

# Miami Township – Dayton Mall JEDD Master Plan

2011



MIAMI TOWNSHIP • DAYTON MALL  
Joint Economic Development District



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## **ACKNOWLEDGEMENTS**

### **Miami Township- Dayton Mall JEDD Board**

Erik Collins, County Economic Development Manager, Chair  
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**Master Plan Adopted : March 15, 2011**

## **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 of the area defined by the Miami Township – Dayton Mall JEDD as well as benchmarks to guide future progress. The Master Plan 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. After multiple meetings between the JEDD Board, the Master Plan Committee, and business owners– these are the most significant findings:

- 1.) The JEDD area should be developed with a primary focus on improving transportation opportunities for pedestrians, bicycles, and automobiles and identifying and linking community assets with additional alternative transportation opportunities.
- 2.) Enhance the aesthetic value of the JEDD area by creating a design book with high quality standards and improvements including landscaping and streetscape elements and brand and market the area as a group with signage and way finding materials.
- 3.) Capitalize on existing land uses and create new zoning districts where needed to strengthen the sense of place and grow the area’s businesses into the future.
- 4.) Support infrastructure projects that improve safety for pedestrians, especially children.
- 5.) Coordinate and leverage JEDD resources by identifying funding programs and grants that can be matched by JEDD funds.

## **PURPOSE**

In July 2007 Miami Township, the City of Miamisburg, the Dayton Mall, and numerous other stakeholders, including Cox Arboretum, produced a document called *Completing the Corridor, Connecting Communities*. The purpose of the document was to determine a future plan for the Springboro Pike (State Route 741) Corridor. This plan began a dialog between communities about the future needs for the Dayton Mall area. The plan called out recommendations which dealt with service plans, coordination of development, and funding. The funding component is addressed by multiple grants and cost sharing opportunities as well as the creation of a maintenance district.

In June 2009 Miami Township, the City of Miamisburg, and Montgomery County entered into an intergovernmental agreement to establish a Joint Economic Development District (JEDD) to enable construction and development of certain public and private improvements located within and near the territory of the District, as well as meet the requirements established by State regulation. The Township, City, and County did so in recognition that the Dayton Mall is a regional retail anchor and the development of the improvements in the area will be beneficial to the Township, the City, and the County and may spur future business opportunities.

A Master Plan Committee was formed in July 2010 to coordinate the creation of this document. The purpose of the Master Plan is to explain the intent of the Miami Township-Dayton Mall JEDD, meet the legal obligations for establishment of the JEDD under the Ohio Revised Code, and establish guidance for the JEDD Board by detailing future planning efforts and establishing benchmarks to measure progress. The Committee has endeavored to develop the plan in coordination with the Miami Township Comprehensive Plan as well as the Austin Interchange Land Use & Development Plan. This document will also serve as the basis for future discussion among members of the JEDD and other potential partners on development and aesthetic improvements throughout the Dayton Mall area.

## **JEDD MASTER PLAN OPEN HOUSE**

On February 23, 2011, an Open House was held for members of the Joint Economic Development District and all other interested parties at the Miami Township Administration Building. The members present were provided an overview of the master planning process and given an opportunity to provide feedback and ask questions of the Master Plan Committee.

## PLANNING AREA

The focus area for the Master Plan surrounds the Dayton Mall and follows the major corridors of the region as shown in Figure 1, and in the Appendix A-1. The planning area is based upon potential inclusion of additional JEDD members and the area that may reasonably benefit JEDD Members by investment of resources into future improvements. The area encompasses large shopping centers, such as the Dayton Mall, Southtowne Shopping Center, Southland 75 (Lofino's), Mad River Station, and Shoppes at 725. The area includes Cox Arboretum and future development land to the north, and Newmark Center to the south. The planning area also includes the areas surrounding the three schools currently within the JEDD as shown in the breakout box in Figure 1.

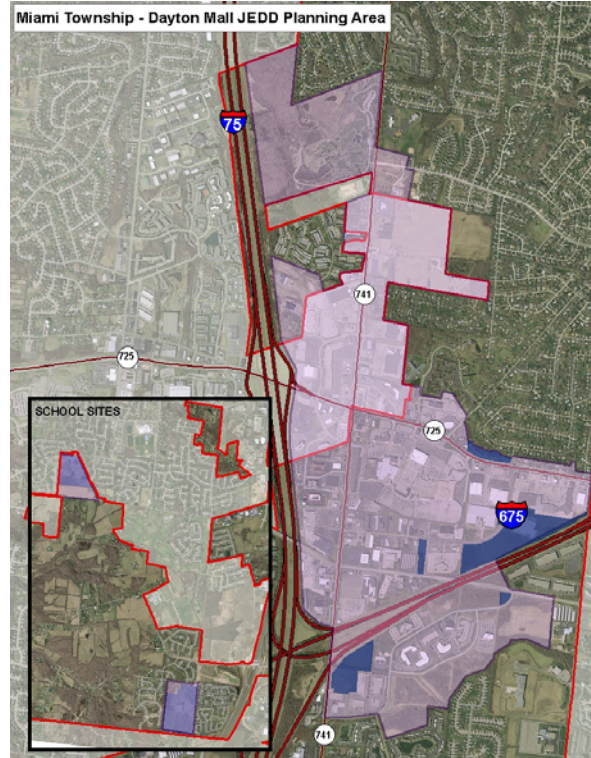


Figure 1 - JEDD Planning Areas

## EXISTING JEDD AREA

The Joint Economic Development District contains 171 acres comprised of nine (9) main properties with six (6) property owners. Figure 2 (Appendix A-2) illustrates the JEDD area and the specific properties currently included in the JEDD. Of these existing properties six (6) have land that can be developed and one (1) property, Brixey-Meyer, is currently under construction with a new business. One of the available properties, the Walker Property, received approval in the fall of 2010 to develop a mixed use project that will be constructed in stages over several years.



Figure 2 - Joint Economic Development District Properties

## ***JEDD Facilities***

### ***Schools***

Currently, Miamisburg City Schools operates two schools on the property located at the corner of Wood Road and Crain's Run Road. Maddux-Lang Primary School, built in 2008, currently has twenty-five (25) employees and is on the same campus as Jane Chance Elementary School, which has sixty-three (63) employees. Miamisburg Schools also operates the Miamisburg Middle School located on Miamisburg-Springboro Pike. This school scheduled to open in the fall of 2011 and will house roughly 1,500 students.



**Figure 3 - Primary & Elementary School**



**Figure 4 - Middle School**

### ***Businesses***

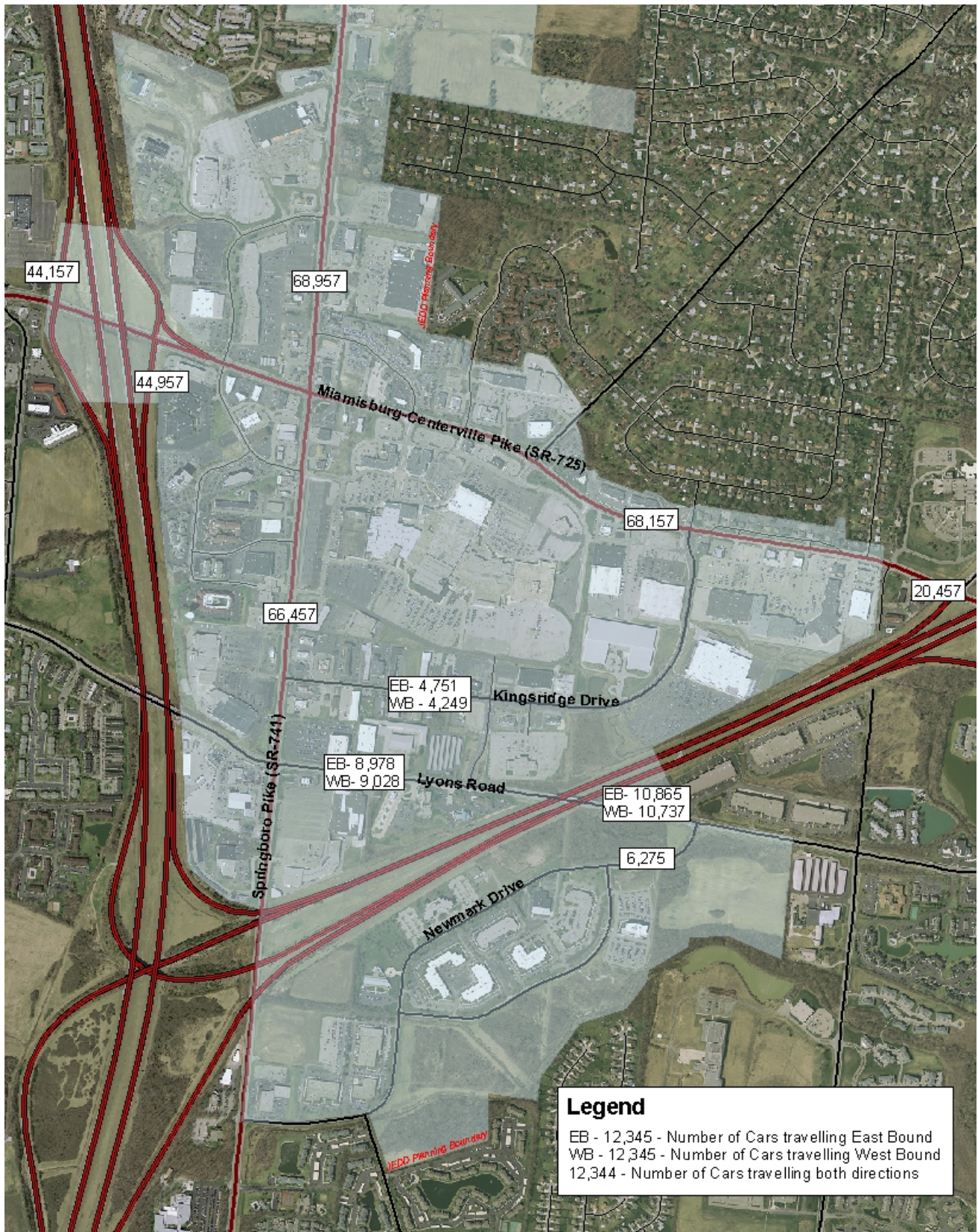
Currently, the JEDD has a Wal-Mart Super Center and the Shoppes at 725 that are producing revenue for the district. A new office building is being constructed for Brixey-Meyer on one of the vacant parcels. There are also two vacant parcels that are zoned business or office within the district boundaries that, once developed, will generate a revenue stream in the future.

