use development project plan titled Austin Landing. This development plan originally included an ice rink and a substantial amount of retail development. Over the last ten (10) years, the development plan has evolved to include over 500,000 square feet of retail, restaurants, and entertainment facilities. It also has over 400,000 square feet of class A office space, 233 hotel rooms, and 274 market-rate apartment units.

In 2017, VisCap became the primary developer of Austin Landing and announced a second phase of Austin Landing on the southeast corner of the

Austin Center Intersection, which will be renamed Austin Landing South. This development is envisioned to have 300,000 square feet of retail and restaurant uses, 180,000 square feet of class A office and medical space, 330 hotel rooms, 595 market rate apartment units, 120 senior housing beds, and 75 luxury town homes.

Today, Austin Landing is a thriving mixed-use development that has over \$200 million in private investment. The estimated investment on Austin Landing South is approximately \$350 million making the total investment in the Austin Landing area at over \$550 million.

Although these areas do not directly impact the growth potential of the JEDD, they do help to create an economically diverse area that makes the existing and potential JEDD properties more marketable.



# DAYTON CHRISTIAN SCHOOL MASTER PLAN

Dayton Christian school moved to its current location on Washington Church Road in 2005 when it purchased a former NCR training site which included 43 acres and multiple buildings. After receiving funds to remove one of the main buildings, they applied to Miami Township to have a master plan approved in 2013 for the future development of the site.

The current master plan, which was updated in 2018, shows a new gymnasium, practice fields, and a football stadium. They also show modifications to the parking area to the west of their property. These potential upgrades to the site do not project to add any substantial number of jobs to the site.

