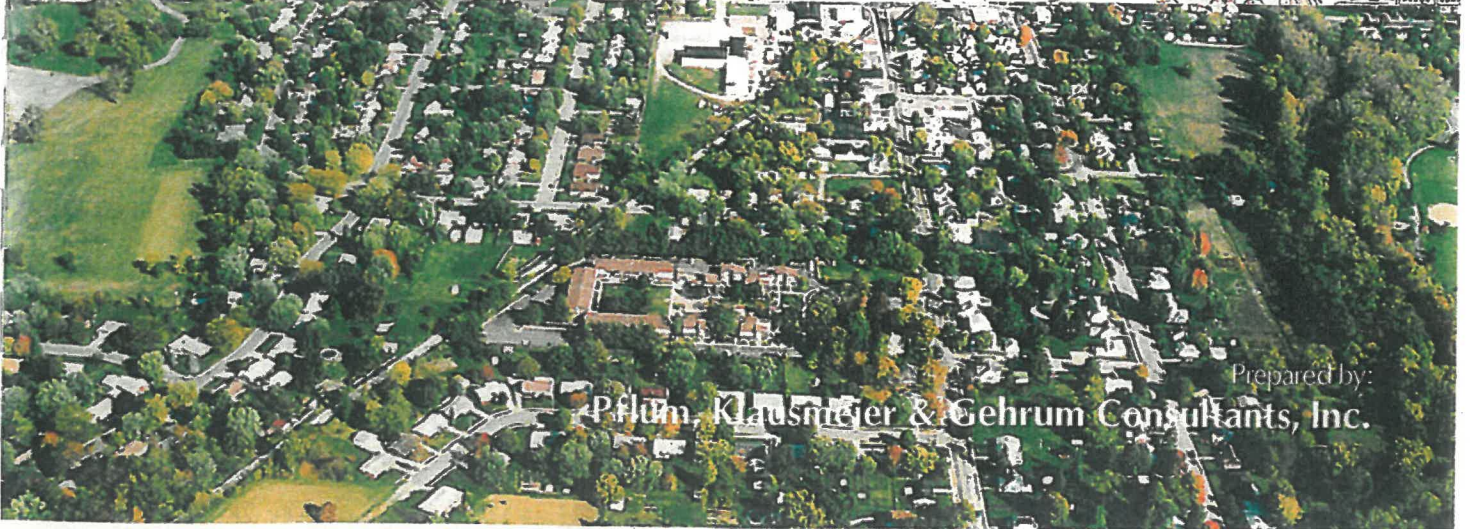
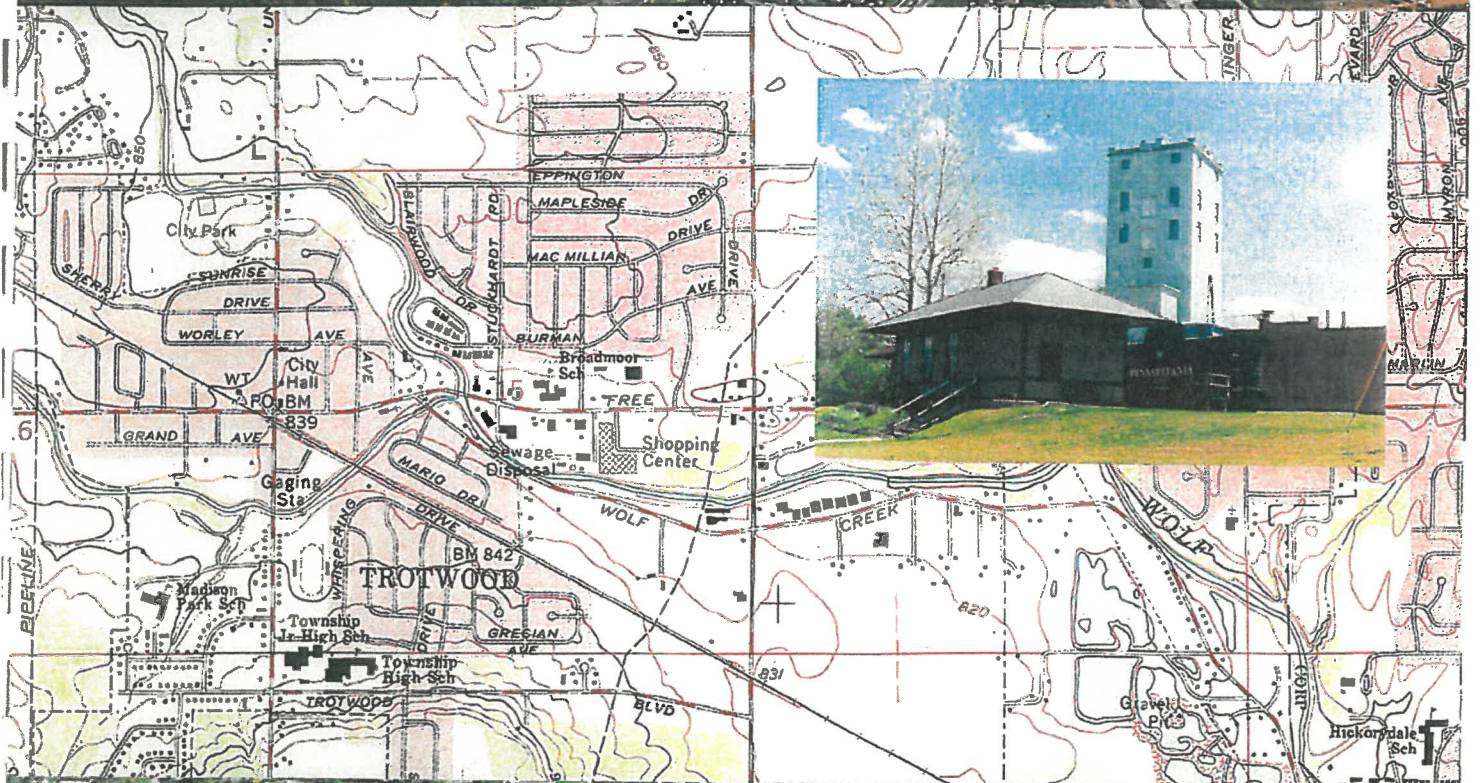


1999 Comprehensive Plan

City of Trotwood, Ohio



Prepared by:
Pflum, Klausmeyer & Gehrum Consultants, Inc.

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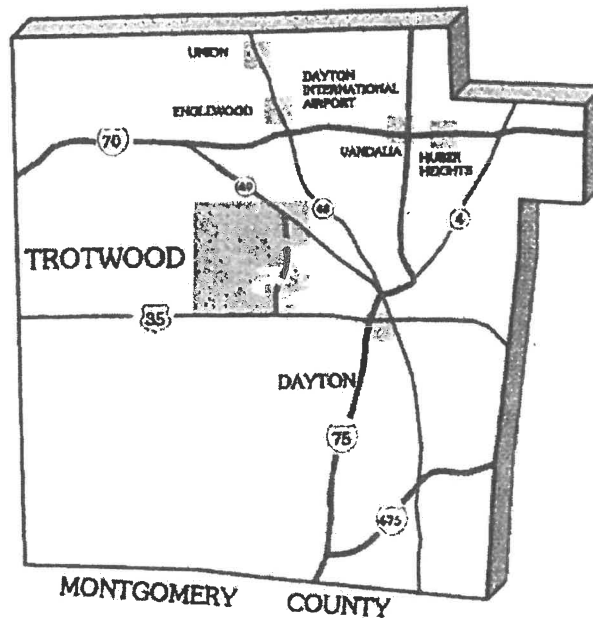
INTRODUCTION

Located in Montgomery County, Ohio, the new City of Trotwood is the result of a January 1996 merger between the City of Trotwood and Madison Township. At a size of approximately 30 square miles, Trotwood is the second largest City in Montgomery County, behind the City of Dayton. Trotwood, home to approximately 28,000 people, exhibits the unique characteristics of both rural charm and a rapidly developing urban center.

