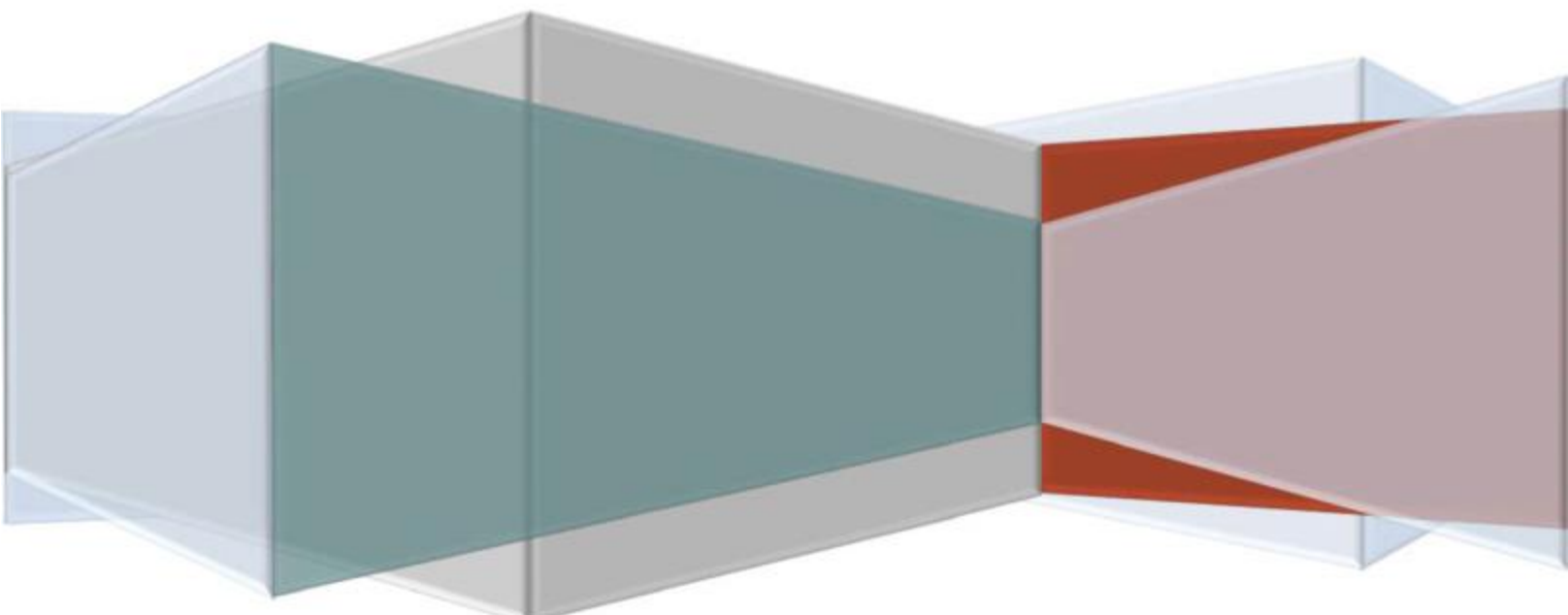


The Greater West Dayton

CORRIDOR PLAN



Adopted by the Dayton City Plan Board, July 11, 2017
Adopted by the Dayton City Commission, July 26, 2017



JULY 2017



By Mr. Shaw

No. 6265-17

A RESOLUTION

Concurring with the Adoption of the
Greater West Dayton Corridor Plan and
Declaring an Emergency.

WHEREAS, The City Commission adopted its comprehensive plan, called CitiPlan 20/20, on May 5, 1999; and

WHEREAS, The Greater West Dayton Corridor Strategy, a Framework for Strategic Investment, was adopted by the City Commission on February 25, 2015, and supports recommendations contained in CitiPlan 20/20; and

WHEREAS, The Greater West Dayton Corridor Plan ("Plan") is the implementation plan for the Greater West Dayton Corridor Strategy; and

WHEREAS, The City Plan Board, on July 11, 2017, Case RC-009-2017, reviewed the Plan, found it to be consistent with CitiPlan 20/20, and adopted the Plan; and

WHEREAS, To support applications for funding needed to implement elements in the Plan and to provide for the immediate preservation of the public peace, prosperity, health or safety, it is necessary that this resolution take effect immediately upon its passage; now, therefore,

BE IT RESOLVED BY THE COMMISSION OF THE CITY OF DAYTON:

Section 1. The City supports the recommendations in the Greater West Dayton Corridor Plan, and in partnership with various organizations, government bodies, and residents, shall use the Plan to provide direction for the development of the geographic area covered by it.

Section 2. The Plan shall be considered the official corridor plan for Greater West Dayton.

Section 3. The City Plan Board may, from time to time, interpret and modify the Plan by notifying the Clerk of the City Commission of such action. The Plan, including any modifications, will be on file with the Secretary to the City Plan Board.

Section 4. For the reasons stated in the Preamble hereof, this Resolution is declared to be an emergency measure and shall take effect immediately upon passage.

Adopted by the Commission . . . **July 26**, 2017

Signed by the Mayor **July 26**, 2017



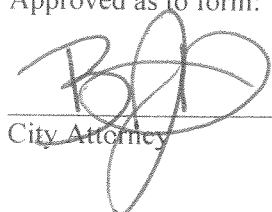
Mayor of the City of Dayton, Ohio

Attest:



Clerk of the Commission

Approved as to form:



City Attorney

The Greater West Dayton Corridor Plan

The Plan's Guiding Principles

1. Advance the efforts to fund, improve and reshape the strategic corridors in West Dayton as adopted in the "The Greater West Dayton Corridor Study: A Framework for Investment".
2. Strengthen Dayton's place and asset-based investment strategy by focusing, improving and enhancing the strategic corridors and linkages of West Dayton to leverage and expand economic activity:
 - Shape and foster an environment to:
 - Leverage, retain and grow employment;
 - Leverage capital and operational investment with civic investment and improvement;
 - Leverage business and commerce to maximize sustainable, financial success.
 - Integrate the principles of Placemaking into civic investments;
 - Create opportunities to grow and leverage community economic projects by leading with anchor transportation funding and resources;
 - Create placemaking opportunities to enable residents and instill community pride.
3. Integrate related City of Dayton Plans and Policies into all realms of impactful decision making:
 - Dayton Transportation Plan 2040;
 - City of Dayton Urban Design Guidelines;
 - City of Dayton Livable Streets Policy
 - The Greater West Dayton Corridor Study: A Framework for Investment.
4. Plan and design for physical and functional connectivity within the target geography.

The Greater West Dayton Corridor Strategy: Background and History

The 1970's Strategy - Leveraging Economic Activity with Civic Investment

In the 1970's, the City of Dayton embarked on a long-term plan to improve access to and from West Dayton to strengthen the existing manufacturing and employment base and create opportunity for economic expansion on appropriate sites throughout West Dayton. It was known as the West Dayton Road Network. It had been intended to be implemented and completed prior to any potential activity to the then-proposed I-675 bypass. The primary new additions to the road network were envisioned as attractive and beautiful parkways (inspired by the 1911 Olmsted Brothers Plan for Dayton) that would not only facilitate the improvements in both access and time-travelled but also function to begin to reimagine the future West Dayton with functional and scenic corridors to encourage and leverage future community economic activity.