## ***Traffic and Roadway Information***

Within the JEDD are numerous roadways and pedestrian pathways. Figure 5 shows the traffic pattern for the state routes and major arterial roads within the main JEDD planning area. These roadways include State Route 741 (Springboro Pike), State Route 725 (Miamisburg-Centerville Road), Kingsridge Drive, Lyons Road, and Newmark Drive. The traffic numbers for the intersection at State Route 741 and State Route 725 are expected to be lower as a result of the new Austin Center Interchange, which opened in

June of 2010. It is anticipated the 2012-2013 Ohio Department of Transportation improvement project to this intersection will also improve access.

Figure 3 - Traffic Counts | Main Planning Area, 2009



## EXISTING CONDITIONS

The planning area for the Miami Township - Dayton Mall JEDD encompasses, in large part, the main business district for Miami Township. It also extends north to properties within the City of Miamisburg and south to large shopping centers and office areas. The school sites are located on the west side of Miami Township and are integrated into a much more rural area. Within the plan area, eight major corridors will be discussed in detail to better understand the current built environment, as well as to structure plan recommendations and benchmarks that address the deficiencies and needs of each corridor.

### ***State Route 741 Corridor***

#### Land Use

State Route 741 (SR-741) is the main north – south corridor through Miami Township. To the north of the planning area is Cox Arboretum, which is zoned “PS-2” Passive Open Space and Recreational District. Moving south down the corridor, there are numerous parcels that are within the City of Miamisburg, which are a mix of office and business uses and zoned as such. Once past State Route 725 (SR-725), the businesses that are located along this route are all zoned within one of the Township’s Business Districts – “B-3”, “B-4”, “PD-3”, or “PD-5”. The corridor contains the Dayton Mall, Southland 75 Shopping Center, and Lyons Crossing Shopping Center. South of Interstate 675 (I-675), the corridor has a vacant property zoned “PD-5”, which is currently within the JEDD. It also contains some office space zoned “PD-5”.

#### Roadway Infrastructure

SR-741 is a five-lane roadway with a portion of it designated limited access and a speed limit of 45 miles per hour through the planning area. The Montgomery County Thoroughfare Plan calls for a right-of-way of 120 feet for all of SR-741 through the planning area. SR-741 is an Ohio Department of Transportation (ODOT) roadway.

Within the planning area there are ten (10) existing traffic signals. Two of these signals are expected to be affected by the future modification to SR-741 between Prestige Place and SR-725. ODOT has approved a plan to extend Prestige Place through to SR-741 where the current Goodyear Store is located. This will cause the



**Figure 4 - SR-741 Corridor**

signal that currently exists to act as a full intersection with four access points, instead of just a reliever for Mall traffic turning left and right. This intersection modification will also add sidewalks and pedestrian elements to SR-741.

The ODOT plan for modification will also affect the intersection at SR-741 and Mall Drive 5/ Prestige Plaza. The current configuration is a four way stop. After the modification, the traffic signals will be removed and the intersection will have a concrete median built through it. This will cause the cross streets to become right in and right out only.

Currently, sidewalks or other pedestrian amenities do not exist along this portion of SR-741. The ODOT project includes sidewalks to be constructed from the north end of Southland 75 to State Route 725.

#### Water, Sewer, Telecommunication & Utility Services

There is an existing waterline beneath SR-741 that runs the entire corridor provided by Montgomery County. It acts as the backbone of the water system in the area and branches under many collector and arterial roads including the Dayton Mall area, Prestige Plaza, Kingsridge Drive, and Lyons Road. The existing sewer service, which is also provided by Montgomery County, runs in three main sections - from Prestige Plaza to Mall Ring Road / Prestige Place; from 275' south of Mall Ring Road in front of Fiesta Plaza to the Interstate 675 (I-675) overpass; and 400' south of the I-675 overpass south.

#### Accessibility

Sidewalks are provided sporadically along the SR-741 corridor. Public Transit service is available from the Greater Dayton Regional Transit Authority (RTA) bus system. Service is available thru routes 17 – which travels from Vandalia to the South Hub on Lyons Road; 19 – which travels from Huber Heights to the South Hub on Lyons Road; 24 – which travels from Englewood to the South Hub on Lyons Road; 61 – which travels to numerous locations throughout Miami Township; and X5 – which is an express bus that travels from downtown Dayton to the South Hub on Lyons Road.

#### Design / Aesthetics

The SR-741 Corridor currently has no aesthetic improvements such as bollards, streetlights, trash cans, bench, or streetscape improvements. The road is surrounded on both sides with large electrical power and telecommunication lines. The streetscape currently consists of a menagerie of sign heights – 40 feet, 6 feet, and 25 feet. Building facades also differ in distance from the right-of-way. Building heights are mostly one-story with the topography at street level. From the intersection of SR-725 south to Kingsridge Drive, there are multiple locations that have lower than street grade topography.

## State Route 725 Corridor



Figure 5 - SR-725 Corridor

### Land Use

State Route 725 (SR-725) is the main east- west corridor through Miami Township. It is a strong commercial corridor with the primary land use being business uses, mainly “B-3” & “B-4”. The west end of the SR-725 corridor is the SR-741 intersection and the east end is the Washington Township boundary. The primary land use within the corridor is the Dayton Mall to the south. The corridor includes Mad River Station, the Shoppes at 725 (a JEDD member) to the north, and “doctor’s row”, a planned development (PD-2) of single family homes turned into professional offices on the north side. Along with the Dayton Mall, the corridor includes Southtowne Shopping Center on the south side.

### Roadway Infrastructure

State Route 725 (SR-725) is a five-lane roadway with a speed limit of 45 miles per hour through the planning area. The Montgomery County Thoroughfare Plan calls for a right-of-way of 120 feet for all of SR-725 through the planning area. SR-725 is an Ohio Department of Transportation (ODOT) roadway that is included as a primary roadway.

The planning area has six (6) existing traffic signals. Two of these signals provide access to the Dayton Mall. The Ohio Department of Transportation Plan for the SR-741 & SR-725 intersection does not address the east and west movement congestion on SR-725, only the north and south movements on SR-741.

Currently, there are sidewalks located in front of the Shoppes at 725 and at the intersection of Kingsridge Drive and SR-725. These improvements were constructed in

2009 with the completion of the development. There are no other sidewalks existing on the SR-725 corridor.

#### Water, Sewer, Telecommunication & Utility Services

An existing water main runs down the middle of SR-725 from the west boundary to Mad River Road. It then follows the north side of the road to the eastern boundary. Sewer service exists on the north side of the road from the SR-741 intersection to Mall Park Drive, on the south side of the road from Mad River Road to Kingsridge Drive, and again on the north side from Kingsridge Drive to the traffic signal at the eastern entrance to Southtowne Shopping Center.