Faced with impending growth pressures and large amounts of undeveloped land, the City of Trotwood has made a conscious decision to take a proactive approach in managing future growth.

The *Trotwood Comprehensive Plan* is the result of a 12 month planning process among several key groups: a steering committee established by the City which was comprised of residents and business owners representing all areas of the City, City Administration officials, City Council, the Planning Commission, and PKG Consultants. These groups, meeting on a monthly basis, established the long range plan for future land use which will guide the physical development of the City. Decisions established in this plan are based on a multitude of factors including: community involvement, existing physical character, anticipated growth rates over the next twenty years and public utility constraints.

Map 1
Regional Map



This plan strives to provide for controlled growth which will aim to protect the rural character of the City, while encouraging the economic health of the community by permitting residential, commercial and industrial growth. This plan also establishes a framework so that logical, informed decisions can be made at the City level regarding land uses, zoning, transportation issues and environmental preservation.

However, the land use plan does not constitute the only tool utilized to regulate and control growth. The effectiveness of this plan depends on the strength of the Zoning Code, the Subdivision Regulations and other tools that allow the City to properly govern and protect the public health, safety and welfare. This plan provides a policy basis for the development or refinement of those regulatory instruments as well as provides a proactive planning program to aid in the decisions of future land use issues.

COMMUNITY INVOLVEMENT

The *Trotwood Comprehensive Plan* represents the goals, policies and visions of the citizens of Trotwood. As an integral part of the planning process in the development of this plan, efforts were made to ensure that the community played a vital role in developing a plan for their City.

Appointed by City Council, the Trotwood 20/20 Steering Committee met on a monthly basis to provide ideas, input and feedback to the work developed throughout the planning process. The Steering Committee was comprised of 16 residents, business owners and community leaders and acted as an advisory group for their particular areas of the City.

The community involvement process also included a survey which was mailed to each household within the City of Trotwood in the quarterly City Newsletter. This survey was developed to help the Steering Committee develop a vision for the City and to help establish goals and policies as the backbone of the plan. Questions, both open ended and multiple choice, asked households their opinions on issues such as community design, image of the City, open space and recreation amenities and transportation issues.

The last part of the community involvement process centered around face to face interviews with key community individuals. These individuals, suggested by the Steering Committee provided unique insight, opinion and facts to the planning process that proved invaluable to the development of the plan.

EXISTING CONDITIONS

Prior to developing a vision for the future, the past and present must be examined in order to determine what has historically occurred in the community and what implications the past and present may have on future development. Issues such as land use, population trends, density patterns, zoning, community facilities and transportation all were considered and analyzed in the development of the plan.

PLANNING ISSUES

As a result of the interviews, several recurring issues developed as part of this planning process.

1. The City of Trotwood does not have a coherent identity.

Many citizens stated that the City lacks the cohesiveness that indicates that one is in the City of Trotwood. Moreover, citizens stated signage, landscape and buffering and better property maintenance would dramatically help this stigma.

2. The City should strive to protect the overall rural character of the community.

Citizens have strongly indicated that the rural character was one major factor for choosing Trotwood for their place of residence. It was stated that undeveloped and agricultural farmlands, if protected and utilized correctly, would prove to be a major benefit to the community as a whole.

However, it was also indicated that a balance must be obtained between the retention of rural characteristics and the desire to foster business growth in the community.

3. The City needs to work on its physical image.

Citizens are concerned about the seemingly high vacancy rates throughout the business areas of the City. This, coupled with the fact that many businesses lack landscaping and property maintenance, makes for a potentially unattractive business market. A public/private partnership is essential to the retention of businesses and the creation of a positive image that Trotwood is the place to do business.

4. The City needs to attract quality housing.

A common theme in the interviews and surveys alike was that the City needs to attract and provide for quality single family housing. Furthermore, it was indicated that such housing should be sited in such a way that protects and enhances the rural areas surrounding the developments. Consensus indicated that at the present time, there are adequate amounts of multi-family dwellings available and the City should therefore focus efforts on planning for and attracting single family dwellings.