The catalytic additions to the network took almost 25 years to complete. During that time-period, I-675 was constructed and completed. The nation’s manufacturing industry also underwent a revolution that was driven by both international competition and efficiency improvements guided by technology. The results for most post-World War II Dayton manufacturing operations meant that they had to either relocate and/or significantly retool themselves to survive and thrive. With those shifts, the once robust manufacturing employment base shrank significantly over that time-period, taking with it employment for Dayton residents.

The construction of the 1970’s road network has ensured that West Dayton has the opportunity to capitalize on community economic development opportunities well into the 21st century. However, as the community has contracted, former manufacturing jobs melted away and market forces have changed since the 1970’s, a number of astute, engaged and committed volunteers and professionals began to rethink the path forward for Greater West Dayton in 2012.

2012 - 2015 - Refreshing and Rethinking the Path Forward

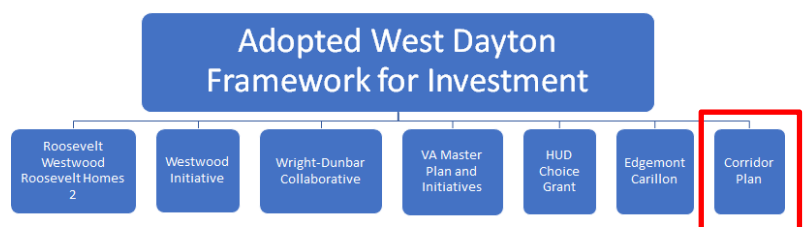
The initial conversations surrounding the need to take a high-level fresh look at the 21st century version of the West Dayton corridors began to emerge in 2012. The conversation started with members of the West Dayton Development Trust Fund (WDDTF) committee and the Economic Development staff. Their thoughts initially were focused on evaluating and rethinking the strategic West Dayton transportation corridors to determine whether or not the network was in a condition that it could leverage and support community economic investment in West Dayton. A fresh evaluation would also help to determine that the future view of the network was responsive to the dynamics of current West Dayton challenges and opportunities.

In 2013, the WDDTF advanced it’s work by reviewing proposals and recommending a consultant to start the analysis that was subsequently approved by the Dayton City Commission.

After the consultants began their work and the WDDTF, staff and community members engaged in the process, it quickly became apparent that the scope of the analysis by the consultants would widen significantly. The planning process took place through mid-2014 and involved engagement and working sessions with community members and City staff. Significant data surrounding social, economic, education, housing and business demographics were developed and integrated in the planning and analysis work. The draft document and its findings were presented, reviewed and vetted throughout the community in the second half of 2014 at town hall meetings, priority boards, Plan Board and City Commission. The *“The Greater West Dayton Corridor Study: A Framework for Investment”* was finally adopted by the Dayton City Commission in the spring of 2015.

Upon adoption, the City Manager directed the combined staff of the City of Dayton and CityWide Development Corporation to move forward and develop an action strategy that would align with initiatives already underway, craft and shape new action strategies, engage the community and simultaneously facilitate implementation. The overall coordination represents an open-ended continuum that is guiding and shaping overall alignment and action.

Greater West Dayton – Aligning and Organizing
for the Path Forward



Open-Ended Continuum for Alignment and Action

About the West Dayton Corridor Plan:

An Introduction

The adopted "*Greater West Dayton Corridor Study: A Framework for Investment*" is the primary source document that has been used to give form, guide and develop the Greater West Dayton Corridor Plan.

The adopted Framework identified the major strategic corridors and the policies that would shape their changes and modifications to achieve the desired long-term reimagining objectives and outcomes over a 10 to 12-year time horizon. Those corridors that were identified in the adopted "*Framework*" for strategic action in a focused, subsequent plan included:

- Major Parkway:
 - C J McLin Parkway – US 35
- Parkways/Boulevards:
 - Edwin C. Moses Boulevard
 - James H. McGee Boulevard
- Thoroughfares:
 - West Third Street
 - Germantown Street
 - Gettysburg Avenue
- Collectors and Connectors:
 - Broadway
 - Hoover Avenue

Since the adoption of the "*Framework*" in 2015, additional community engagement and planning initiatives were launched for the Carillon and Edgemont neighborhoods as well as for a successful \$1.5M HUD Choice Neighborhood Planning and Action grant that includes the Pineview, Lakeview, Madden Hills, Miami-Chapel and Edgemont Neighborhoods. Through these planning processes additional corridors were identified that necessitated their addition to those identified in the adopted "*Framework*". They include:

- Thoroughfares:
 - Stewart Street from Edwin C. Moses Boulevard to Germantown
- Collectors and Connectors:
 - Dearborn/Abbey corridor from Germantown to Third Street
- The bikeway system for West Dayton

More than a Transportation Plan - Approach

The Greater West Dayton Corridor Plan (GWDCP) is more than a transportation plan. The Corridor Plan provides a guide that integrates the City of Dayton's asset and *place*-based economic strategy to impact and improve overall community confidence in the future of the City. The Corridor Plan identifies the fundamental linkages:

- Reimagining and Placemaking – Place matters;
- Expanding, leveraging and attracting economic activity:
 - Employment/jobs, profitable and successful business operations and capital investment.

The Dayton Models

The approach to reimagining strategic corridors throughout Dayton requires a long-view, commitment and patience. Some of the improvements to the strategic corridors and gateways of the City have not occurred overnight, but have been years in the making and requires planning, continuous community engagement and management and action. The GWDCP is patterned on other successful Dayton models, including:

- Greater Rubicon Park Transportation Plan (GRPTP) - The GRPTP was formulated following the early years and successes of the Genesis collaborative. The GRPTP established a 10-year horizon to improve the major corridors flowing into, through and out of the larger greater Rubicon Park area to instill confidence and influence the future expanding economic activity in the area (south of downtown) anchored by the institutions of the University of Dayton and Miami Valley Hospital.
- The Phoenix Collaborative – The Phoenix collaborative is a project effort that was patterned after the Genesis collaborative. Much larger in scope, the goals were to establish and grow community partnerships that would strengthen community assets and instill confidence in the future of the residential neighborhoods and retain and expand community economic activity. Good Samaritan Hospital the largest employer and stakeholder in the area, led the development of a strategic collaboration with the City of Dayton and Citywide. From that alliance, additional partnerships were forged with resident organizations, churches, Dayton Public Schools, local businesses and the Dayton Metro Library to leverage millions of dollars of investment in the project area. A key component of the Phoenix initiative was to impact the image of the Upper Salem Avenue corridor to build confidence in the future of the community to retain and leverage economic activity. The reimagining of Upper Salem combined the layering of transportation related enhancements, strategic demolition, acquisition and landbanking, design and construction of attractive and beautiful strategic gateways and infill housing development.
- DaVinci Transportation Plan – The DaVinci collaborative followed the same principles of place and asset-based community partnerships to influence and change the trajectory of confidence in the Greater Old North Dayton Area. While there are many layers to making this collaborative successful, a key element was the created and adopted transportation plan. The DaVinci Transportation Strategy (DVTS) was created to impact and reshape the perception and image and to strengthen confidence in its future to expand economic activity. The DVTS was organized around a strategic navigational loop the connected Valley, Stanley and Keowee Streets. The reimagining of these connecting corridors is viewed as key to achieving positive, attractive and impactful changes as part of the DaVinci experience to retain, expand, leverage and attract community economic activity.
- The Greater Downtown – Recognizing, understanding and capitalizing on the impactful linkages between transportation and place has been a lead strategy in the Greater Downtown for many years. While the Olmsted-influenced parkways of the 1970's West Dayton Transportation Network were critical to the reimagining of West Dayton in the late 20th century, a very similar approach was occurring in the downtown at the same time. The late 1970's rebuild of Fifth Street in Oregon, the makeover of Main Street in 1992 and 1993 and the reconstruction/reimagining of West third Street in the Wright-Dunbar area in the first decade of the 2000's are examples of reimagining and transforming the civic aspects of streets and corridors that have resulted in significant reinvestment and growth in the Greater Downtown.