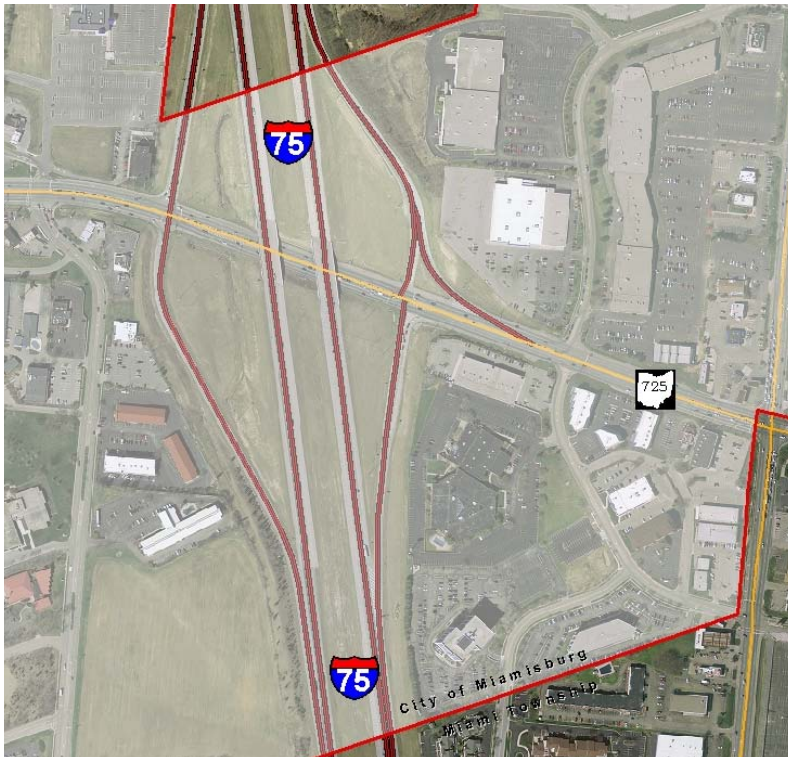
#### Accessibility

Sidewalks are provided in front of the Shoppes at 725 and the corner of Kingsridge Drive and SR-725. Public transit service is available from the Greater Dayton Regional Transit Authority (RTA) bus system. Service is available thru routes 17 – which travels from Vandalia to the South Hub on Lyons Road; 23 – which travels from Kettering to the South Hub on Lyons Road; and 61 – which travels to numerous locations through out Miami Township.

#### Design / Aesthetics

The SR-725 Corridor has aesthetic improvements in front of the Shoppes at 725, which consist of sidewalk, landscaping, and lighting improvements. This corridor still lacks pedestrian scale or any specific design elements such as benches, bollards, uniform lighting, or bike facilities. The streetscape consists of diverse building heights, location, and sizes. There is no consistent design aesthetic or style. The Dayton Mall did install an outdoor lifestyle component in 2006, which attempted to create a more pedestrian friendly environment on the south side of SR-725. No pedestrian connections to this development were provided, and there is currently no easy way for a pedestrian to reach it.

## **Interstate 75 – Exit 44 Corridor**



**Figure 6 - Interstate 75 - Exit 44 Corridor**

### Land Use

Exit 44 off of Interstate 75 (I-75) is the main access point to the Dayton Mall area from the highway system. This exit is located wholly within the City of Miamisburg. The primary land uses are Business related and are zoned “HS-1” Highway Service District, and “GB-1” General Business District.

### Roadway Infrastructure

Interstate 75 (I-75) is a six (6) lane highway with a speed limit of 65 miles per hour through the planning area. State Route 725 (SR-725), which travels beneath I-75 at this intersection, is a five-lane roadway with a speed limit of 45 miles per hour through the planning area. The off ramps from I-75 to SR-725 in both the north and south direction have dedicated exit lanes. The on ramps from SR-725 to I-75 in the east and west direction also have dedicated right turn lanes. The interchange is within an Ohio Department of Transportation (ODOT) right-of-way with the roadway and infield areas being maintained by ODOT.

The planning area has four (4) existing traffic signals. Each on / off ramp has a signal, to the west there is a signal at Byers Road, and to the east there is a signal at Prestige Plaza. A large number of vehicles travel from the on / off ramps east towards the Dayton Mall

area. ODOT has recently improved the intersection of Prestige Plaza and SR-725 allowing more turning movements and paving the entire SR-725 corridor within the planning area.

#### Water, Sewer, Telecommunication & Utility Services

An existing water main runs through the middle of SR-725 from Byers Road under I-75 to the SR-725 and SR-741 intersection. Water service is also provided to Prestige Plaza to the south from this source. Sewer service exists on the west side of I-75 on Byers Road, but only crosses SR-725 and does not provide service on the roadway. Service also runs on the east side of I-75, but is not accessed by SR-725 or any roadway within the planning area.

#### Accessibility

Pedestrian accessibility to this area is extremely difficult as sidewalks are only provided for a 225 foot segment on the north side of SR-725 from the intersection of SR-725 and SR-741. No other sidewalks exist currently on the east or west side of I-75. Public Transit service is available from the Greater Dayton Regional Transit Authority (RTA) bus system. Service is available thru routes 24 – which travels from Englewood to the South Hub on Lyons Road; 42 – which travels from downtown Dayton to Germantown and Farmington; and X5 – which is an express bus that travels from downtown Dayton to the South Hub on Lyons Road.

#### Design / Aesthetics

The I-75 Exit 44 Corridor has very little in terms of aesthetic or design improvements. There are no sidewalks, pedestrian improvements like uniform lighting, benches, bollards, or bike facilities. This area is the entrance to the Dayton Mall area and also lacks identification for the area. The streetscape consists of poorly landscaped open grass spaces, cow paths (paths within grass areas where pedestrians have slowly created a path by continued use) – showing the lack of pedestrian walkways, and automobile scale structures such as rails, retaining walls, and support beams.

## ***Kingsridge Drive Corridor***



**Figure 7 - Kingsridge Drive Corridor**

### Land Use

Kingsridge Drive is the main collector road between SR-725 and SR-741 and acts as a cut-through-road for access. It is a strong, older commercial corridor with the primary land use being Business uses. Older shopping centers ranging from two (2) to ten (10) tenants are located on the north side of the road with more single tenant buildings located on the south side of the road. On the eastern portion of the road are two large shopping centers: Southtowne Shopping Center and Target. Wal-Mart (an existing JEDD business) is also located on the south side between the road and State Route 675. Kingsridge Drive also has the Government Archives called Kingsridge Center and Poelking Lanes.

### Roadway Infrastructure

Kingsridge Drive from SR-741 to Lyons Ridge Drive is a three lane road with a speed limit of 35 miles per hour. From Lyons Ridge Drive east to SR-725 Kingsridge Drive is a 5 lane improved roadway with a speed limit of 35 miles per hour.

The Kingsridge Corridor planning area has two (2) existing traffic signals. One signal is located at Lyons Ridge Drive, which provides much of the access from the Dayton Mall to Washington Township. The second signal is located in front of Wal-Mart and provides for right and left turning movements into Wal-Mart and the Government Archives facility.

Kingsridge Drive was improved in 2008 and 2009 with the addition of sidewalks and streetlights. The roadway from Lyons Ridge Drive east to SR-725 was widened to four (4) lanes and the addition of sidewalks on both sides of the roadway. The intersection of Kingsridge Drive and SR-725 was also altered to better serve turning movements.

#### Water, Sewer, Telecommunication & Utility Services

A water main runs along the south side of Kingsridge Drive from SR-741 to the service entrance of Wal-Mart where it shifts to the center of the road and over the next 200 feet moves to the west side of Kingsridge Drive as it meets SR-725. Sewer service begins 350 feet east of SR-741 and follows the north side of the road to Lyons Ridge Drive where it heads south. It starts again 550 feet to the east in front of Poelking Bowling Lanes and heads east on the north side of the road for 500 feet. A gap of 200 feet exists and then the sewer service runs down the middle of Kingsridge Drive to the service entrance for Wal-Mart where it splits east and west. No sewer service is available from Kingsridge to any property north of this entrance.

#### Accessibility

Sidewalks are provided from SR-725 south on the west side of Kingsridge Drive to the service entrance of Wal-Mart where there are sidewalks on both sides of the road and continues to the Lyons Ridge Drive intersection. A small section of sidewalk on the south side of Kingsridge Drive extends past Lyons Ridge Drive 175 feet to the entrance of Skyline Chili. Public Transit service is available from the Greater Dayton Regional Transit Authority (RTA) bus system. Service is available thru routes 17 – which travels from Vandalia to the South Hub on Lyons Road; 19 – which travels from Huber Heights to the South Hub on Lyons Road; 23 – which travels from Kettering to the South Hub on Lyons Road; 24 – which travels from Englewood to the South Hub on Lyons Road; and 61 – which travels to numerous locations through out Miami Township.

#### Design / Aesthetics

Kingsridge Drive has been improved from SR-725 to Lyons Ridge Drive. The improvements included lighting, street trees, and sidewalks. Currently, there are few streetscape elements such as benches, bollards, bike facilities, or pedestrian focal points. Greater Dayton Regional Transit Authority has one bench at their bus stop along this route. The light poles are outfitted with the capability to have banners, flags, and a GFI outlet for seasonal lighting. The streetscape consists of diverse building heights, locations, and sizes. Most buildings are setback at least 50 feet from the right-of-way and parking is located between the roadway and the building façade. There is no consistent design aesthetic or style.