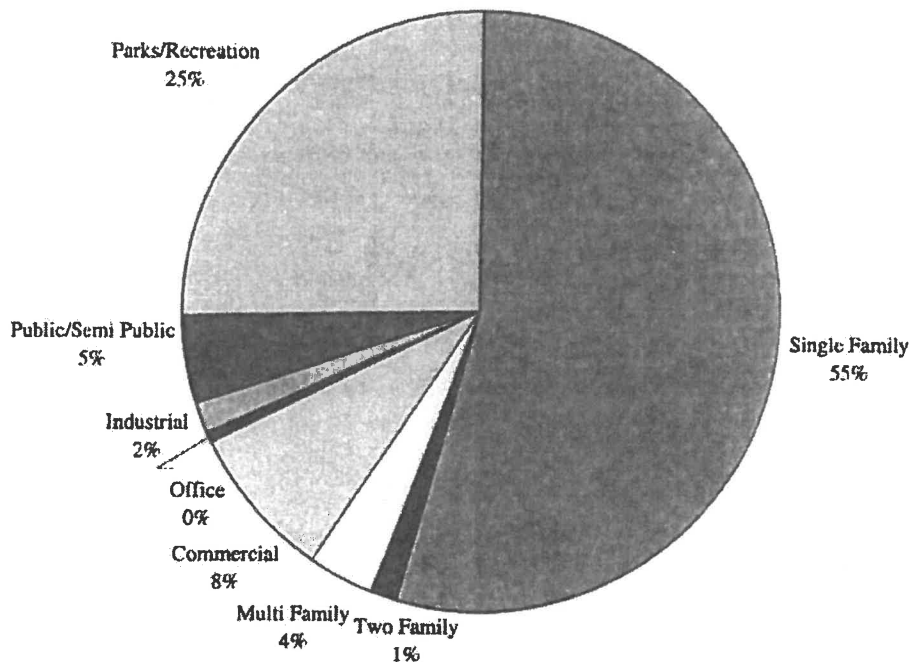
EXISTING LAND USE

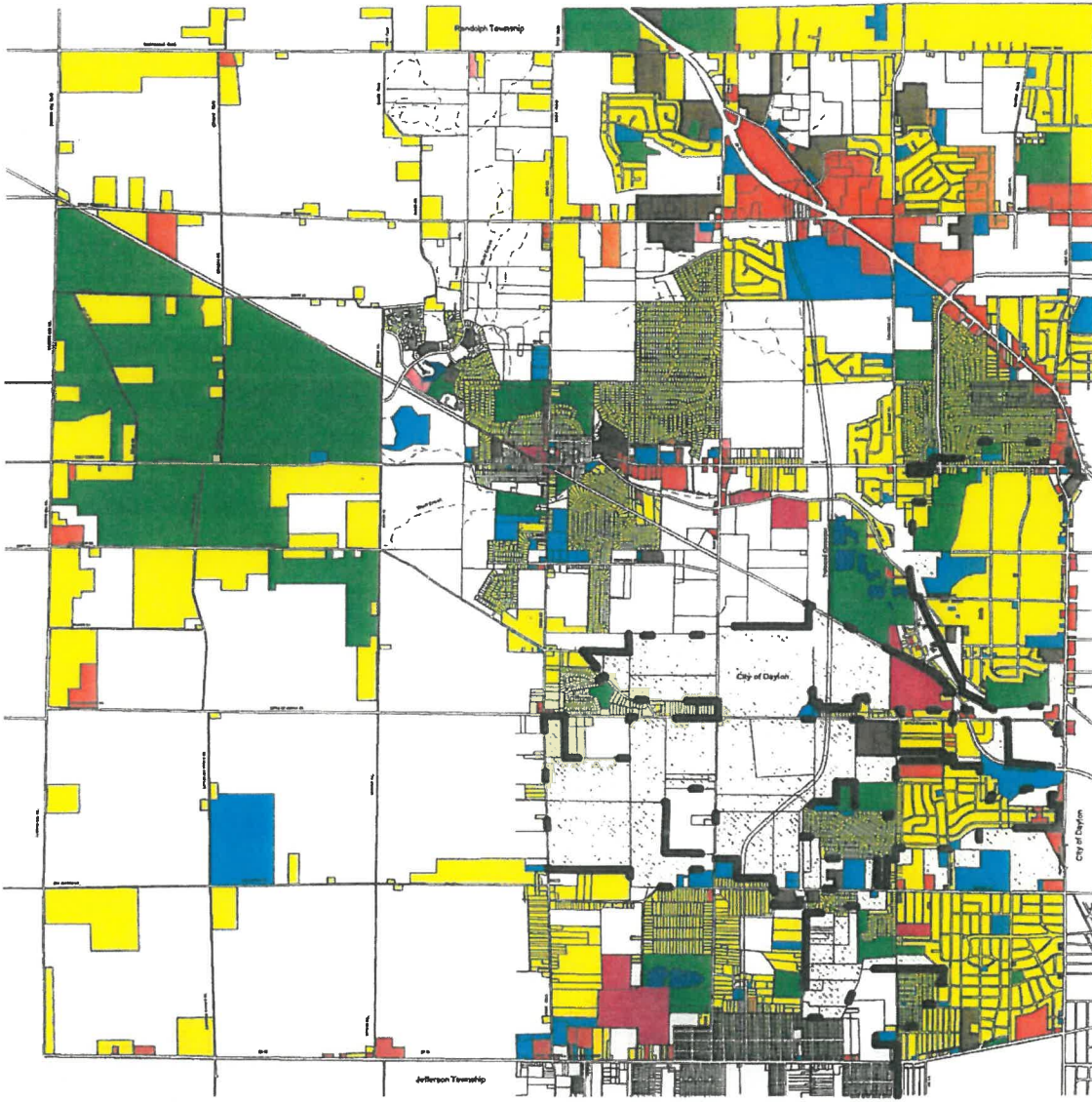
At its present size, the City of Trotwood encompasses approximately 30 square miles of land or approximately 19,000 acres. Of that 19,000 acres within the jurisdictional boundaries of the City, approximately 11,000 acres of land remain undeveloped or used for agricultural

purposes. Map 2 illustrates the existing land use pattern of the City of Trotwood.

For the purposes of this plan, the existing land uses within the City were classified into one of the following eight categories: Single Family; Two Family; Multi-Family; Commercial; Office; Industrial; Public/Semi-Public and Parks/Recreation.

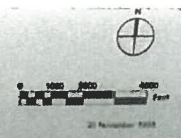
Figure 1
Existing Land Use Distribution by Percentage





Legend

- Single-Family
- Two-Family
- Multi-Family
- Commercial
- Office
- Industrial
- Public / Semi-Public
- Parks



MAP 2

Existing Land Use
 City of Trotwood Comprehensive Plan

City of Trotwood
 Planning & Economic Development

The land use survey revealed the following breakdown of the developed acreage within the City: 4,480 acres are Single Family (23% of the City's land); 105 acres are Two Family; 310 acres are Multi-Family; 688 acres are Commercial uses; 41 acres are Office uses; 134 acres are Industrial; 383 acres are Public/Semi Public lands and 2,089 acres are Parks and Recreation lands. These developed land uses encompass approximately 8,230 acres; or 43% of the City's land (Figure 1).

Analysis of the existing land use map (Map 2) indicates that a majority of the undeveloped or agriculturally used land is located west of Union Road. However, large expanses of undeveloped lands exist in all areas of the City.

EXISTING POPULATION

Population growth is affected by a multitude of factors and trends that occur on local, regional and national levels. Economic growth and decline, changes in family composition, birth and mortality rates and a variety of other factors have combined impacts at the City, County and national levels.

A preliminary analysis of past, present and projected future trends was conducted with data obtained from several different sources including figures from: the Miami Valley Regional Planning Commission, the Ohio Department of Development / Office of Strategic Research; Woods and Poole Economics, Inc., and the U.S. Bureau of the Census. These figures were analyzed from 1960 to present for both the City of Trotwood and for Montgomery County. Figure 2 indicates those findings.

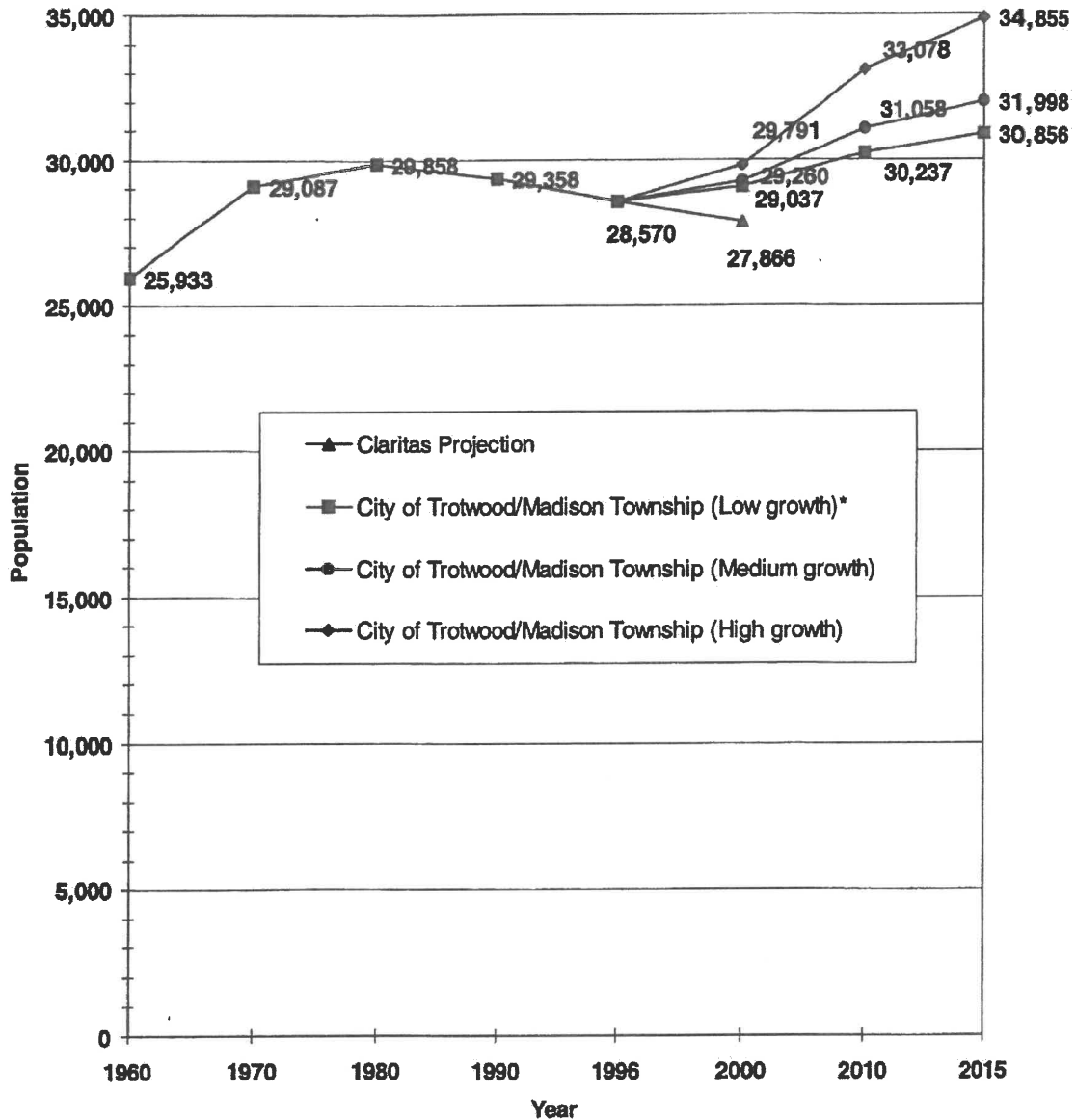
The City of Trotwood (including Madison Township prior to the 1995 merger) has remained relatively flat in growth since the 1960's. With a population of 25,933 in 1960 and a population of 28,570 in 1996, the City of Trotwood has experienced a modest growth of approximately 11% over a 35 year period. In fact, the City of Trotwood declined in population between the years 1980-1995 from a high of 30,586 persons in 1980 to fifteen year low of 29,301 in 1995. During that same 35 year period, Montgomery County, as a whole, grew at a rate of 7%.