Civic Leadership and the Shaping and Leveraging of Infrastructure

The GWDCP has been crafted to reflect an organic, open-ended approach for this component of the overall Greater West Dayton place and asset-based strategy. While it must be strategic in overall scope, the priorities will be evaluated on a periodic basis as funding opportunities present themselves and conditions in the community shift. The foundational basics GWDCP component is concerned less with traffic capacity issues (as was the case

for many of the 20th century transportation planning issues) and more focused on image, confidence and the linkage with community economic activity.

One of the key principles of the GWDCP is to function as an instrument to:

- Apply for and compete for anchor transportation funding where appropriate:
 - Lead with infrastructure via City planned projects;
 - Appropriate anchor transportation funding will establish a larger potential project horizon around which City and CityWide staff and stakeholders can lead, shape, organize, leverage and partner.
- A Tool to Advance Implementation:
 - The GWDCP time horizon is 10 to 12 years (many transportation-related projects with anchor funding committed already represent a 5-year schedule);
 - Anchor transportation funding is linked to current and anticipated strategic place and asset-based development plans and opportunities;
 - Strategic projects with anchor transportation funding provides opportunities to align with/for other related and impactful services, programs and community economic resources to support the reimagining of key corridors and gateways.

Interdisciplinary Approach to Reshape Image, Align Services and Strengthen Community Confidence

With the adoption of the GWDCP, the community has an opportunity to reach beyond the traditional limits of a transportation plan, and envision how important strategic corridors and gateways are to the future of West Dayton. This corridor plan component represents an opportunity to deploy an interdisciplinary approach that can strategically reshape image, align critical services and ultimately impact and strengthen the community confidence in the future for Greater West Dayton. Opportunities include:

- Sustainable Community Partnerships – Sustainable community partnerships require the forging of lasting personal and professional relationships. This may be the hardest work of all. This is the foundation of committed community leadership and change.
- Strategic Demolition and Landbanking – With resources being scarce, having a strategic approach to deploying those resources to maximize impact is critical. Since the strategic corridors of West Dayton represents a shared community ‘front door’ for all, targeting of demolition and landbanking resources and services along the corridors and gateways can begin to reshape community perceptions about the quality of place and future of West Dayton;
- Maintaining Vacant Land Along the Corridors – Each strategic corridor and gateway identified in this plan will help guide practical methods of maintaining such along the corridors. Incremental decisions and actions become increasingly important and impactful over a period of time along each of the corridors. For example, where there might be long stretches of open vacant land along a corridor, how the land is mowed and maintained will need to tailor-made to each area identified by either the City, an institutional or community partner or a neighborhood.
- The Dayton Urban Parkway Overlay – During the process of developing both the "*The Greater West Dayton Corridor Study: A Framework for Investment*" and the Greater West Dayton Corridor Plan, the work revealed a need to craft an Urban Parkway zoning overlay to reconcile conflicts between existing underlying zoning categories and desired community needs to reimage our corridors and gateways. These may spring forth from basic conflicts between post World War II suburban planning, development and zoning provisions. For example, in locations where suburban, pole-mounted sign regulations were adopted in urban areas and enforced, the result was the erosion and disappearance of critical corridor tree canopies. There have been

other examples where underlying industrial or campus zoning districts created conflicts resulting in urban design deficiencies in the siting, placement and design of new facilities that are incongruent with the overall vision for specific strategic corridors (fencing, appearance of 'front doors', etc.). The City of Dayton has a legacy and reputation for continuously updating the zoning code to strive to make the primary corridors, thoroughfares and streets more beautiful throughout the city. The Urban Parkway overlay will create a new tool for the reimagining of the City, community and stakeholders that will be employed to support the potential incremental reshaping of these corridors over time.

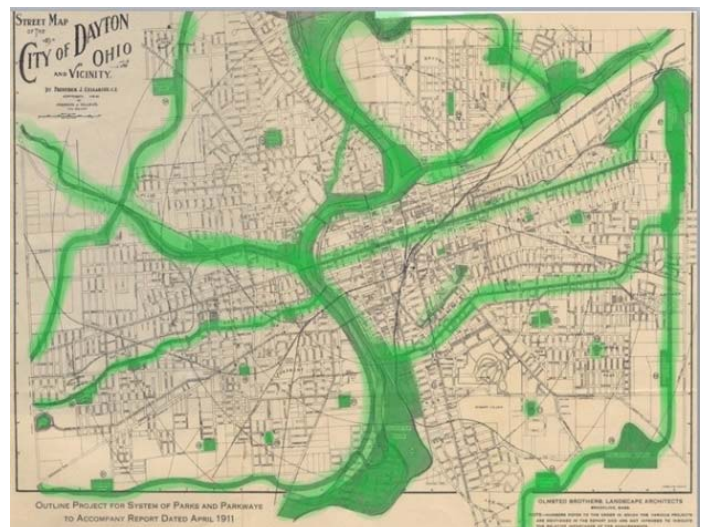
The Plan:

HIGHWAY / PARKWAY

INTERSTATE 35 MCLIN PARKWAY

Historically, West Third Street functioned physically and symbolically as the major east/west corridor through West Dayton. With the adoption of the West Dayton Road Network in the 1970's, a new east/west corridor was envisioned that would partially supplant some of the pass-through US 35 traffic that slowly work its way through the City. The functional role that the US 35 west extension would play in West Dayton would be to relieve some of the congestion that would occur on Third Street and also provide a quick alternative to reach employment and development sites in West Dayton.

US 35 West was envisioned to also play a role in the reimagining of West Dayton. Because of its anticipated scale and impact it would have on the community when completed, its design and symbolism would also be important. The 1911 Olmsted Brothers plan for Dayton visualized a major green parkway that would bisect West Dayton and provide a beautiful travel experience. It was envisioned to be an enhance Home Avenue (named Home Avenue for the functional role that it played for decades as the major route to the National Soldiers Home – now known as the Dayton VA).