Kingsridge Drive from Lyons Ridge Drive to SR-741 is a much different aesthetic. This portion has an unimproved roadway that has no sidewalks or pedestrian elements.

Numerous buildings are located along the roadway at different locations, with different sizes and design aesthetics for each. Many of these buildings were constructed in the 1960's and 1970's. Many of the buildings are not designed to be facing the roadway, and create a very harsh pedestrian environment.

### ***Newmark Drive Corridor***



**Figure 8 - Newmark Drive Corridor**

#### Land Use

Newmark Drive is a collector road that connects Lyons Road with SR-741 and gives access to a large office complex. Also, within the corridor is Gander Creek Drive, which acts as a secondary collector within the corridor. The Newmark Drive Corridor is an older commercial and office corridor with newer regional and corporate headquarters, with the primary land use being office. On the east portion of the corridor a large tenant space houses the headquarters of Oberer Development Company. To the north of this space is land, which is currently within the JEDD boundaries, that is being developed into a mixed-use office / retail development. PNC Bank, formerly National City, has a large

number of square feet for its mortgage division within the corridor. LexisNexis also has a large office presence with additional space from their headquarters on SR-741. Danis Construction Company has a regional headquarters, and NewPage has its world headquarters within the corridor. Brixey-Meyer is currently constructing a new headquarters for their accounting firm within the JEDD boundaries.

### Roadway Infrastructure

Newmark Drive and Gander Creek Drive are three lane roads with a speed limit of 35 miles per hour. The Newmark Drive Corridor planning area has two (2) existing traffic signals one at either end of Newmark; SR-741 and Lyons Road.

### Water, Sewer, Telecommunication & Utility Services

A water main runs on the north side of Newmark Drive from SR-741 to NewPage, roughly 100 feet past the eastern entrance to Gander Creek Drive. At the eastern entrance to Gander Creek Drive, the water main goes south and follows the north side of Gander Creek Drive to 1,000 feet before it reaches Newmark Drive again. Sewer service starts 200 feet from SR-741 and follows the north side of the road until Hunt Drive where it splits and one service follows Newmark Drive on the north side ending at the western entrance to Gander Creek Drive. The second service is located within multiple parcels on the south side of Gander Creek Drive. A gap of roughly 250 feet is located at the western entrance to Gander Creek Drive and service begins again on Newmark Drive following the roadway and going north roughly 400 feet from the eastern entrance to Gander Creek Drive.

### Accessibility

There are sidewalks around the NewPage property on Gander Creek Drive and for a portion on the south of Newmark Drive. Sidewalks will be installed on the north side of Newmark Drive connecting the sidewalks on Lyons Road to the south of the Brixey-Meyer site. Bike lanes are striped on the roadway on Gander Creek Drive. Public transit service is available from the Greater Dayton Regional Transit Authority (RTA) bus system. Service is available thru routes X5 – which is an express bus that travels from downtown Dayton to the South Hub on Lyons Road; and 61 – which travels to numerous locations through out Miami Township.

### Design / Aesthetics

The Newmark Drive Corridor was created in the 1980's and this style is easily identifiable in the design and layout of buildings. The area is also largely office space, so there are not many functional amenities. Currently, there are no connections between buildings. NewPage has created walking paths, and a specific aesthetic for its location. Newmark Drive lacks bike lanes, benches, bollards, bike facilities, or pedestrian focal points. The office buildings are sprawling and give no pedestrian scale. No uniform

lighting or aesthetic is obvious within the corridor beyond requirements that ground mounted signage be similar in style.

## ***Prestige Corridor***

### Land Use

Prestige Place is a collector road that connects State Route 725 (SR-725) and State Route 741 (SR-741) and gives access to Prestige Plaza. Prestige Plaza is a minor collector that begins at Prestige Place, dead ends into the Goodyear store, and gives access to Contemporary Lane. Contemporary Lane is a minor collector that gives access back to SR-741. The Prestige Corridor is a retail commercial corridor with multiple hotels. This corridor is divided between Miami Township to the south and the City of Miamisburg to the north. Within the City of Miamisburg, most businesses fall under the “GB-1” General Business classification, but there is also “HS-1” Highway Service as well. Within Miami Township, the area is primarily zoned “B-4” General Business. The Dayco Building, International Plaza, and numerous multi-tenant buildings as well as the Double Tree Hotel, Hawthorne Suites Hotel, Holiday Inn, Homewood Suites, Studio 6, and Courtyard by Marriott are within the Prestige Corridor.

### Roadway Infrastructure

Prestige Place is a three (3) lane road with a speed limit of 25 miles per hour. Prestige Plaza is a two (2) lane road with a speed limit of 25 miles per hour. Contemporary Lane is a two (2) lane road with a speed limit of 25 miles per hour. The Prestige Corridor has three (3) existing traffic signals; one at Prestige Place and SR-725, one at Prestige Place and SR-741, and one at Contemporary Lane and SR-741.

### Water, Sewer, Telecommunication & Utility Services

A water main runs on the south side of Prestige Place from SR-725 to SR-741. At Prestige Plaza, a water main is located on the west side of the roadway that continues south until it ends at the DoubleTree Hotel. A water main follows the south side of Contemporary Lane from Prestige Plaza to SR-741. Sewer service starts roughly 120 feet south of SR-725 and follows the south side of Prestige Place until SR-741 where it goes south. A 150 foot branch runs down Prestige Plaza at Prestige Place. After a 525 foot



**Figure 9 - Prestige Corridor**

gap service starts again on Prestige Plaza and continues south on the west side of the roadway to Contemporary Lane where it turns east and follows Contemporary Lane on the south side of the roadway to SR-741.

### Accessibility

Sidewalks begin 250 feet south of SR-725 on the north side of Prestige Plaza and continue south until 250 feet north of the intersection with Prestige Place where sidewalks exist on both sides of the roadway. Sidewalks are provided on both sides of Prestige Plaza from the intersection with Prestige Place and SR-741. Sidewalks exist on both sides of Prestige Plaza from the intersection of Prestige Plaza to the intersection with Contemporary Lane. They exist on only the west side of the roadway from Contemporary Lane south to the dead-end at the Goodyear Store. Contemporary Lane has no sidewalks. Public Transit service is available from the Greater Dayton Regional Transit Authority (RTA) bus system. Service is available thru routes 24 – which travels from Englewood to the South Hub on Lyons Road; X5 – which is an express bus that travels from downtown Dayton to the South Hub on Lyons Road; and 61 – which travels to numerous locations through out Miami Township.

### Design / Aesthetics

The Prestige Corridor has multi-story buildings, single user tenant spaces, and a sprawling design. The area has office tenants, retail and commercial establishments, and service retail components. These buildings do not have a uniform design aesthetic nor do they create a unique aesthetic appeal. The Prestige Corridor does have sidewalks and some pedestrian amenities. It is lacking pedestrian scale development, benches, bollards, bike facilities, or any nodes of pedestrian activities. Most of the commercial and service retail are geared towards the automobile and large parking lots with little landscaping or pedestrian walkways exist. There are few connections between the office, retail, and hotel accommodations.

## **Wood Road**

### Land Use

Wood Road is a collector road that connects Austin Boulevard (the former Miamisburg-Springboro Pike) to the Warren County line. Wood Road is a largely residential area with single family and multiple family dwelling uses. There are also two schools located within Agriculture Districts. At the intersection of Austin Boulevard and Wood Road, there is property that will be developed within the context of the Austin Center development. The main land use is residential with “PD-1” Planned Residential, and “R-8” Mobile Home Residential as the two main uses. The schools are located within the “A” Agriculture district and the vacant property to the north is located in the “AC-1” Austin Center Hospitality District zoning. Currently the two school sites (Jane Chance Elementary, and Maddox-Lang Primary School) are located within the JEDD boundaries. The property to the north is currently within the Austin Center JEDD.

### Roadway Infrastructure

Wood Road is a two (2) lane road with a speed limit of 35 miles per hour. Wood Road was improved and widened with a dedicated turn lane at the Austin Boulevard intersection in preparation for the new Byers Road realignment to the north. Wood Road currently has one traffic signal at the intersection with Austin Boulevard. There are also two (2) school speed zone signals on the north and south end of the school site.

### Water, Sewer, Telecommunication & Utility Services

A water main runs on the west side of Wood Road from the Warren County line to the entrance to Jane Chance Elementary School. Sewer service runs on the west side of the roadway from the Warren County line to the southern entrance into Oakwood Village.



**Figure 10 - Wood Road Corridor**

### Accessibility

Sidewalks exist on the west side of Wood Road going south to the entrance to Jane Chance Elementary School. No Public Transit is available and no bike paths or alternate transportation exists.

### Design / Aesthetics

The Wood Road Corridor consists of few buildings. The north end of Wood Road is part of the Austin Center landscaping plan, which will landscape and improve the intersection. Wood Road has good walkability to the schools, but getting to these sidewalks and paths is difficult. The area does not provide complete connections from these sidewalks to the residential uses. The corridor also lacks any pedestrian amenities such as bike lanes, bike racks, uniform lighting, benches, bollards, or landscaping.