POPULATION PROJECTIONS

Population projections can be utilized as an aid in determining demand and capacity scenarios to identify locations of future residential growth and development. For this Plan, population has been projected to the year 2015 for planning purposes.

Projecting future populations for any area is a difficult endeavor. Projections are estimates based on basic scenarios and assumptions of past trends and local and regional growth patterns, projected to a predetermined date. For the purposes of this Plan, several projections were identified for the City of Trotwood. Projections from the U.S. Census Bureau, the Miami Valley Regional Planning Commission, the Office of Strategic Research of the Ohio Department of Development and projections from Woods and Poole were used. Projections indicate that Montgomery County will continue to decline in population by 10,000 persons by the year 2010.

Figure 2
Population Projection Growth Rates
1995-2015



*Low Growth (8% over the next twenty years)
 Medium Growth (12%)
 High Growth (22%)

Sources:
 United States Bureau of the Census, 1960-1996 figures
 Boulevard Strategies and Claritas, 2000 figure;
 Pflum, Klausmeier & Gehrum Consultants, Inc., 2010-2015 figures.

However, by the year 2015, the County is expected to increase by 45,000 persons, resulting in population levels in the County not seen since 1970. Projections also indicate that the City of Trotwood is expected to experience an increase in population from present until 2010, when the City will reach a population of approximately 33,300 persons. Between 2010 and 2015, estimates indicate that the City will then see a slight decrease in population to approximately 31,700 persons.

Because population estimates are difficult to pinpoint, this plan utilizes a low, medium and high growth scenario for the City of Trotwood. (Figure 3)

**Figure 3
Population Growth Scenarios**

Growth Scenario	Population
Low Growth	30,856
Medium Growth	31,998
High Growth	34,855

Three population growth scenarios are shown in Figure 3; Low, Medium and High. The low growth scenario, utilizes those projected figures from the various agencies who have projected the regions population over the next 20 years¹; which shows approximately 8% growth. The medium growth scenario assumes that the City of Trotwood will increase at a rate projected for the higher growth Counties in the region which is approximately 12% over the next 20 years. The high growth scenario represents the application of the growth factor of some of the fastest

¹ Figures from the U.S. Census, MVRPC and Woods and Poole.

growing areas in the State of Ohio, currently 22% over the next 20 years.

Utilizing the above process, a basis for projecting residential land use demand is established. The low growth scenario projects an increase of 2,286 persons by the year 2015. The medium growth scenario projects a population increase of approximately 3,428 persons by the year 2015. The high growth scenario projects a citywide population of 6,285 persons by 2015. These projected population figures yield a projected number of dwelling units by applying the average number of persons per dwelling unit, estimated at 2.5 persons per dwelling as indicated by the Census. The projected dwelling units are utilized to determine the amount of land, or “demand”, that will be needed throughout the City by the year 2015. Figure 4 indicates the projected number of dwellings and projected demand, in acres, for residential dwellings to the year 2015.

**Figure 4
Dwelling and Land Use Demand Scenarios**

Growth Scenario	Dwelling Units	Dwelling Units (per acre)	Demand in Acres
Low	918	2	459
Medium	1,377	2	689
High	2,524	2	1,262

For planning purposes, it is often necessary to apply a “multiplier” to the projected 2015 acreage demand for the residential dwellings. A multiplier works to buffer the impacts of unseen market forces over the next twenty years. For the purposes of this Plan, a commonly used multiplier of two (2) is used. This means

that the City is planning for twice the projected acreage demand for residential uses. Therefore, with the multiplier in effect, a low growth scenario would require approximately 918 acres to be set aside for residential uses; approximately 1,377 acres to be set aside under the medium growth scenario; and approximately 2,524 acres to be reserved for residential uses under the high growth scenario. For the purposes of this plan, the medium growth scenario will be utilized for planning for the City (Figure 4).

EXISTING ZONING

A good land use plan will provide a solid policy basis for future land use and zoning decisions. However, the land use plan itself provides no legal mechanism for controlling land uses and development. Zoning provides that legal basis for controlling existing and future land uses, densities, bulk, area, and setback requirements. Generally, the existing zoning districts are reflective of the existing land use patterns and proposed future land uses.

Presently, due to the merger, the City of Trotwood enforces two sets of Zoning Regulations: The City of Trotwood Zoning Code and the Madison Township Zoning Resolution. These two sets of zoning regulations are currently being updated and consolidated into one cohesive, easy to use document. The consolidation will reflect, in part, the goals and policies established by this Plan.