When the project was completed and opened in the 1980's, its route generally followed the old Home Avenue and was thoughtfully designed to provide an almost pristine, pastoral travel experience through West Dayton. It integrated the northern edge of McCabe Park and the southern edge of Dayton VA and resulted in one of the most uncluttered freeway corridors through the City. Through its design, route and scale, it transitioned into its new important role for West Dayton and the City. It was named after C. J. McLin to strengthen its contribution the West Dayton placemaking story. By 2017, much of the high-maintenance landscaping that was originally planted in the center boulevard had been removed. While decades have passed since its completion, it is still an attractive green freeway corridor that provides exceptional access to West Dayton. However, up to the time of the launching of the updated corridor study and analysis, there had not been much thought given to its future role and what improvements or enhancements might occur that would establish it in the 21st century context. Much of the manufacturing base that existed when McLin Parkway was completed in the 1980's has disappeared. Its initial role to strengthen late 20th century manufacturing suggests that that it is time to give thought to its future role for the 21st century West Dayton – both functionally, symbolically and economically. Thought should be given to what can be practically imagined going forward that might replace a past vision of smokestacks,

foundry presses and assembly lines.

There may be multiple possibilities as to the future economic role of the corridor that might be nurtured and developed. It is clear that the visual and urban design enhancements that could occur to the infrastructure of the corridor should seek to achieve the preservation and enhancement of a green, uncluttered corridor with enhancements that are linked with placemaking, the evolving story of West Dayton and a view to the future. Strategically developing enhancements to the interchanges along the McLin Parkway would be a practical approach to lay the future groundwork for the reimagining of the Parkway and West Dayton.

Funded Projects

There is a first phase *Transportation Alternatives* project that has been funded at the Gettysburg interchange. While there will be some basic infrastructure improvements made, it will provide an opportunity to create a demonstration of leveraging enhancements including upgrading the environment around the lake (will complement the restoration of the historic grotto on the grounds of the VA) and a first phase of attractive LED lighting. This first phase will lay the groundwork to leverage additional resources to enhance and improve this interchange/gateway.

Proposed Projects

The interchanges at James H. McGee Blvd. and Abbey-Dearborn Avenues & at the McCall Street overpass provide opportunities to further improve the aesthetics of the corridor. Similar to the improvements along I-75 at the Union City and Monroe exits, these are opportunities to create a sense of place. The ground-level intersection of US35 & Abbey-Dearborn Avenues creates a unique challenge. This is the only ground-level intersection on US35 in Montgomery County. With the planned investment of a regional branch library at the former Inland Manufacturing site, the creation of a safe pedestrian crossing needs to be developed. The pedestrian improvements must provide resting places for pedestrians to safely cross the street, clear signage, and appropriately timed traffic signals. Abbey-Dearborn Ave. is also one of the primary streets that connects the northern and southern portions of West Dayton. Signage on both sides of US35 is necessary to identify the neighborhoods that were separated when US35 was built.



The trees in the medians along West US35 were recently removed. Trees need to be added along the sides of the highway where permissible, to reintroduce the tree canopy. The medians need a new surface material applied to make that left-over space look more intentional. There are large sections of US35 that are flanked by sound walls or concrete barriers, but

there are opportunities to add large growth trees to the vegetated areas to increase visual interest.

An additional project opportunity that would enhance the McLin Parkway/35/75 interchange with lighting and other visual enhancements would create a new Dayton gateway at the interchange.



Strategies

- Improve the overall aesthetic of the corridor, focusing on the intersections and interchanges.
- Increase the urban tree canopy, not only for environmental sustainability, but also to increase the attractiveness of the corridor.
- Control pole-mounted advertising signage along the US35 corridor.
- Remove blight visible from the corridor.
- Enhance Placemaking methods to catalyze development to make this a place people “want to be”
- Work with ODOT to get the blue signs which denote the amenities that do exist, i.e. KFC is 0.6 miles from the Gettysburg exit.
- Establish a zoning overlay that restricts sign size and height, types of development appropriate along the corridor, including building heights, setbacks, orientation and visibility from the highway.
- Add attractive landscaping and identity signage at the intersections and interchanges, i.e. US35 in Beaver Creek at N. Fairfield Rd., Monroe exit at I-75, Union Center exit at I-75.

PARKWAY/BOULEVARDS

In addition to the McLin Parkway that was borne out of the 1970’s West Dayton Road network, there were two new major parkways (functioning as surface streets/thoroughfares) that were envisioned, designed and constructed to help fulfill the long-term community economic goals of leveraging place-based transportation improvements with attracting and expanding economic activity.

Edwin C. Moses Boulevard and James H. McGee Boulevard dramatically changed the West Dayton landscape both visually, symbolically and in a time-travelled context.

These two well-travelled parkways have proven to be efficient, effective enjoyable ways to traverse and access the West Dayton community. While the physical conditions of these two parkways have been kept up-to-date, they could potentially both benefit from an enhanced (urban parkway) protection overlay that would preserve their relatively uncluttered, urban parkway identity and image while still permitting the continuing redevelopment along the corridors.

JAMES H. MCGEE BOULEVARD AND THE WOLF CREEK CORRIDOR

This parkway has continued to succeed as an attractive parkway that allows for quick and efficient circulation while impacting an enhanced perception about the quality-of-life in West Dayton. There are deep tree lawns, green boulevards, separated sidewalks & bike paths and many trees. Mostly flanked by residential and open space uses, there are opportunities along the corridor to strengthen its parkway character. Careful consideration of applying an Urban Parkway Overlay would help to protect its pastoral image by optimizing building setbacks, requiring screening from parking lots, controlling signage to decrease visual clutter and ensure landscaping is required for future developments in the industrial areas. The Parkway Zoning Overlay could also encourage attractive fencing and edges that would enhance the attractiveness of the corridor.

A significant portion of the corridor runs parallel to the Wolf Creek Corridor. The Wolf Creek Corridor is one of several pristine natural areas that is part of the River system. The City of Dayton has continued to shape and guide the enhancement of this greenway which is integral to the aesthetic of the McGee corridor.

There are opportunities to expand the urban tree canopy in areas along the parkway on City of Dayton owned land or establishing partnerships with anchor institutions to either install trees in the public right of way or on privately owned land.



Funded Project

Currently, there is a funded TA (transportation Alternatives) project along West Third Street (stretching from Paul Laurence Dunbar Street to the Greater Dayton Recreation Center) that intersects with James H. McGee Boulevard. The initial project planning will begin in 2018.

Proposed Projects

- As addressed above, improve the James H. McGee/US 35 Parkway interchange through enhancements that would embed it in the West Dayton story with signage, landscaping, lighting and other practical infrastructure improvements.
- Create gateway at Germantown and James H. McGee

Strategies

- Strategic demolition
- Urban Parkway Overlay Plan

EDWIN C. MOSES BOULEVARD

Similar to James H. McGee Boulevard., Edwin C. Moses Boulevard was designed and constructed to be its roadway companion as part of the 1970's West Dayton Road Network.