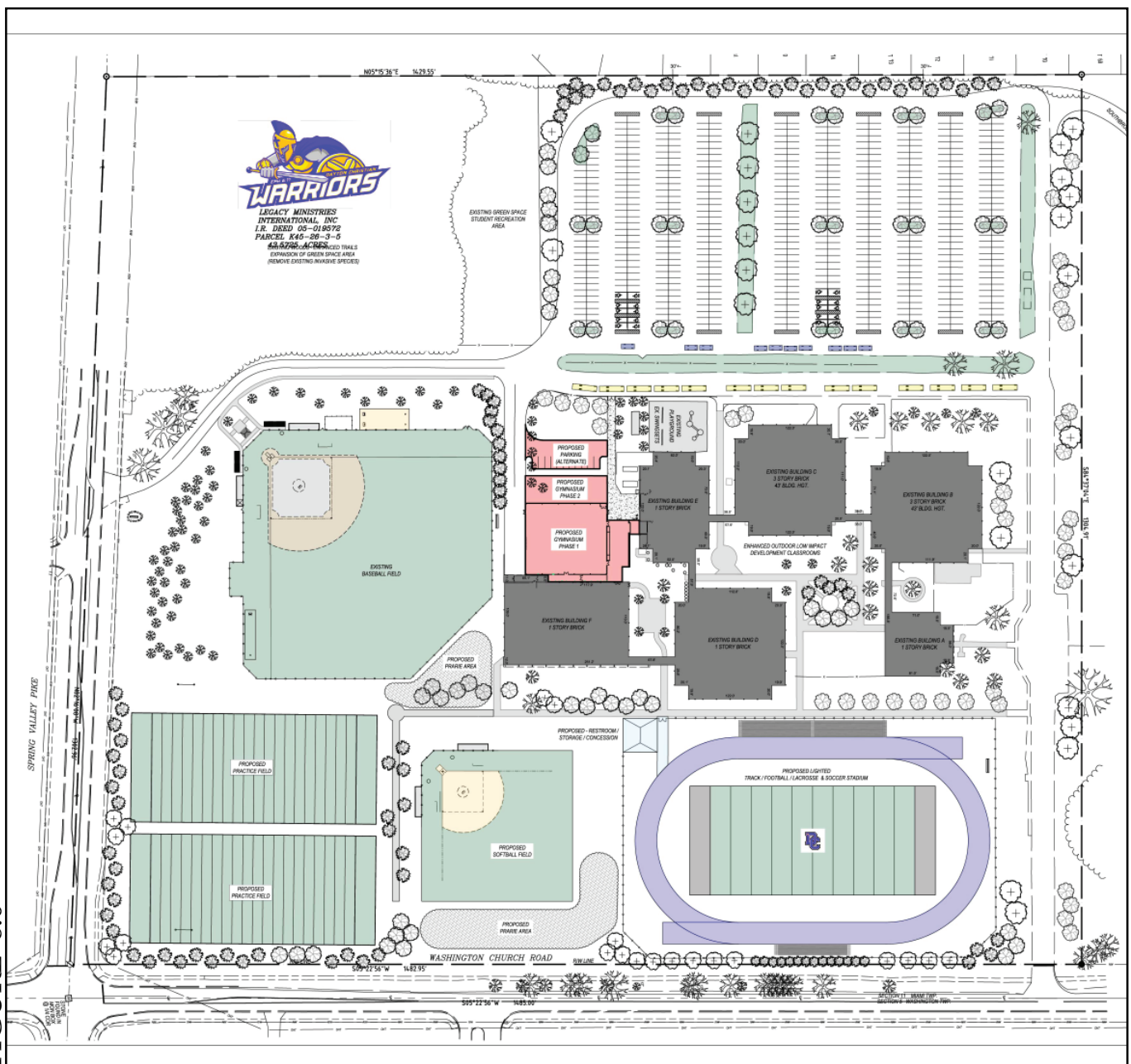


FIGURE 8.0



## 2015 SUSTAINABILITY MASTER PLAN

### DAYTON-WRIGHT BROTHERS AIRPORT

Taken from the plan: “In an effort to implement and track the Sustainability initiatives and strategies developed for the Dayton Wright Brothers Airport (MGY), the Sustainability Advisory Committee (SAC) and the Airport’s planning team developed a strategy of implementing a “Sustainability Flight Plan”, which could be used by the Airport’s support staff and local volunteers (tenants) to achieve sustainability goals and monitor their progress over a period of time. The “Sustainability Flight Plan” concept focuses primarily on Airport owned and operated facilities however, since Airport Tenants will play a key role in the success of the program will also include recommendations associated with facilities and/or equipment occupied or operated by the Tenants. It is the goal of the SAC that the methodologies and strategies employed by the Airport will also serve as implementation guidance for Airport Tenants as well. The “Sustainability Flight Plan” includes detailed information or Data Sheets for each of the priority short term initiatives for each sustainability goal category. This document can be used as a quick reference guidance document for members of the Airport’s staff who volunteer to be part of the “MGY- Sustainability Crew”.

As the “Flight Plan” implementation program moves forward, it will be important to track the progress of achieving the Airport’s Sustainability goals. The ability to monitor the progress will provide the MGY – Sustainability Crew feedback and information for future adjustments. It will also serve as a reporting method to Airport Sr. Management and City officials and provide quantitative information with regard to the results of the efforts (people, tenants, or passengers affected, energy conservation, ways to minimize environmental impacts, etc.)

Monitoring/tracking spreadsheets were developed for each of the primary goal categories. Each spreadsheet contains the progress to date of the top ranked initiatives, responsible party (or parties), and the opportunity to provide self scores or grades for the team.”

The sustainability master plan is not expected to impact the future growth of the area or negatively impact any job creation opportunities.

## 2016 HIGHEST AND BEST USE STUDY DAYTON-WRIGHT BROTHERS AIRPORT

In 2016 The Miami Township-Dayton Joint Economic Development District hired Juniper CRE Solutions to help develop a Highest & Best Use Study for the land Miami Township will control that is adjacent to the Dayton Wright Brothers Airport. Juniper then composed a report to address specific objectives and goals of the JEDD. The topics addressed in the report are:

- Define market conditions, trends, and the impact on the Airport's site
- Determine the highest and best use of the Dayton Wright Brothers Airport site

The report found that based on a matrix of factors that Industrial / Flex / R&D uses are the most suitable for the land studied. They stated that the adjacent airport makes the site less desirable for many other development use options, as airports are perceived as noisy, which would limit additional development of residential or hospitality uses. The competition for retail in the area also limited the potential for future retail growth.