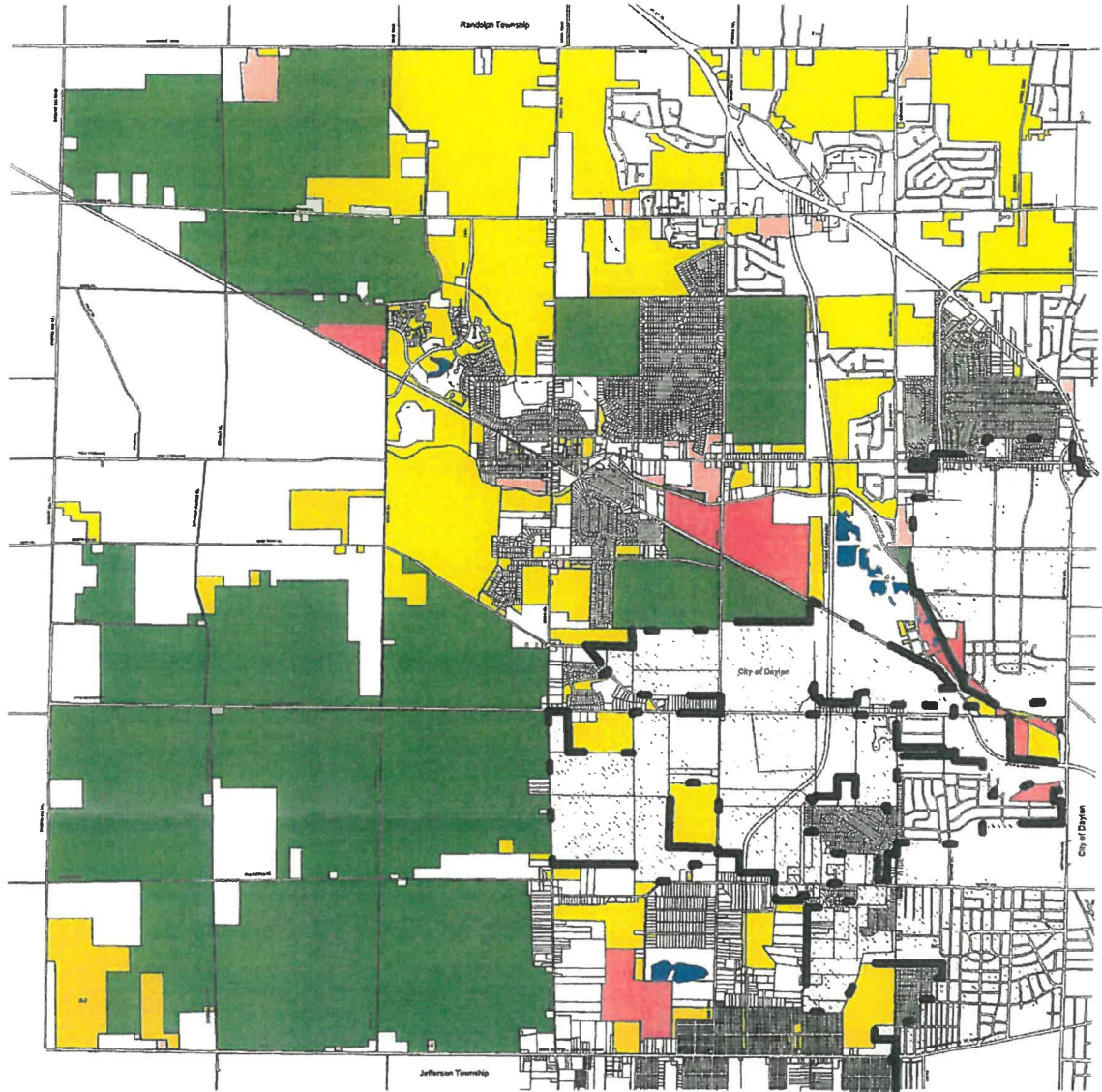
Under zoning, the City of Trotwood is divided into different types of zoning districts (thirty-nine to be exact) including the following general categories:

Agricultural, Single Family Districts, Multi-Family Districts, Office Districts, Commercial Districts, Industrial Districts and a Planned Unit Development District. Map 3 indicates undeveloped zoned land within the City of Trotwood. These districts break down as follows: 9,734 acres are zoned for residential uses; 469 acres are zoned for industrial uses; 197 acres are zoned for commercial uses (including office uses); 393 acres are zoned for floodplain areas; and 50 acres are zoned for the Highway Commercial corridor (that area adjoining the Trotwood Connector which is currently under construction). Map 3 indicates the undeveloped land in the City and identifies the zoning for each undeveloped parcel.

DEMAND AND CAPACITY

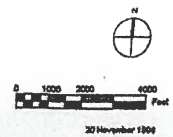
With information developed from the survey of existing land uses in the City of Trotwood, a basis for the demand and capacity analysis is developed. Demand and capacity focuses on quantifying the amount of new development that undeveloped or agricultural land can support based on existing zoning and other potential development constraints such as flood plains relative to potential land demand.

The demand and capacity analysis for the City of Trotwood began with dividing up the City into 62 Potential Development Areas (PDA's) for analysis purposes. The PDA boundaries were developed along the 1990 U.S. Census block boundaries. Map 4 illustrates the PDA boundaries for the City of Trotwood. Figure 5 indicates the breakdown of existing land use acreage by



Legend

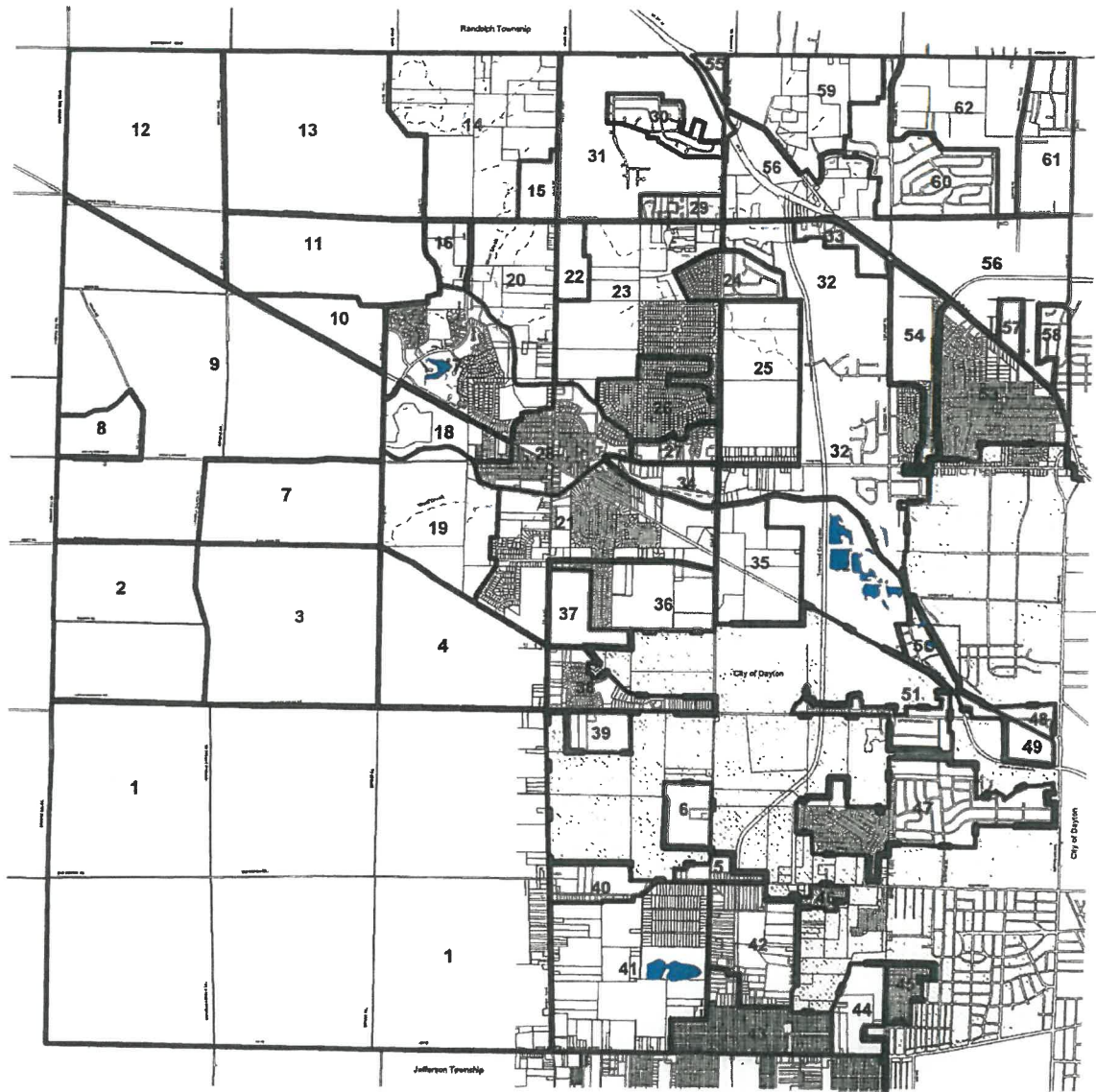
- Agriculturally-zoned Land
- Residentially-zoned Undeveloped Land
- Commercially-zoned Undeveloped Land
- Industrially-zoned Undeveloped Land



MAP 3

Existing Zoning of Undeveloped Land
 City of Trotwood Comprehensive Plan

Map
 Designer & Review
 Consultant, PA



Legend

- 1 Potential Development Area



20 November 1996

MAP 4

Potential Development Areas
 City of Trowood Comprehensive Plan

Phelan, Gammeter & Gehring
 CONSULTANTS, INC.