While originally envisioned as a corridor that retain and attract high-quality manufacturing, it has emerged as one of Dayton's best known institutional corridor that is anchored with educational and healthcare uses.



Funded Projects

- Installation of a bikeway along the Great Miami River from Edwin C. Moses Boulevard to West River Road

Proposed Projects

- Protected, off-street bicycle lane between the Boulevard and the river levee on the east side of the roadway) that would create connections along the entire corridor.
- Gateway at Stewart and Edwin C. Moses.
- Gateway at Edwin C. Moses, Broadway, Nicholas and Dryden Road

Strategies

- Urban Parkway Overlay Plan

THOROUGHFARES

There are several major strategic thoroughfares which are critical components of the West Dayton access and circulation network, but also represent the character, history, legacy and future opportunity for West Dayton. Each of the thoroughfare corridors has its own unique scale, character, scale and sense of place. Strategically strengthening, improving and enhancing the unique character of each of the corridors is an important consideration in the Greater West Dayton Corridor Plan.

WEST THIRD STREET

In 20th century history, West Third Street was a dense living and commercial corridor with urban community economic activity and functioned as Main Street for much of West Dayton. As manufacturing jobs and residents disappeared over the last several decades and McLin Parkway became the route for much pass-through and time-sensitive travel, less activity, more vacancies and abandonment occurred along some stretches of West Third Street. However, signs of sustainable market and community viability continues with places such as West Town shopping center, Wright-Dunbar and institutional anchors such as the Dayton VA and the opportunity to reuse the former Inland Manufacturing site with the historic Wright-Brothers Airplane factory and a consolidated

West Dayton Metro Library branch.

While dramatically less active today than its time in the 20th century, West Third Street is symbolically a representation of West Dayton community history. It is a tribute to the memory and legacy of the late Dr. Martin Luther King and has significant promise and opportunity as a legacy heritage corridor anchored by Wright-Dunbar at the east end and the historic VA at the west end and the Wright Brothers Factory site (first airplane factory in the world) in the center.



Funded Projects

- New, place-based West Third Street Bridge
- Improved access to the river from Bank Street
- Protected bicycle lane connections from Wright-Dunbar to the Third Street bridge
- Transportation Alternatives (TA) project from Paul Laurence Dunbar Street to the Greater Dayton Recreation Center (previously mentioned James H. McGee Boulevard)

Proposed Projects

- Gateway at Third, Abbey and Dearborn Streets
- Civic improvements along the Third Street frontage at West Town

Strategies

- Strategic demolition
- Tree planting
- Encourage anchor institutions to enhance (and possibly expand) their campus footprints to improve the image of West Third Street
- Urban Parkway Overlay Plan

GERMANTOWN STREET

Germantown is an historic corridor that has always been predominantly residential in character. During the 20th century it had a number of manufacturing sites which today have mostly been demolished and await redevelopment visioning, planning and implementation.

The Germantown corridor will serve as the major spine which will connect West Dayton to the new site of the Montgomery County Fairgrounds. In analyzing the year structures were built along the corridor, one can see that the parts closer to downtown were built at the beginning of the 20th Century, with the parts further out built in the 1940s – 1960s. Much of the later development was built to an auto-oriented scale, with the focus on providing convenience to vehicular traffic. There are varied uses along the corridor including residential, small strip commercial and remnants of industrial nodes.

As Germantown's purpose has shifted since the opening of US35, there has been significant disinvestment along this corridor. There are large swaths of vacant land, disinvestment of both commercial and residential structures, but also includes some newer multifamily housing developments and areas of a more stable residential and

commercial district.

Starting at James H. McGee, Germantown has seen some success from Dayton's Livable Streets Policy. The wide tree lawns, canopy trees and deep building set-backs successfully create a parkway feel, however, there are areas where there are not any trees. This should be corrected as it sets the stage for entering West Dayton. (see photos).



To embrace the Parkway Strategy, strong partnerships need to be facilitated with anchor institutions to help create gateways and take advantage of opportunities to enhance the “maintained” properties in the area. Strategic partnerships could serve mutual self-interests by allowing for acquisition of vacant and abandoned properties to increase campus footprints, while at the same time taking these same properties off the abandoned landscape and introducing them to a new owner who will maintain them.

Landbanking opportunities should also be identified for strategic assembly where an anchor institution might not be present. Where properties have an absentee owner and the City is providing maintenance already, the City should plant trees on the property to break up the large expanses, and not be bound by only utilizing the right of way which may have overhead electric lines.

Portions of the corridor are littered with vacant lots, as well as large sites poised for redevelopment; occupied and vacant houses; and several small commercial structures. The area from Stewart to Iola contains a few successful businesses as well as vacant commercial structures that could be brought back into the productive landscape. This area is the relative center of Germantown from the US35 overpass to Gettysburg and is well positioned to be the commercial hub for the surrounding residential area. A TA project should address traffic calming mechanisms to make it more walkable, with parking bump outs, wider sidewalks and more street trees. Just west of this commercial node is a relatively stable residential area, but there are signs of deferred maintenance. Financial incentives to fund housing repairs along with strategic demolition would greatly benefit this highly visible area.

Some of the more stable single family residential areas flank Germantown just west of this commercial node. Vacant lots could be utilized to create gateways / neighborhood-identity opportunities to enhance the neighborhoods and instill community pride.

Funded Projects

- HUD Choice Neighborhood Planning and Action Grant

Proposed Projects

- Germantown/Broadway/US35 (underpass) Gateway

- Corridor reimaging/gateway in vicinity of Germantown and James H. McGee Boulevard
- Neighborhood Business District project
- Germantown and Dearborn Street walkability improvements

Strategies

- HUD Choice plan and implementation
- Strategic demolition
- Significant street tree planting
- Urban Parkway Overlay Plan
- Encourage anchor institutions to enhance (and possibly expand) their campus footprints to improve the image of Germantown

GETTYSBURG AVENUE

Gettysburg Avenue is a West Dayton crosstown connector that is very similar in character, age and layout to the East Dayton crosstown connector of Smithville Avenue.

While the history of Gettysburg Avenue is linked to the beginnings of the Dayton VA (1867), it experienced its explosive growth and vibrancy during the post-World War II era. Significant expansion of neighborhoods both east and west of the corridor helped fuel the vibrant shopping and service needs of the postwar economic boom in Dayton. Given the postwar growth along the corridor, its commercial uses were generally developed in a suburban model. The corridor also had a number of manufacturing operations located more in the northern half of the corridor.

As jobs and residents disappeared in West Dayton and throughout much of the city, the density of economic vibrancy contracted leaving some highly visible vacancies (small and large) along the corridor. However, during that same time, there have been pockets and signs of economic sustainability and strength along the corridor. The Dayton VA, the vibrant community intersection of Hoover and Gettysburg and Sugarcreek Meat Packing have found their place in a 21st century version of the Gettysburg Corridor.