## ***Miamisburg – Springboro Corridor***

### Land Use

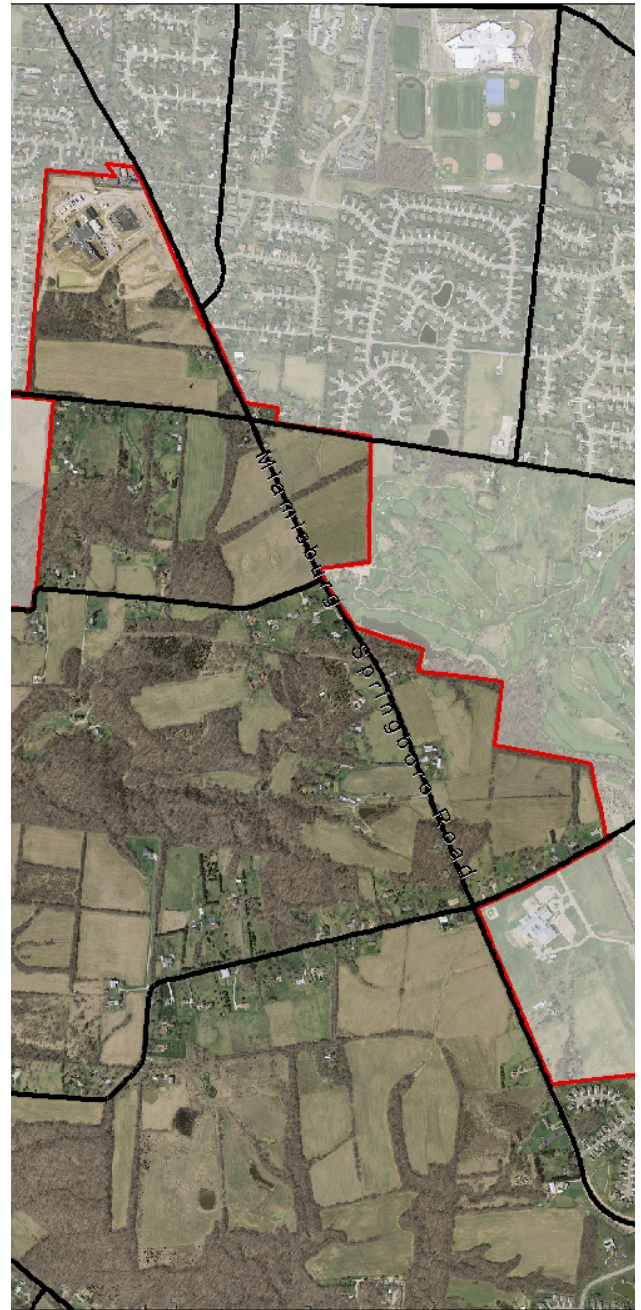
Miamisburg-Springboro Pike is an arterial road that travels from Wood Road to the City of Miamisburg boundary. The Miamisburg-Springboro Corridor is made up of large single family lots and agricultural land. On the southern portion of the roadway, Crains Run subdivision straddles the road. “PD-1” Planned Residential District and “A” Agriculture District are the primary land classifications in the corridor. The north end of the corridor consists of Miamisburg Middle School, the Miami Township Public Works Building, and Fire Station 48. On the corner of Miamisburg-Springboro Pike and Medlar Road there is Medlar View Elementary School on the east side and a large tract of land owned by Five Rivers MetroParks, which is designated to become a passive park.

### Roadway Infrastructure

Miamisburg-Springboro Pike is a four (4) lane road from Wood Road to 500 feet past Crains Creek Road where it becomes a two (2) lane road up to the Miamisburg City limits. The speed limit is 35 miles per hour. The Miamisburg-Springboro Corridor has one (1) existing traffic signal.

### Water, Sewer, Telecommunication & Utility Services

A water main runs from Crain's Creek Road to Peacock Lane on the north side of Miamisburg-Springboro Pike. Sewer service starts at Wood Road and continues to follow the north side of the roadway until Peacock Lane where it turns north to service Crains Run subdivision. No water or sewer service is provided from Montgomery County anywhere else on Miamisburg-Springboro Pike. The City of Miamisburg has the potential to service individual parcels along the roadway and services both schools.



**Figure 11 - Miamisburg - Springboro Pike Corridor**

### Accessibility

Sidewalks exist on the south side of Miamisburg-Springboro Pike from Wood Road to Crain's Creek Road. A mixed-use trail is located on the north side of the roadway from Wood Road to Crain's Creek Road. No public transit is available along the roadway.

### Design / Aesthetics

The area between Wood Road and Crain's Creek Road on Miamisburg-Springboro Pike was improved with the Austin Boulevard and Byers Road realignment project. These improvements included sidewalks, extending the trail across Interstate 75 and installing landscaping at the intersection of Wood /Byers Road and Austin Boulevard / Miamisburg-Springboro Pike. No improvements exist on Miamisburg-Springboro Pike from Crain's Creek Road to the Miamisburg city limits. There are no pedestrian connections between Crain's Run subdivision and the Miamisburg Middle School.

## **PREVIOUS PLANNING EFFORTS**

### ***Completing the Corridor, Connecting Communities***

In 2007 Miami Township, the City of Miamisburg & Cox Arboretum Foundation prepared a document called *Completing the Corridor, Connecting Communities: An Assessment of Opportunities for Making the State Route 741 Corridor a Great Place*. The purpose was to recommend improvements to the State Route 741 corridor to emphasize the complete streets concept – sidewalks, pedestrian friendly walkways, and more dense buildings closer to the street. It also looked at how the identity of the area and the aesthetic can be improved through way finding signage and enhanced streetscape elements.

### ***2003 Access Management Plan***

In 2003 an Access Management Plan was prepared for the Miami Valley Regional Planning Commission by DLZ consultants. The plan was prepared to assist and advise the Montgomery County Engineer's Office and the Ohio Department of Transportation District 7 on future access issues in the area of proposed (now completed) Austin Boulevard Interchange exit. The 2003 Plan recommended locations for future access points and the degree of access that should be provided in each area.

### ***Miamisburg Access Management Plan***

In 1983 the City of Miamisburg adopted an Access Management Plan for State Route 741 (SR-741) which covers the roadway from Mall Park Drive north to the Miami Township border at Bauer Elementary School. The plan calls for access roads to be created to remove many of the access points on SR-741 on the north and south side of the roadway.

### ***Dayton Mall Evaluation of Potential S.R. 741 Intersection Modifications***

In 2007 this document was created for Glimcher Development Corporation, the owner of the Dayton Mall, to address the capacity improvements and additional safety improvements that were being considered by Ohio Department of Transportation (ODOT) District 7. The document studied the area on State Route 741 (SR-741) between State Route 725 and Kingsridge Drive. The main purpose of the study was to provide to Glimcher Development and ODOT District 7 an assessment of the impacts to traffic on SR-741 and the adjacent roadways due to potential roadway and intersection

modifications. The study also addresses how the internal mall traffic patterns may change due to the proposed alternative system modifications.

# **JOINT ECONOMIC DEVELOPMENT DISTRICT MASTER PLAN**

The Joint Economic Development District (JEDD) Plan for the Dayton Mall JEDD will be used as a guide to be considered when making future use of JEDD funds. These funds can be used for projects within each specific designated corridor. Within the land use category, funds could be used to help pay for a study into specific text changes or future development plans. Funds could also be used to pay for infrastructure improvements within the corridor, such as, sewer or water connections, sidewalks, lighting, or other streetscape elements.

The JEDD has approved a logo and must decide how it will brand itself. Funding for signage, wayfinding, and other branding materials should be considered for each corridor.

## ***State Route 741 Corridor***

### **Land Use**

The land within the State Route 741 Corridor is approved primarily for general business and office uses. These uses will continue to be the backbone of the corridor for at least the next ten to twenty years. Developing connections between these land uses and continuing to update zoning codes to make these uses more consistent with 21<sup>st</sup> Century concerns is a priority for the State Route 741 Corridor. The Committee recognizes Cox Arboretum as a large asset to the corridor and believes that it will continue as a park use into the foreseeable future. Review of the necessity of single family residential uses within the corridor will have to be completed at a future date.

### **Public Facilities**

Currently, the State Route 741 Corridor does not have any future public facilities envisioned for it. Cox Arboretum and the Dayton Mall will continue to be the impetus for future development opportunities.

### **Roadway Infrastructure**

Improvements to State Route 741 will be necessary in the future. When these improvements are completed, they should be viewed as opportunities to create a more pedestrian friendly environment for the corridor. Focus on the Cox Arboretum to Dayton Mall connection is essential for any new development within the corridor.