Figure 5
PDA Acreage

Existing Land Use by PDA and Concept Area													
Trotwood Comprehensive Plan													
Concept Areas													
Concept Area	PDA	Total Acreage	Single Family	Two-Family	Multi-Family	Commercial	Office	Industrial	Public	Parks	Total Developed	Total Vacant	
A	Olde Town	210.2	76.5	2.3	21.8	12.9	2.2	9.4	3.9	26.2	155.0	85.2	
B	Salem Retail Center	210.2	76.5	2.3	21.8	12.9	2.2	9.4	3.9	26.2	155.0	85.2	
C-1	Rural Estates	110.8	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	107.9	
C-2	Bryansville State Park	372.8	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.8	366.0	
C-3	Southeastern Rural Preservation	679.2	186.4	0.0	0.0	27.2	0.0	0.0	0.0	0.0	213.6	465.6	
D	Drexel / Crown Point / Yarrowview Neighborhoods	694.7	87.0	0.0	0.0	5.3	0.0	0.0	0.0	0.0	82.3	612.4	
E	City Center	1,847.8	258.7	0.0	0.0	32.8	0.0	0.0	0.0	0.0	288.5	1,559.3	
F	Northern Suburban Residential	33	46.8	0.0	0.0	45.0	0.0	0.0	0.0	0.0	42.8	4.0	
G	Gateway Industrial	55	17.1	7.9	0.0	0.0	0.0	0.0	0.0	0.0	7.9	8.2	
H	Central Suburban Residential	56	812.4	45.2	6.8	14.4	304.9	8.3	0.0	38.2	418.6	193.8	
I	Eastern Urban Residential		878.3	53.8	6.8	14.4	346.8	8.8	0.0	38.2	468.7	207.6	
J	Trotwood Connector Gateway												
K	Neighborhood Retail Corridor												
L	Southern Gateway												
Total													
Total Acreage		10,972.4	4,332.0	85.0	268.8	643.1	35.8	133.8	557.1	1,961.7	6,337.7	10,735.9	

The initial PDA analysis indicates that there are 10,843 acres of undeveloped land within the City limits. Of the remaining acreage, 9,734 acres are zoned for residential uses; 197 acres are zoned for commercial uses; 469 acres are zoned for industrial uses; 393 acres are present in the flood plain and 50 acres are zoned for “highway corridor” uses.

**Figure 6
Existing and Undeveloped Land Use
Acreage within PDA’s**

Land Use Category	Existing Acreage Developed	Additional Zoned Undeveloped Acreage
Residential	4,900	9,700
Commercial	700	200
Industrial	134	500

Figure 6 shows that presently, there are approximately 4,900 acres of residentially developed land with another 9,700 acres undeveloped and zoned for residential purposes. With respect to commercial uses, there are currently 700 acres of land zoned and developed as commercial with an additional 200 undeveloped acres zoned for commercial uses. Industrial uses occupy approximately 134 industrially zoned acres with another 500 acres zoned and undeveloped for industrial uses. Utilizing these figures, the undeveloped land zoned for these particular purposes could support the following development capacity as identified in Figure 6.

**Figure 7
Potential Development Capacity**

Land Use	Total Undeveloped Acreage	Total Dwelling Units Possible	Total Square Footage Possible
Residential	9,700	18,976	N/A
Commercial	200	N/A	3,905,154
Industrial	500	N/A	10,570,923

Based on the capacity figures and based on the current and projected demand for housing, commercial and industrial uses, (Figure 7) the following conclusions can be made:

1. With over 9,700 undeveloped acres dedicated for residential use through zoning, the City of Trotwood has more than 10 times the demand projected under even a high growth rate. The City has roughly twice the amount of undeveloped residentially zoned land than what is currently zoned and developed in the City at the present time.
2. Of the commercially zoned land within the City (including office and retail uses), approximately 22% remains undeveloped.

With respect to industrially zoned land within the City, approximately 78% of the land remains undeveloped.

COMMUNITY FACILITIES AND INFRASTRUCTURE

Introduction

Since the 1996 merger of Madison Township and the City of Trotwood, the new City has been faced with the tasks of providing higher levels of services to a larger population over a larger geographic area. The City of Trotwood has responded to this situation by undertaking a comprehensive land use plan in order to address issues such as identity and character, aesthetics, quality and type of development, and location of growth. Two other elements are necessary to adequately plan for future growth: community facilities and infrastructure.

This chapter of the Comprehensive Plan will address the existing and potential conditions of community facilities and infrastructure. The Community Facilities section addresses the following public services:

- Parks and Recreation; and
- Fire and Police Protection.

The Infrastructure section addresses the following services:

- Water Distribution; and
- Sanitary Sewer Service.

In many cases, community facilities and infrastructure planning react to growth and development, rather than direct it. Where community facilities are concerned, there are concerns over maintaining a high level of service to the public. For example, the Parks and Recreation Department has an adequate number of facilities, but not necessarily the proper types of facilities. In

addition, access to and connections between the existing parks and recreation areas remain problematic. In terms of infrastructure, the City must work to control the future locations of water distribution and sanitary sewer facilities so that the goals of the Land Use Plan can be achieved. The Plan clearly delineates the location and timing of future growth; in order to guarantee efficiency and a high level of service, the location and timing of infrastructure must play a vital role.

Community Facilities

Parks and Recreation

The City of Trotwood Parks Department currently maintains a parks and recreation system that totals 152 acres and includes the following facilities:

- Trotwood Community Center(12 acres);
- John C. Wolfe Park (26.5 acres);
- Madison Park and Pavilion (29 acres);
- North Broadway Park (22 acres);
- Olde Town Commons (1 acre);
- Olde Town Park (32 acres);
- Townview Park (6 acres);
- Twin Creek Park (9.5 acres);
- Westbrook Park (12.5 acres);
- Wolf Creek Park (1.5 acres).

In addition to the City parks, Montgomery County maintains the 177 acre Madison Lakes Park; the State of Ohio maintains the 2,368 acre Sycamore State Park.

At its current population, the City of Trotwood has, at the present time, an adequate amount of acreage dedicated to parks and recreation uses. However, this plan recommends the City initiate a

comprehensive parks and recreation development plan to better serve the present and future needs of its residents.

A comprehensive development plan should, at a minimum, address the following issues:

- Upgrading and maintenance of existing facilities;
- Increase demand for recreational programs and use of the Trotwood Community Center;
- Coordination and integration of County and State facilities with the City parks and recreation system;
- Improving access to and connections between existing facilities;
- Improving access between the Trotwood-Brookville Trail and existing facilities, as well as improving connections to the Dayton Bike Trail; and
- Preservation of existing rural areas and farmland.

The City of Trotwood is experiencing residential growth in the Moss Creek and Sycamore Woods areas, and will need additional park and recreational facilities. At the same time, many of the developed areas of the City are currently underserved. Some areas such as Drexel and the northwest quadrant lack facilities altogether.