From the plan: "Based on our assessment of the property characteristics and the current real estate market fundamentals it is our conclusion that the highest and best use for the site adjacent to the Dayton Wright Brothers Airport is a combination of Flex / R&D space and light industrial. The site presents an excellent opportunity for the township to capitalize on the strong aviation and defense sectors present in the Dayton market and capture the higher paying wages that come with these types of sectors. We envision that the property can



be an extension of the sub-market in and around Wright Patterson Air Force Base and piggy-back on the success those office/industrial markets have had due to the close proximity to the base. While we understand that the Dayton Wright Brothers airport is a smaller regional airport, we believe that corporate users in a potential development adjacent to the airport will find definite value in being part of an airport development and may afford higher rents to developers due to that connectivity. We also believe that any future development will have a broader regional appeal and can be marketed to a wider audience of potential investors and developers given its unique nature. The south Dayton industrial market is also one of the healthier real estate markets in the Dayton regional area and without an abundance of available competing product on the market or in the development pipeline the site will be complimentary to the underlying market."

If marketing is successful and flex / R&D space and light industrial uses are approved, there is substantial job growth potential from this area.

## 2016 AIRPORT DEVELOPMENT STUDY DAYTON-WRIGHT BROTHERS AIRPORT

In 2016 LJB was hired by the Miami Township-Dayton Joint Economic Development District (JEDD) to complete a development study for the property currently owned by the city of Dayton lying south of Austin Pike and east of Dayton-Wright Brothers Airport. The study completed by LJB identified utilities within the project vicinity and developed multiple light industrial layouts. They also evaluated trip generation and access point requirements for those scenarios.

The study recommended two access points to the site, one across from Rockcastle Court, which would require a traffic light, and one across from Washington Church Road. The study also found existing utilities on site including water, sanitary sewer, telephone, gas, and electric. Storm water would need to be detained on-site and released into an existing box culvert at the northeast corner of the site.

Finally, the study provided estimated trip generation for each of the three layout options they proposed. Option A, with a total of 500,000 square feet of gross floor area is expected to generate approximately 3,173 daily weekday trips to the site, with 337 expected during the AM peak hour (typically between 7-9 a.m.) and 420 expected during the PM peak hour (typically between 4-6 p.m.). Alternatively, Option B, with

a total of 575,000 square feet of gross floor area is expected to generate approximately 3,548 daily weekday trips to the site, with 376 trips expected during the AM peak hour (typically between 7-9 a.m.) and 479 trips expected during the PM peak hour (typically between 4-6 p.m.). Option C, with a total of 525,000 square feet of gross floor area is expected to generate approximately 3,298 daily weekday trips to the site, with 350 trips expected during the AM peak hour (typically between 7-9 a.m.) and 440 trips expected during the PM peak hour (typically between 4-6 p.m.).

This study confirmed the ability of the airport property to have future development at a scale that is shown in the Airport Layout Plan.



# PLAN RECOMMENDATIONS



Creating actionable plan recommendations and benchmarks to guide progress provides a way to track past performance and support future visions by: establishing commonly agreed upon goals and action items; developing a comprehensive baseline of analysis to support meaningful comparisons; and establishing a series of priorities that will allow the JEDD Board to make informed decisions regarding the expenditure of future funds in the plan area.

These recommendations and subsequent benchmarks establish this baseline. Future recommendations and subsequent benchmarks should amalgamate unachieved benchmarks that still need to move forward, giving the past recommendations and benchmarks more urgency and rank. Attempts should be made

to keep these recommendations at a number that is achievable. The recommendations in this plan were created from the ideas of the business owners within the JEDD, City and Miami Township Staff.

The JEDD has a unique ability to provide focus and commitment to a variety of small to large projects that will support development activity within the JEDD territory. Based upon the information gathered within this document and the stated purposes of the JEDD, the following are the recommendations of this Master Plan:

1

Provide greater access to the airport and surrounding properties; including pedestrian, bike, and bus transportation.

6

Coordinate and leverage JEDD resources to incentivize development in the area.

2

Improve landscape and streetscape elements along State Route 741 and Austin Boulevard.

7

Support the airport contracting with an aviation consultant to develop the Purpose and Need for the Safety Area Improvement Project.

3

Develop a brand and vision for the future development land to the east of the airport.

8

Support the airport contracting with an aviation consultant to develop the Financial Feasibility Study for the Safety Area Improvement Project.

4

Capitalize on existing land uses and assets to market the area for development.

9

Continue to promote the Airport through Runway Fest.

5

Support infrastructure projects to improve safety.

10

Continue to work with airport tenants and all JEDD businesses to increase employment.