Funded Projects

- Dayton VA including history center for the National VA, restoration of the 19th century grotto and a new entry to the VA that will align with the US35 westbound exit.
- Transportation Alternatives (TA)
 - Gettysburg and US35 McLin Parkway – Phase 1
 - Gettysburg and Hoover ‘Town Center’

Proposed (and Emerging) Projects

- Pineview Neighborhood/Lakeside Lake collaboration and improvements

Strategies

- Encourage anchor institutions to enhance (and possibly expand) their campus footprints to improve the image of Gettysburg
- Strategic demolition and Landbanking
- Urban Parkway Overlay Plan

STEWART STREET

Stewart Street is a critical connecting corridor for West Dayton. However, it is also a corridor that may be underestimated in its potential importance to the reimagining of West Dayton. It provides access across the river, connecting the southern portions of the City and links to the University of Dayton's campus. The bridge was recently replaced, with the improvements stretching into the eastern side of the river. Much of the Carillon and Edgemont neighborhoods have pockets of residential neighborhoods interspersed throughout a primarily industrial area, Stewart St. captures this dichotomy along its path and adequately serves both purposes. It serves to connect the industrial areas to I-75, but does little to celebrate the people who live here. Small gateway projects on the abundance of vacant land should be sought out, as well as creating bigger gateway projects at the intersection of Germantown and where Stewart enters the Carillon neighborhood just after crossing the bridge. These types of placemaking opportunities would serve as "wins" for the neighborhoods.

Funded Projects

- Strategic demolition (NIP)

Proposed Projects

- Stewart Street streetscape Edwin C. Moses to a new gateway element at Campbell St.
- Stewart Street and Edwin C. Moses Boulevard Gateway
- Stewart Street and Germantown Gateway

Strategies

- Strategic demolition and landbanking
- Opportunity to define the Carillon neighborhood as a Dayton Riverfront neighborhood

COLLECTORS / CONNECTORS

HOOVER AVENUE

Hoover Avenue is primarily residential in character and has a number of community and faith-based institutions along its length (James H. McGee Boulevard to Gettysburg Avenue). It is a central connector to the Westwood neighborhood and provides a shortcut/alternative/direct route from James H. McGee directly through the Westwood community. Serious disinvestment has occurred over the years, proving to be deleterious to the appearance of the street.

Funded Projects

- Rebuilding Together Dayton housing assistance partnership, 3 year commitment to focus efforts in the Westwood Neighborhood.
- NIP demolition, over \$3M spent in the greater Westwood area

Proposed Projects

- Reconstruction/Rebuild of Hoover Avenue (within the next 8 to 10 years)
- Placemaking, greening, maintenance of vacant properties

Strategies

- Placemaking, greening, maintenance of vacant properties

BROADWAY STREET

Broadway is an important neighborhood connector. It is emerging as an important connecting bicycle corridor that will connect north and east to the KROC Center, an important junction in the Wolf Creek bicycle path and an anticipated extension to Home Avenue and then south to Nicholas Road. The nature of the street that functions as a collector has made it a natural fit for the West Dayton Bicycle network. There are sections of Broadway that are defined by tree canopy tunnels that go further north of Wolf Creek.

Proposed Projects

- Germantown, Broadway/US35 McLin Parkway Gateway
- Extend bike lane / sharrows from West 3rd St. to Nicholas Rd. / Edwin C. Moses Blvd.
- Evaluate condition of overall infrastructure and improve as needed.

Strategies

- Strategic demolition and land banking

ABBEY-DEARBORN AVENUES

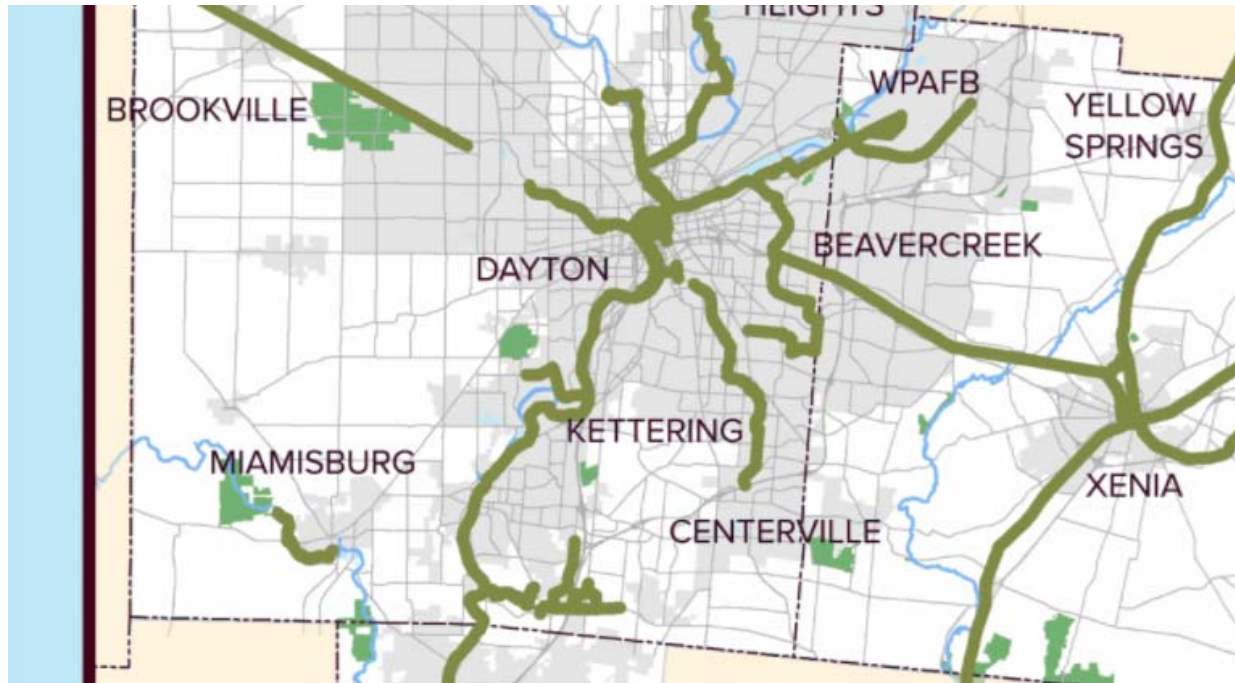
These two streets are highly undervalued in terms of their importance to West Dayton. Currently, there are no sidewalks on the first couple of blocks on Dearborn off Germantown. The entire street is littered with vacant lots. Abbey used to be the connection from the Inland Manufacturing site to US35. The first block of Dearborn south of US35 has recently had some investment. This type of investment along the rest of the street is critical to neighborhoods and tie the portions of West Dayton together both north and south of US35. It also allows the neighborhoods easy access on and off US35. Currently, both Abbey and Dearborn are flanked with a preponderance of vacant land and presumably some of it is currently considered vacant and abandoned. Using the vehicles in place to acquire right of way to expand the streetscape should be done before further investment is made.

Proposed Projects

- Abbey / Dearborn Ave. at US35 McLin Parkway (as described above)
- Abbey Ave. at West 3rd St. (as described above)
- Addition of sidewalks, deep tree lawns, where possible to match the goals established by the improvements made more recently south of US35.
- Transform the section of Abbey that primarily served the Inland Manufacturing Site to one that serves a customer based asset, the new West Dayton Library.
- Gateway along Germantown at Abbey to anchor the Neighborhood Business District.