With the Ohio Department of Transportation roadway project occurring in 2013, thought should be given to creating a more inclusive roadway design that includes complete street concepts and pedestrian connections. Additional study needs to be completed to better

understand the pedestrian needs of the corridor and to create a Master Plan that guides future redevelopment of existing access points and infrastructure within the corridor.

### **Water, Sewer, & Utility Services**

All properties along the State Route 741 (SR-741) Corridor are provided with water and sewer services. DP&L power is provided as well as AT&T telecommunication services. This infrastructure is currently meeting demand, and only aesthetic improvements, such as burying overhead wires, need to be considered, at this time. Upgrades to the infrastructure could be needed in the future with new technology and aging poles, wires, etc.

### **Accessibility**

Sidewalk connections along the roadway are needed. Creating a sidewalk inventory and determining the areas most in need should be a priority. Increasing the availability of the RTA bus system along the roadway to the southern Township border should be considered.

### **Design / Aesthetics**

As one of the main thoroughfares that travel through Miami Township, SR-741 is one of the main roads that most residents and visitors use. This causes a great need for aesthetic and design planning. A plan to create a uniform streetscape design with lighting, streetscape elements such as bollards, trash cans, benches, and uniform building design should be created.

## ***State Route 725 Corridor***

### **Land Use**

The uses within the State Route 725 (SR-725) corridor are business, office, and mixed-use in nature. These uses are compatible with the future development potential of the corridor and future land use plan. The goal to create a more uniform development pattern might necessitate modification to the development standards of these districts or the creation of new zoning districts that better encompass these concepts.

### **Public Facilities**

There are no public facilities currently located within the SR-725 Corridor and no plans to create any in the future are in existence. Future creation of landmark signage such as entrance and welcome signs could be constructed within the corridor.

### **Roadway Infrastructure**

State Route 725 is in good repair structurally, but in the future more roadway improvements will need to be completed. Pedestrian crossings should be a strong consideration for any projects within the corridor. These connections are extremely important to the future viability of the corridor and should be considered requirements for

new projects. Access management should continue to take a lead in helping ease the traffic congestion of the area. Additional review should be done to better understand the impacts of redevelopment of the lots facing SR-725 and how access to the properties and pedestrian safety will be addressed. Sidewalks and pedestrian friendly roadway improvements should be considered for any new or redevelopment project.

### **Water, Sewer, & Utility Services**

Water and sewer service are available to all properties within the SR-725 Corridor. Telecommunications are available through AT&T.

### **Accessibility**

Connecting the Dayton Mall to adjacent neighborhoods and shopping centers should be a priority. Sidewalks on the south side of SR-725 from Kingsridge Drive to SR-741 should be considered first and sidewalks connecting this “main” sidewalk should be considered second. Currently the bus system travels within the corridor and enhancing the pedestrian experience with benches and bus shelters should be reviewed when the opportunity arises.

### **Design / Aesthetics**

Priority should be given to extending the streetscape elements started in front of the Shoppes at 725 to the Dayton Mall. A plan creating a consistent design of sidewalks, street trees, lighting, and other amenities should be considered. Matching the design aesthetic with that of the SR-741 corridor and other local corridors should be required.

## ***Interstate 75 – Exit 44 Corridor***

### **Land Use**

The land uses within the Interstate 75 (I-75) Corridor are commercial business and service uses, which are compatible with the future development and land use plans. Modification to districts to require signage or landscaping pertaining to the entryway to the corridor could be considered in future development as well as providing amenities that currently do not exist.

### **Public Facilities**

There are no future plans to have public facilities located within the Exit 44 Corridor. Welcome signage and pedestrian amenities could be placed within right-of-way and maintained by local jurisdictions. Funding for such improvements and maintenance could be provided by JEDD revenue.

### **Roadway Infrastructure**

State Route 725 (SR-725) is in need of roadway improvements in the future. More research is required to better understand the roadway width and exactly what pedestrian amenities can be installed and at what cost. Creating a more pedestrian friendly

environment should be a leading factor in all future development and funding. Pedestrian safety through this corridor is key with such large pedestrian traffic moving from Byers Road to the Dayton Mall area. More pedestrian connections should be researched and considered.

### **Water, Sewer, & Utility Services**

All properties within the Exit 44 Corridor have access to water and sewer service. Telecommunications are provided through AT&T.

### **Accessibility**

This area has large amounts of pedestrian traffic and creating a pedestrian path should be a priority. Connecting the Dayton Mall area with the housing areas to the west in the Cities of Miamisburg and West Carrollton with sidewalks or bike paths would create a much safer environment for the numerous walkers and bikers that travel on foot or bike to work everyday. Improving the corridor to include benches and a separated path should be considered.

### **Design / Aesthetics**

Since the corridor is the entrance to the Dayton Mall area as well as the Cities of Miamisburg and West Carrollton, improving the design and aesthetics of the area should be a main priority. Landscaping elements, pedestrian amenities, such as cross walks, benches, appropriately scaled lighting, and sidewalks or paths, should be considered. Further study should be completed to better understand the ability to put such amenities within the existing space near the on and off ramps to Interstate 75. Signage and other way finding materials should also be considered to bring a consistent design to the area. Such way finding materials should be installed at the same time as sidewalks and other such amenities, in order to reinvent the area for visitors and community members.

## ***Kingsridge Drive Corridor***

### **Land Use**

Kingsridge Drive has many opportunities for improvement to create a more uniform development pattern. The land uses within the corridor are consistent with the Miami Township land use plan, but the aging structures along the roadway provide a great opportunity. With each redevelopment opportunity, building a denser urban feeling corridor could help create a unique sense of place. The Kingsridge Drive Corridor is the backbone of the business district of Miami Township and creating a unique sense of place should be a priority.

### **Public Facilities**

Currently, there are no plans to have public facilities located within the Kingsridge Drive Corridor. Future facilities could include public space such as a park or pedestrian destination. Miami Township owns a parcel of land on the corner of Kingsridge Drive and Lyons Ridge Drive which has yet to be developed.

## **Roadway Infrastructure**

The roadway infrastructure from State Route 741 to Lyons Ridge Drive will have to be upgraded in the future. This stretch of roadway is old and in dire need of improvement or replacement. A study should be conducted on this section of the corridor to better understand the access and redevelopment issues and opportunities.

Improving the rest of the Kingsridge Drive Corridor should be a priority for any redevelopment plan or future land use plan. This infrastructure could include sidewalks, lighting, and other pedestrian amenities.

## **Water, Sewer, & Utility Services**

Water and sewer service is provided to all properties within the Kingsridge Drive Corridor. Telecommunications are provided through AT&T.

## **Accessibility**

Finishing the connections that have been started should be a priority for this corridor. Once a plan has been created for the property on the southwest corner of Lyons Ridge Drive and Kingsridge Drive, a future development plan should be considered for the remaining portion of unimproved Kingsridge Drive, from Lyons Ridge Drive to SR-741. This plan should involve locating the future sidewalks and pedestrian amenities such as street trees, lighting, and benches. More research needs to be done to expand such a study to involve looking at future development of the corridor and how redevelopment and new development affect automobile and pedestrian accessibility.

## **Design / Aesthetics**

A portion of Kingsridge Drive has been improved and the design and aesthetics of that portion should be continued to the rest of Kingsridge Drive. Keeping a consistent design will allow a uniform aesthetic to be created. Additions, such as benches, bollards, bike facilities, or pedestrian focal points can be added to this design to enhance the aesthetic. Kingsridge Drive should be considered one of the primary township roadways and improvements and designs to this roadway should always consider how this will affect future township development. Past studies have shown that if a “township center” were to be created it would occur on Kingsridge Drive. Future study should be done to better understand what aesthetic elements can be added and what zoning codes and regulation can be modified or created to better facilitate this future development.

## ***Newmark Drive Corridor***

### **Land Use**

The land uses within Newmark Drive have been consistent since the creation of the Newmark Office Development in 1981. Unfortunately, these standards have not been updated since that time. Although the land uses within the corridor are consistent with the Miami Township land use plan and future development opportunities, future study

should be conducted to see if any modification to the existing development text is needed. With large development tracts still available, creating an office environment that is friendly to future business headquarters as well as employees of current businesses and pedestrians should be a priority.

### **Public Facilities**

No public facilities are currently envisioned to be located within the Newmark Drive Corridor. Future opportunities for pedestrian trails and bikeway connections could provide some needed recreational and pedestrian friendly amenities.

### **Roadway Infrastructure**

Both Newmark Drive and Gander Creek Drive are in need of sidewalks. Portions of the roadways have bike lanes which should be continued throughout the corridor where possible.

### **Water, Sewer, & Utility Services**

Water and sewer service are available to all properties within the Newmark Drive Corridor. Depending on the future development pattern some structures will be required to move lines or expand existing infrastructure. Telecommunications are provided through AT&T for phone and internet services.

### **Accessibility**

Completing a connection between Lyons Road and SR-741 should be a priority. Further review and study should be completed to better understand where sidewalks could be placed along Newmark Drive. As Gander Creek Drive continues to develop, sidewalks and other pedestrian and bikeways should be incorporated into final development plans.