BIKEWAY SYSTEM AND CONNECTIVITY

According to **Miami Valley Trails**, the “Miami Valley region provide over 340 miles of paved, multi-use recreational trails... connecting over 40 communities in eleven counties.” Currently earning a “bronze” rating, the region hopes to be awarded the silver level award in 2018. The City of Dayton’s plan for connecting West Dayton to the larger bicycle network will be a true win for the west Dayton community. By creating circuitous paths to tie into the greater network, users will have ease of access to use alternatives means of transportation.



The bikeway network for West Dayton as currently envisioned is to provide a series of interconnected improvements and enhancements along the parkways, thoroughfares and collector streets that all feed to the corridors along the rivers. The network also functions to create connectivity to, through and among most West Dayton neighborhoods and other neighborhoods throughout the city. The bikeway network is being crafted and implemented in an incremental manner throughout the city.

As reflected in Appendix C, there is much work to be done to better organize the West Dayton Bicycle Network. By leveraging other proposed infrastructure and gateway projects to introduce dedicated bike paths or sharrows (shared bicycle and vehicular lanes) and initiating projects on lesser traveled roads, the West Dayton Bicycle Network can become firmly established and tie into the greater Miami Valley Trail network.

Funded Projects

- Construction of a bikeway ramp from the Great Miami River Bikeway to Riverview Ave.
- Installation of a bikeway from the Wolf Creek Trail to Wesleyan MetroPark
- Extending the Wolf Creek Bike Path to Little Richmond Road
- Installation of a bike path on top of the west levee of the Great Miami River from Monument to Third
- Installation of a bikeway along the Great Miami River from Edwin C. Moses Boulevard to West River Road

Highlights of Proposed Projects

- “Nexis of Nowhere” – The convergence of Home Ave., Adelite Ave. and proposed access through the former Inland Manufacturing site, serves as an opportunity to reconnect neighborhoods both north and south of US35. This convergence can be focused at the underpass of US35.

Signage & Wayfinding

Signage and way-finding are key elements in tying the West Dayton community together. From creating neighborhood identity signage to increase pride and a sense of place, to providing ODOT signs that indicate where the closest place to buy gasoline or place to get fast food, signage and way-finding efforts shall be explored and implemented in any transportation project. As well, there has been much discussion on creating West Third Street as a Heritage Corridor. Through additional grant opportunities, finding ways to creatively celebrate the history of West Dayton and using signage to tell the story of West Dayton and reinforce its sense of community are tantamount to these efforts.

Conclusion

The Greater West Dayton Corridor Plan is an important component of the adopted West Dayton Framework for Investment. As efforts are made to obtain funding for these identified corridors, an overall adopted plan will make these requests more competitive, as leveraged investment is a key component in securing transportation dollars.

The Greater West Dayton Corridor plan is a unified document that provides that identifies funded transportation plans, and a vision for future infrastructure projects that would enhance the growth and development of the asset rich neighborhoods that comprise Greater West Dayton. The development of this plan component has furthered community dialogue about the potential of the area and the opportunity to identify projects which will link and leverage ongoing development.

Greater West Dayton – Aligning and Organizing *for the Path Forward*



Open-Ended Continuum for Alignment and Action

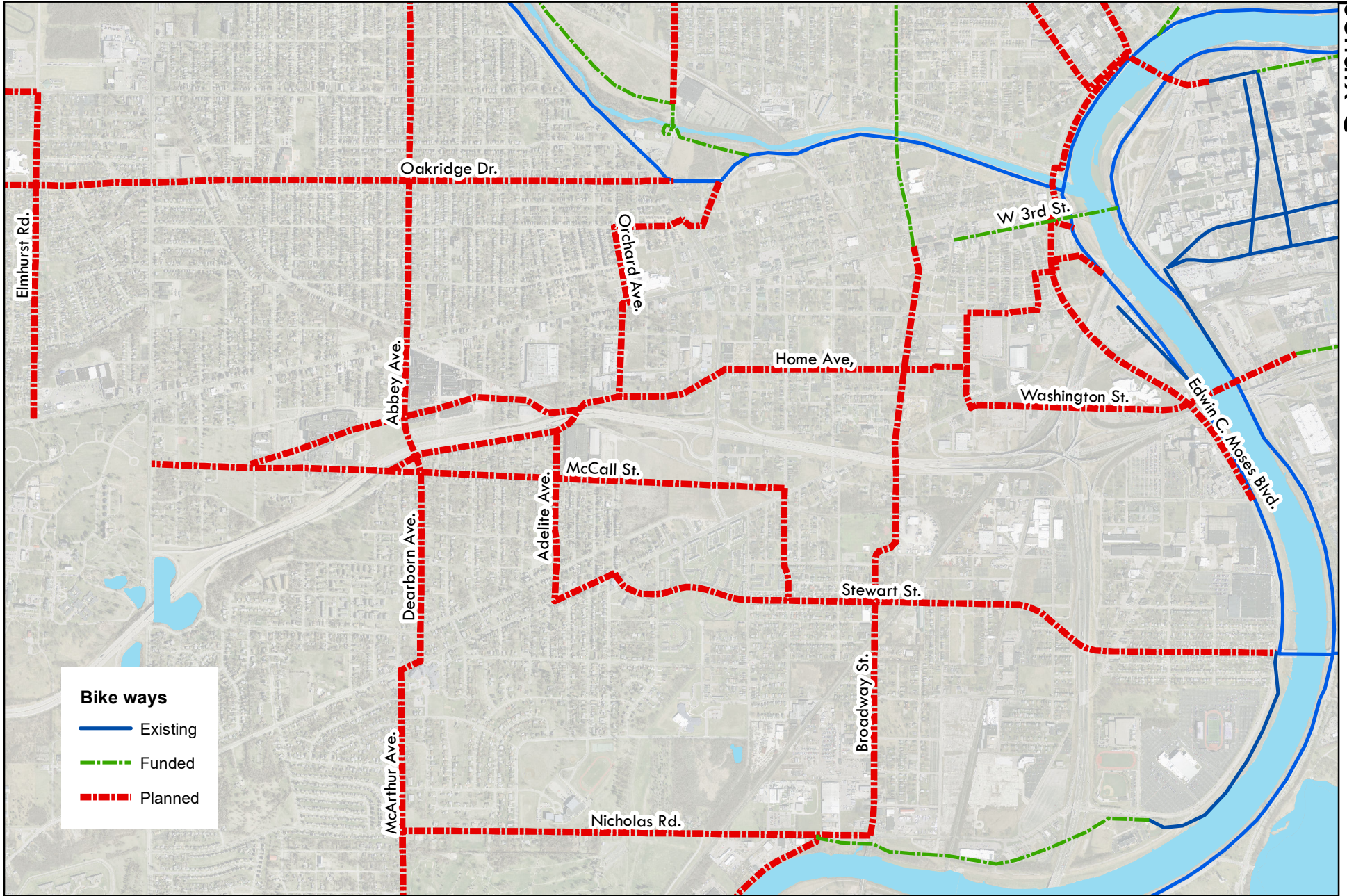
Appendix A – Schedule of Proposed and Funded West Dayton Corridor Plan Projects