### **Design / Aesthetics**

The Newmark Drive Corridor is one which is in need of future planning and coordination with present owners to determine what the future aesthetic will be. Currently Newmark has a design that is older and is in need of further review and study. More pedestrian pathways, street trees, lighting, and pedestrian amenities like bollards, benches, and trash cans should be considered. The scale of buildings within the Newmark corridor is primarily one story and therefore more emphasis should be placed on landscaping and hardscape elements.

## ***Prestige Corridor***

### **Land Use**

The Prestige Corridor land use pattern is consistent with future development concepts. Reevaluation of the base zoning development standards for this corridor could help to create a more unique place. With access issues within the corridor, creating a place becomes more important. More study should be conducted within this Corridor to better

understand how future development will occur and the amenities associated with this development.

### **Public Facilities**

There are no public facilities currently within the Prestige Corridor and none are being considered.

### **Roadway Infrastructure**

As the Prestige Corridor redevelops, consideration should be given to upgrading the roadway as well as placing sidewalks along the roadways. A road connection to Lofino's property to the south should also be a priority. Further study needs to be conducted to better understand the pedestrian and vehicular movements and needed connections within the corridor.

### **Water, Sewer, & Utility Services**

All properties within the Prestige Corridor have access to both Water and Sewer systems. Telecommunications are provided through AT&T for phone and internet services.

### **Accessibility**

The Prestige Corridor has a tremendous need for better accessibility and connectivity. Having a primary connection from the office and hotel properties within the corridor to the Dayton Mall area should be a priority. More study should be completed to understand how future accessibility can be created along with future Ohio Department of Transportation projects like the modification to the intersection at SR-741 and SR-725 and the removal of the Goodyear Store. Future projects should incorporate more pedestrian and bike connections from the Prestige Corridor to the Dayton Mall area and the retail area to the south. When any redevelopment of properties occurs discussing how better accessibility to the area can be achieved should be a priority.

### **Design / Aesthetics**

Creating a more uniform design for the Prestige Corridor should be a priority. More study should be done to better understand the existing infrastructure and development pattern and how better building and zoning regulations can incorporate strong design and aesthetic improvements into redevelopment and future development projects. Landscaping, pedestrian connections through sidewalks and bike paths, and streetscape elements such as bollards, benches, and lighting should be considered. Branding this area would be a simple way to create a theme for the design aesthetic. Future meetings with property owners and local jurisdictions should be considered to better understand the priorities of those who are affected.

## ***Wood Road Corridor***

### **Land Use**

The residential land uses within the Wood Road Corridor will continue to be the primary use. Future development of the corner of Wood Road and Austin Boulevard will create an opportunity to redevelop the Oakwood Village property and the refocus the uses in the area to service, technology, and commercial uses. Future land use for this property will depend on uses within the corner property and throughout the Austin Center Interchange. Further study is needed to better understand the future possibility for the best use of this land.

The school sites, Maddox-Lang and Jane Chance, will continue to develop within the current land use. Possible expansion of fields and playgrounds are possible, but no need to change the current land use is foreseen.

The property to the south of the school site, which is currently zoned “A” Agriculture, will be sufficient to allow the future development of a Miami Township Fire Station and Public Works Building.

### **Public Facilities**

Two schools, Maddox-Lang Primary School and Jane Chance Elementary School will continue to develop. These schools will need amenities such as cross walks, pedestrian connections, lighting, and signalization. Both schools are currently located within the JEDD.

The future Miami Township Fire Station 51 and the future Public Works Building are slated to be constructed on Wood Road. These buildings are currently within the JEDD, but are not expected to continue to be located within it.

### **Roadway Infrastructure**

The roadway infrastructure for Wood Road is not sufficient. Grants and additional funding are being acquired for expansion of the roadway from the Township Boundary to Crain's Run Road. Depending on the development of Oakwood Village and the corner of Wood Road and Austin Boulevard, there could be a need to increase the capacity of the roadway further. Providing sidewalks and pedestrian connections should be a priority when considering future modification.

### **Water, Sewer, & Utility Services**

Water and sewer service will need to be extended to any development that occurs on the south side of Jane Chance Elementary School. Further development of both water and sewer systems will be necessary if Oakwood Village redevelops. Telecommunications are provided through AT&T for phone and internet connections.

## **Accessibility**

Sidewalks and pedestrian connections should be considered for all future enhancements of Wood Road and properties along it. Connecting Oakwood Village and Crains Run Subdivision to the new interchange and future development should be a priority.

## **Design / Aesthetics**

No real design aesthetic has been created along the Wood Road Corridor beyond the north end. Future study should be completed to determine if and what future development will be required to follow along the corridor. Within this study street trees, lighting, and pedestrian amenities should be considered. With such a strong pedestrian presence, thought should be given to keep all development and improvements to a pedestrian scale.

## ***Miamisburg – Springboro Pike Corridor***

### **Land Use**

The agricultural land use designation and residential uses will continue into the foreseeable future. A large portion of the available property is owned by Five Rivers MetroParks and will most likely be kept as open space. Although development could occur within this corridor, it is not expected or anticipated within the next 10 years. If future development is to occur, more study and review should be conducted and this document should be updated.

### **Public Facilities**

Currently, the Miami Township Public Works Building exists within this corridor. With the relocation of this structure, two public facilities will remain within the corridor: Medlar View School and Miamisburg Middle School. The Middle School is within the JEDD area and should be considered for amenities improvements such as sidewalks, lighting, and signalization.

### **Roadway Infrastructure**

Currently, Miamisburg-Springboro Pike has plans to widen the road from Wood Road to Benner Road. No additional improvements, beyond what is already planned, should be necessary unless development occurs along the corridor.

### **Water, Sewer, & Utility Services**

Very few properties are serviced by either water or sewer service. If development were to occur, consideration should be given to providing future development with help connecting to utilities if they become part of the JEDD. Telecommunications are provided through AT&T for phone and internet connections.

## **Accessibility**

Continuing the recreational trail from Crains Run along the roadway to the MetroParks property should be a priority. This trail connection will create a continuous trail from Washington Township to the Great Miami River Trail. When future development of the corridor does come to fruition, connecting Crains Run Subdivision with the corporation boundary with the City of Miamisburg should be a priority. Future study of feasible locations for the trail should be considered.

## **Design / Aesthetics**

With little to no development being considered for the corridor at present, there is little need for design or aesthetics. When development does occur, consideration should be given to keeping the same design aesthetic as the new interchange with lighting, sidewalks, and landscaping.

## **PLAN RECOMMENDATIONS / GOALS**

Creating actionable plan recommendations and benchmarking to guide this progress creates a way to track past performance and support future visions by: establishing commonly agreed upon definitions of terms that allow valid comparisons; developing a comprehensive base of analysis that permits meaningful comparisons; and establishing a set of data that will allow the JEDD Board to make informed decisions regarding the expenditures of future funds in the plan area.

These original recommendations and subsequent benchmarks should be considered as the baseline. Future recommendations and subsequent benchmarks that are created on a yearly basis should amalgamate past benchmarks that have not been achieved with future plans, which 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. These recommendations were created from the ideas of the business owners within the JEDD, and City, Township, and County Staff.

After five (5) years, consideration should be given to updating this plan to better address the current environment.

Below you will find a list of the ten (10) plan recommendations in the short term and long term for the JEDD with the benchmarks to use following.

### ***Plan Recommendations and Benchmarks***

#### **1. Improve Pedestrian Access**

- a. Create Connections between large residential populations and community assets like the Dayton Mall, Cox Arboretum, LexisNexis, and Austin Landing
- b. Keep pedestrian scale in mind
- c. Create a main corridor first, then expand with shorter sections
- d. Sidewalks, bike paths, and trails should be considered

#### **2. Utilize all forms of transportation – automobile, bus, bike, and foot**

- a. Identify ideal locations for shared parking opportunities
- b. Identify mixed use connections for automobiles, buses, bikes, and pedestrians
- c. Continue to connect developments with sidewalks and bike paths where possible to allow for easy access from all types of consumers

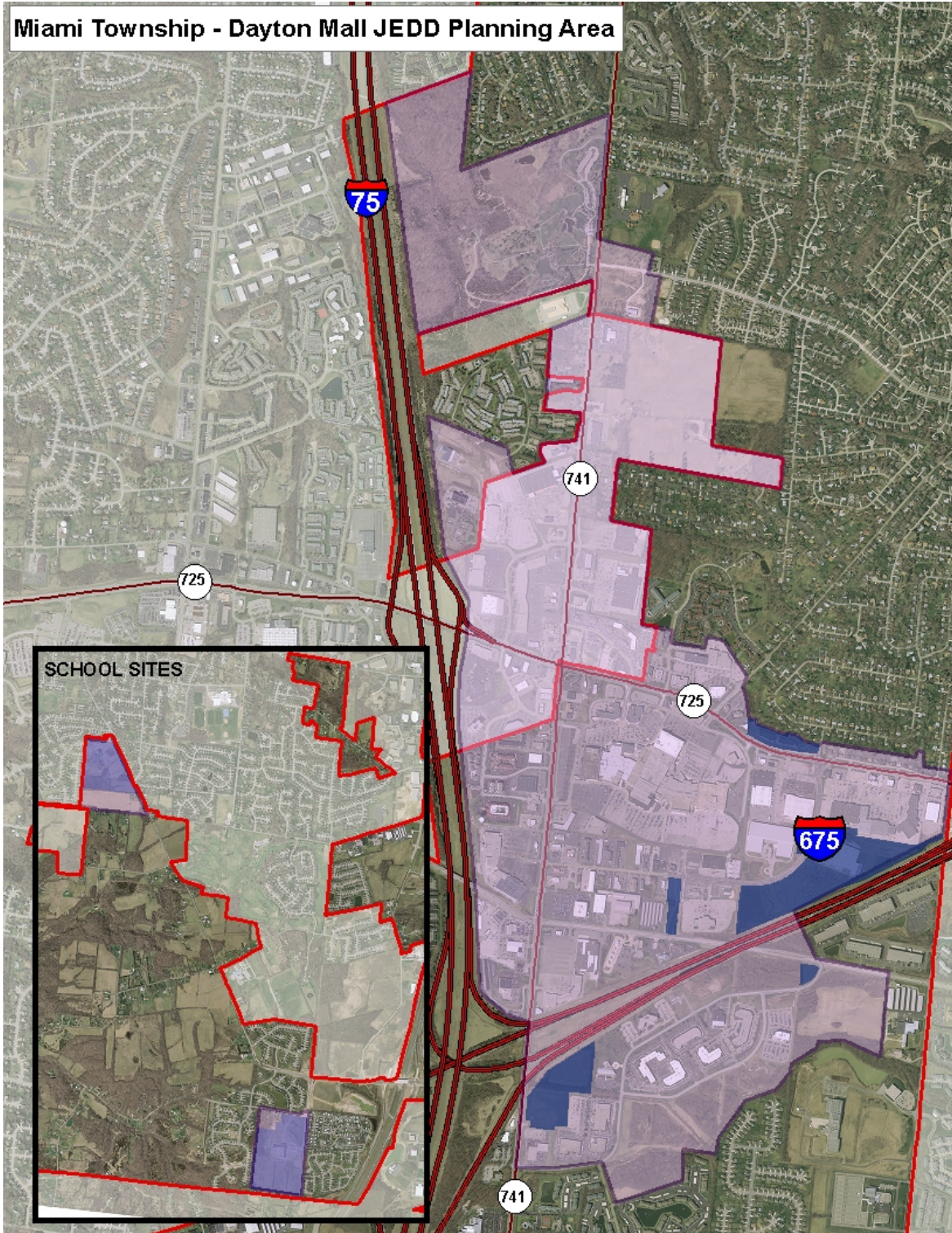
#### **3. Address current and future traffic and automobile access issues**

- a. Identify problem locations (Intersection of SR-741 & SR-725, Prestige area, etc.)
- b. Create solutions based on meeting the needs of the affected areas as well as of the region as a whole
- c. Work to make better access through road design go hand in hand with having proper land use in the affected areas
- d. Work with Jurisdictional and State Agencies (ODOT) to address problems

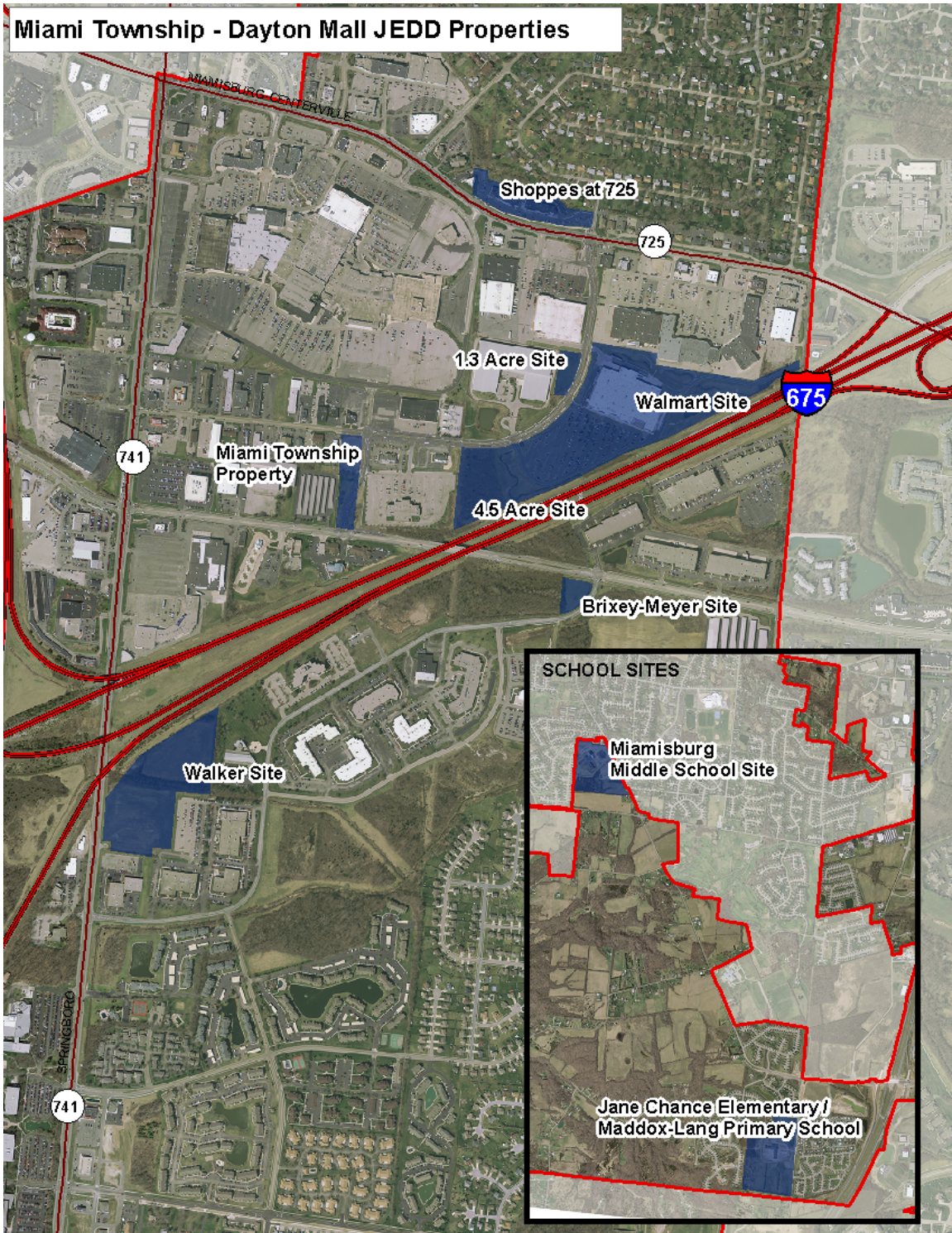
- 4. Enhance the Commercial Environment**
  - a. Create land use and aesthetic standards that foster high quality business opportunities
  - b. Form a consistent design for buildings in terms of scale and location
  - c. Form a design book for new construction and redevelopment to follow that is simple yet comprehensive
- 5. Improve Landscaping and Streetscape**
  - a. Create a sense of place by designing consistent landscaping and streetscape elements that continue throughout the corridor
  - b. Take the built environment created in the past 40-50 years and soften it by allowing more trees, shrubs, and landscape buffers to grow in and beautify the area
  - c. Use streetscape elements to help drive more traffic to businesses in the corridor
- 6. Create a Brand and Image**
  - a. Determine what makes the area unique and use it for branding
  - b. Market the area as one large group under the branding umbrella
  - c. Position signage and way finding materials around the area to create a specific sense of place
- 7. Capitalize on existing land uses and assets to improve community connections**
  - a. Find linkages that can be made between centers of business, residential, and transportation
  - b. Use existing land use tools where applicable, and create new zoning districts and code language where needed
  - c. Document the opportunities and weaknesses within the corridors and capitalize on what exists first
- 8. Strengthen a sense of place / community**
  - a. Create a sense of place by designing uniform standards and aesthetics for the corridors
  - b. Work with existing businesses and potential businesses to market and brand the area for their success
- 9. Support Infrastructure projects to improve safety at schools**
  - a. Work with the schools to help pay for sidewalks for school children to be able to walk to school
  - b. Assist in the financing of school zones and installation of related equipment
  - c. Assist in the financing of road improvements
- 10. Coordinate and Leverage JEDD Resources**
  - a. Establish a committee to oversee implementation and coordination of plan goals
  - b. Identify funding programs and grants that JEDD funds can match

# APPENDIX

## A-1 JEDD Planning Areas



## A-2 Dayton Mall JEDD Properties



# RESOLUTIONS