Project Area	Project Location	Funded	Map #	Project Description	Potential Funding Source	Implementation	
						Design Date	Completion Date
US 35	US35 / McGee	No	01	Gateway improvement, attractive landscaping, LED lighting under bridge deck, signage. Replace fencing on top of bridge with decorative alternative.	TA, Others TBD		
	US35 / Abbey	No	02	Gateway improvement, attractive landscaping, signage and lighting. Rest area for pedestrian cross at boulevard. Decorative paving for cross walk.	TA, Others TBD		
	US35 / McCall St. Bridge	No	03	Gateway improvement, LED lighting under bridge deck, replace chain linked fencing on top of bridge deck with decorative alternative.	TA, Others TBD		
	US35 / Gettysburg	Yes	04	Installation of transportation enhancements at the Gettysburg Ave. & US 35 intersection	TA \$340,000	3Q 2017	3Q 2018
	US35 / underpass lighting Phase 2	Yes	05	Installation of LED lighting at US35 overpasses from Edwin C. Moses Boulevard to Wayne Ave.	TA \$335,000	3Q 2018	3Q 2019
	US35 / Home Ave.	Yes	06	Bridge deck replacement and bridge painting for the eastbound US35 bridge over Home Ave.	ODOT \$2.9M	3Q 2018	3Q 2019
	US35 / Adelite	No	07	Gateway improvement, attractive landscaping, LED lighting under bridge deck, signage. Replace fencing on top of bridge with decorative alternative. Alignment and enhancement of bike path, sidewalks to increase visibility to traffic pattern.	TA, CMAQ, Others TBD		
	US35 / I75	No	08	LED lighting under I75 bridge deck	TA, Others TBD		
	US35 / Germantown – Broadway	No	09	Gateway improvement, attractive landscaping, LED lighting under bridge deck, signage. Replace fencing on top of bridge with decorative alternative.	TA, Others TBD		
James H. McGee Blvd. (McGee)	McGee	No	10	Add street trees to both sides of ROW and center median where not existing, evaluate to prioritize areas near assets, screening blight opportunities.	TBD		
Edwin C. Moses Blvd. (Moses)	Moses / Stewart	No	11	Gateway improvement, attractive landscaping, signage and lighting. Decorative paving for cross walk.	TA, Others TBD		
	Moses	No	12	Add street trees to both sides of ROW and center median where not existing, evaluate to prioritize areas near assets, screening blight opportunities.	TBD		
	Moses / Broadway	No	13	Gateway improvement, attractive landscaping, signage and lighting. Decorative paving for cross walk.	TA, Others TBD		
	I75 / Moses	Yes	14	Replacing I75 bridge decks over Moses Blvd. and over the Great Miami River	\$20.3M ODOT	3Q 2018	3Q 2020
West Third St.	3 rd / PL Dunbar – Orchard	Yes	15	Installation of transportation enhancements on West Third St. from Paul Laurence Dunbar to Orchard	TA \$340,000	4Q 2018	3Q 2019
	3 rd / Bank St. – Williams St.	Yes	16	Installing a cycle track on West Third St. from Bank St. to Williams St.	CMAQ \$260,000	3Q 2020	4Q 2021
	3 rd / Great Miami River	Yes	17	Replacement of the Third St. Bridge over the Great Miami River	\$16.6M County has lead	3Q 2019	3Q 2022

Appendix A – Schedule of Proposed and Funded West Dayton Corridor Plan Projects

	3 rd / Abbey	No	18	Gateway improvement at intersection extending along W. Third to proposed entry at former Inland Ave., attractive landscaping, signage and lighting.	TA, Others TBD		
	3 rd @ Westtown Shopping Center	No	19	Transportation enhancements including decorative paving, landscaping and street lighting “ala Town & County Shopping Center in Kettering”	TA, Others TBD		
Germantown		No	20	Add street trees to both sides of ROW, extending onto private property where applicable, evaluate to prioritize areas near assets, screening blight opportunities. Utilized other landscaping elements to add attractive borders, i.e. earthen berms.	TBD		
		No		Elimination of slum & blight along Germantown, especially in areas near the business district and at other potential neighborhood gateways.	TBD		
	Germantown / US35 overpass	No		Elimination of slum & blight to facilitate gateway project	TBD		
	Germantown / McGee	No	21	Gateway improvement, attractive landscaping, signage, “ala Salem & Catalpa”	TA, Others TBD		
	Germantown / Stewart to Iola	No	22	Transportation enhancements to complement business district, bump-outs, installation of tree lawns and landscaping, curbs & sidewalks.	TA, Others TBD		
	Germantown / Dearborn	No	23	Gateway improvement at intersection, installation of sidewalks along Dearborn, decorative landscaping and signage.	TA, Others TBD		
Gettysburg	Gettysburg / Hoover	Yes	24	Installation of transportation enhancements on Gettysburg Ave. from Kammer to Fairbanks	TA \$370,000		3Q 2017
Hoover	Hoover	No	25	Rebuild, Reconstruction	TBD		
Abbey - Dearborn	Abbey- Dearborn / Germantown to W. 3rd	No	26	Entire street rebuild, curbs, sidewalks, deep tree lawns, potential addition of median, attractive landscaping & lighting	STP. Issue 1, TA Others TBD		
Broadway	Selective	No	27	Rebuild, reconstruction	TBD		
Stewart	Edwin C. Moses	No		Edwin C. Moses & Stewart Gateway	TBD		
	From Moses to Campbell	No	33	Stewart St. / Carillon streetscape enhancements	TBD		
	Campbell	No	33	Gateway at Stewart and Campbell	TBD		
Bikeways (not already covered in other streets)	Bikeway Ramp @ Riverview	Yes	28	Construction of a bikeway ramp from the Great Miami River Bikeway to Riverview Ave.	CMAQ \$108,750	4Q 2014	3Q 2018
	Bikeway near McGee Blvd.	Yes	29	Installation of a bikeway from the Wolf Creek Trail to Wesleyan MetroPark	CMAQ \$976,525	Complete	4Q 2018
	Bikeway near Wolf Creek	Yes	30	Extending the Wolf Creek Bike Path to Little Richmond Road	CMAQ \$162,000	3Q 2020	4Q 2021
	West Riverview Bikeway	Yes	31	Installation of a bike path on top of the west levee of the Great Miami River from Monument to Third	CMAQ \$346,500	3Q 2021	3Q 2022
	Great Miami Trail	Yes	32	Installation of a bikeway along the Great Miami River from Edwin C. Moses Boulevard to West River Road	CMAQ \$385,000	4Q 2020	4Q 2021
		No					
Parkway Overlay – Zoning Overlay	TBD	NA		Creation of a zoning overlay designed to enhance and reimagine existing strategic corridors to a Parkway image. Corridor components TBD.		2018 adoption	

West Dayton Corridor Plan - Bike ways



7/5/2017