Prior to the City/Township merger, each political jurisdiction acquired and maintained its own parks and recreation system. Since each system functioned independently, physical and transportation connections between facilities were simply not developed. Many facilities today remain underused from this lack of access. For example, most park and recreation

facilities were designed to serve particular neighborhoods or subdivisions. The only public outdoor swimming pool within the City is located at the Trotwood Community Center.

There is a great potential to better serve the park and recreational needs of the City of Trotwood. Expansion and improvement of the Trotwood-Brookville Bike Trail will serve City residents and draw visitors to the area. Sycamore State Park is currently developing its own master plan. This plan recommends that the state park be coordinated and integrated with any comprehensive development plans undertaken by the City of Trotwood. Similarly, Madison Lakes Park has plans to expand its facilities to include reclaimed lands formerly mined by American Aggregates. This expanded facility will benefit the nearby Drexel area and the City of Trotwood as a whole.

Fire and Police Protection

The City of Trotwood Fire Department currently maintains and operates five stations at the following locations:

- Fire Station 1, at North Olive Road and Salem Avenue;
- Fire Station 2, at Summit Square Road and Miller Avenue;
- Fire Station 3, at Salem Avenue and Fairgreen Drive;
- Fire Station 4, at Patrick Street and Trotwood Boulevard; and
- Fire Station 5, at Worley and Broadway Avenues.

The Department is currently comprised of sixty (60) paid-on-call, twelve (12) part-time and nine (9) career firefighters; it maintains a current ISO rating of 4.

Due to the current funding structure, most of the Fire Department's station operating funds are derived from property tax levies; very little funding comes from the capital budget. The Fire Department is in the process of developing a five-year capital plan to address the issues of station funding and location. Some stations are scheduled to close at the recommendation of the Fire Chief. At the same time, new post-merger residential growth, especially in the northwest quadrant of the City, is creating gaps in the existing level of service. The City of Trotwood needs to aggressively work to ensure that the needs of the growing population are met, and that all areas of the City are adequately protected.

The City of Trotwood Police Department is headquartered at the Trotwood Government Center on Olive Road. The Department also maintains an outpost at Salem Square Mall. The Department is staffed by fifty (50) sworn officers.

The Department practices community policing, and maintains a positive presence in Trotwood's many neighborhoods. It has developed a number of neighborhood-oriented programs, and is active in the Trotwood-Madison School District with anti-gang, anti-violence, and home safety programs.

There are currently no plans for departmental growth; nor are there plans to increase the number of department outposts. New residential growth in the City, however, will place greater demands on the Police Department's central station. Additional staffing and outposts may prove necessary as the City's population increases.

Infrastructure

Water Distribution

Continued improvement and expansion of the water distribution system will determine the timing and location of new development within the City of Trotwood. The City maintains its own distribution system, but purchases its water from the following sources:

- City of Dayton Water Works (DWW);
- Montgomery County; and
- Jefferson Township Water Authority.

The City of Dayton Water Works provides water distribution to nearly all areas of the City of Trotwood.

Montgomery County purchases its water from the City of Dayton, and it provides water distribution service to the northeast section of Trotwood.

The Jefferson Township Water Authority provides water distribution service to a portion of southwest Trotwood.

The City of Trotwood is currently using approximately 10% of the existing water distribution system capacity of both the City of Dayton and Montgomery County systems. No figures were available for the Jefferson Township capacity.

This section of the Infrastructure Plan incorporates the findings and recommendations of the 1991 Water Distribution Master Plan prepared for the City of Dayton. This section outlines the existing facilities, proposed improvements, and future improvements as described in the Master Plan, and places them in the context of the existing conditions and

recommendations of the Land Use Plan. The goals and objectives of each Land Use Concept Area provide the framework of the recommended water distribution plan.

The Water Distribution Plan for each Land Use Concept Areas is described below (Map 5).

1. Olde Town

Water distribution in the Olde Town area is provided by the City of Dayton Water Works. Existing facilities include:

- A 6" main along Main Street between Broadway and Wolf Creek Pike.
- An 8" main provides along Broadway between Main Street and McNay Court.

Future improvements to the water distribution service in this area include:

- Installation of a 12" main from the intersection of Main and Broadway south to Trotwood Boulevard.

Recommended land uses in the Olde Town area are outlined in a plan prepared by Edsall & Associates.

2. Salem Retail Center

Water distribution in this area is provided by the City of Dayton Water Works. Existing facilities include:

- A 16" main along Westbrook Road between Union and Olive Roads;
- A 16" main along Olive Road between Shiloh Springs and Westbrook Roads;

- 20" and 30" mains along Shiloh Springs Road between Olive and Wolf Roads;
- 12" and 16" mains along Denlinger Road between Salem Avenue and Westbrook Road;
- 12" and 30" mains along Westbrook Road between Bashore and Wolf Roads; and
- 12" and 30" mains along Wolf Road between Shiloh Springs Road and Turner Road Extension.

Proposed improvements to the system in this area include:

- Installation of a 30" improvement main along Shiloh Springs Road between Greencroft Drive and Olive Road.
- Installation of a 16" main from the intersection of Shiloh Springs and Basore Roads to connect with the existing main along Basore Road.
- Construction of a new booster pumping station on the northwest side of the intersection of Olive and Westbrook Roads, and the installation of a 16" main along Taywood Road north to Honeybrook Avenue.

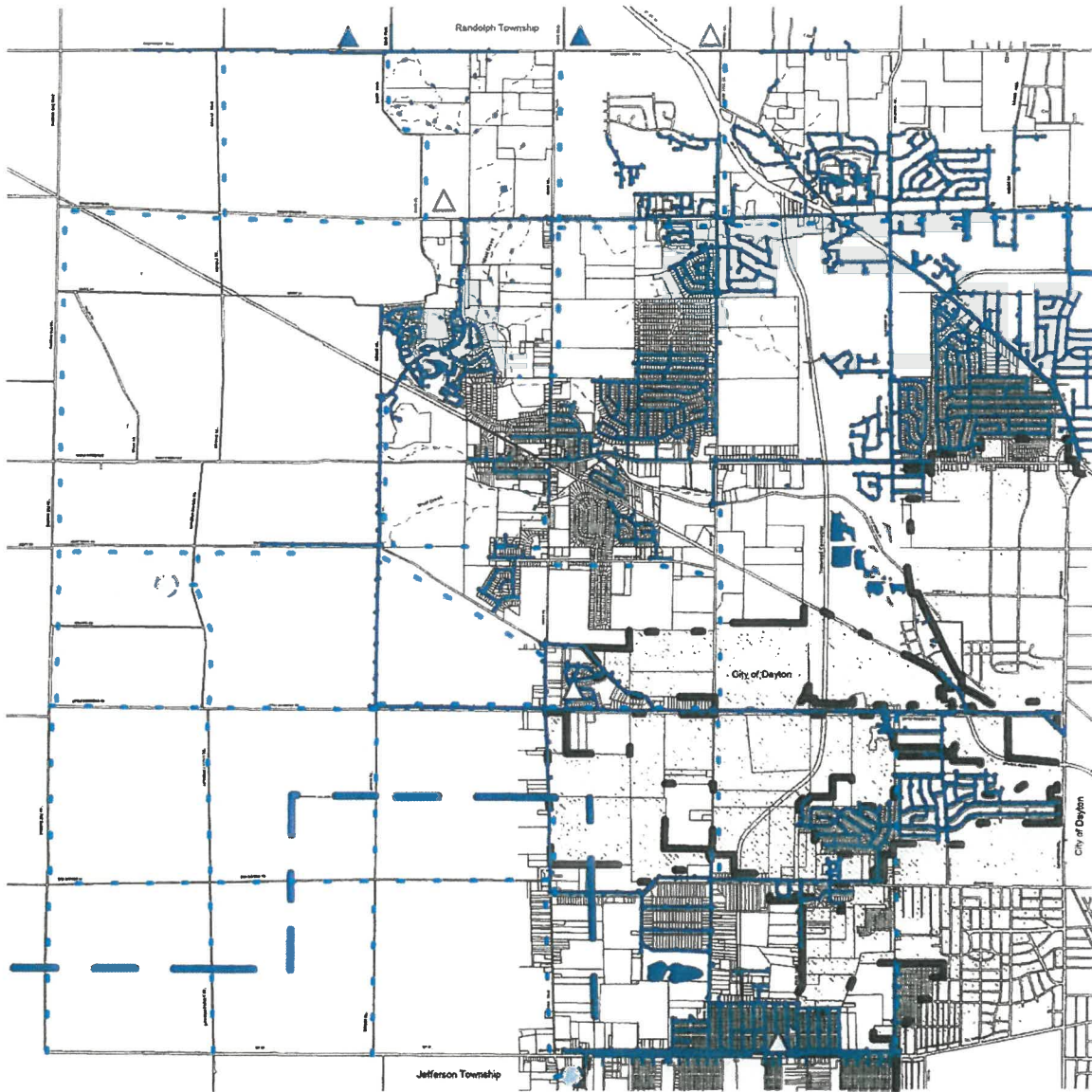
Future improvements include:

- Installation of an improved 20" main along Olive Road between Shiloh Springs and Westbrook Roads.

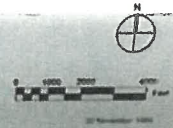
The Land Use Plan recommends the continued growth of general commercial, office and public uses in this area. The Plan establishes several large development areas which include:

- the Salem Mall area;
- State Route 49 (Salem Avenue) Corridor;
- Hara Arena; and
- the Turner Road Extension Corridor.

These areas will typically include commercial strip centers, "big box" retailers or regional retail centers.



- | Existing | Proposed | |
|----------|----------|---|
| | | Dayton/Montgomery Co. Water Distribution Network |
| | | Jefferson Township Water Authority Boundary |
| | | Elevated Water Tank |
| | | Booster Pumping Station |

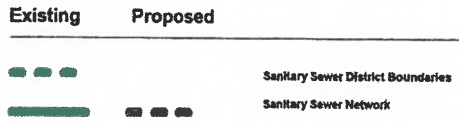
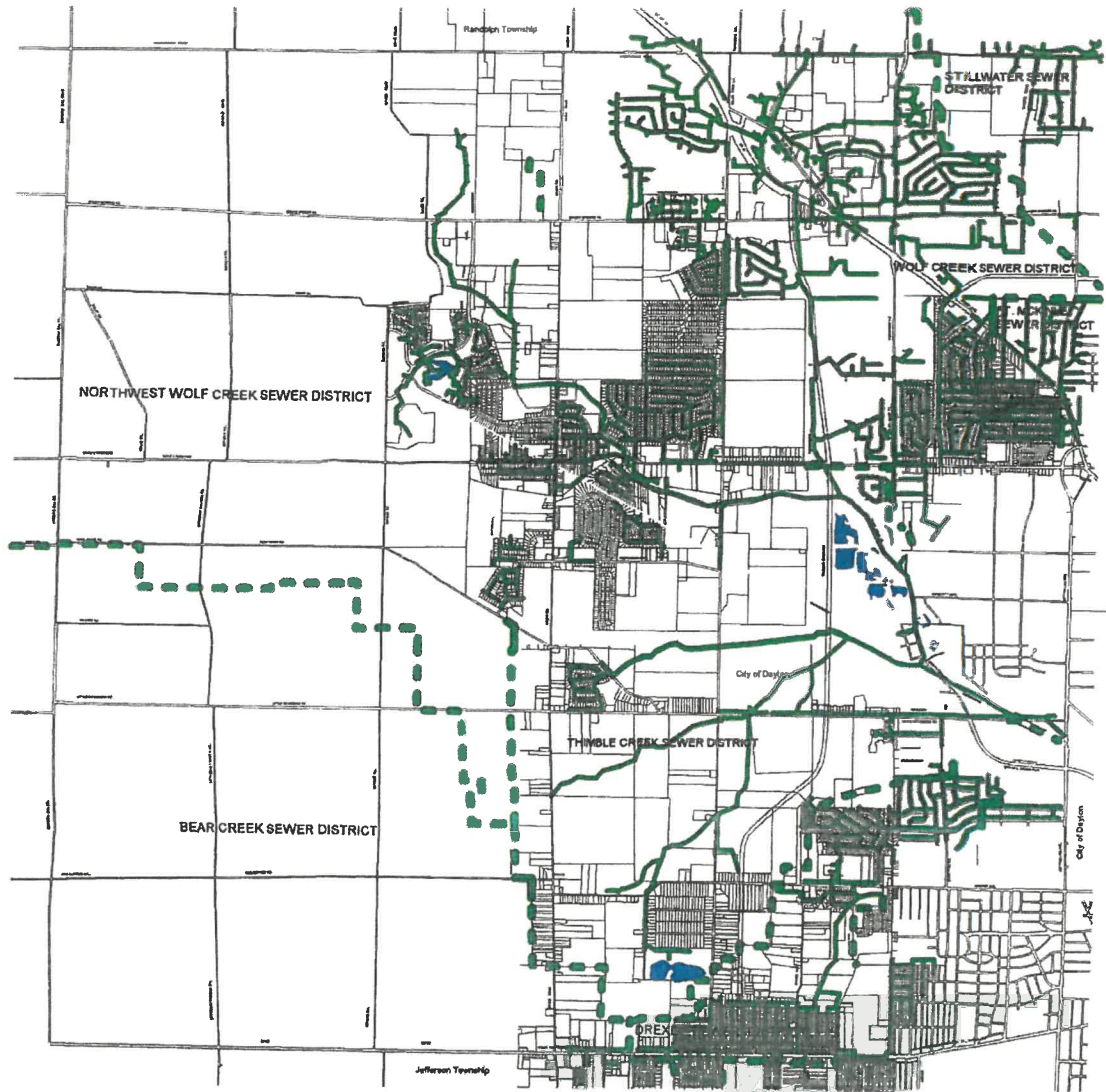


Sources: City of Dayton Water Distribution Master Plan, June 1991; Dayton Water Department; City of Trotwood.

MAP 5a

Water Distribution Networks

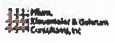
City of Trotwood Comprehensive Plan



MAP 5b

Sewer Distribution Networks

City of Trotwood Comprehensive Plan


 Environmental Systems
 Consultants, Inc.

3. Rural Estates

Water distribution is provided to a portion of this area by the City of Dayton Water Works. Existing facilities include:

- A 16" main along Westbrook Road from the elevated tank in Brookville to Olive Road; and
- The Westbrook booster pumping station located on the northwest side of the intersection of Westbrook and Hoke Roads.

Areas outside of the DWW service area rely on private wells.

Future improvements include:

- Installation of 12" and 16" mains along Diamond Mill Road;
- Installation of a 16" main along Shiloh Springs Road between Diamond Mill and Hoke Roads;
- Construction of a booster pumping station on the northeast side of the intersection of Hoke and Shiloh Springs Road and the installation of a 20" main along Shiloh Springs Road to Hoke Road; and
- Relocation of the Westbrook booster pumping station.

Given the predominantly rural character of this area, the Land Use Plan recommends that it be developed for detached, low-density single-family residential uses, as well as for parks and agricultural uses. This area provides the greatest potential for upscale housing within the City of Trotwood.

4. Sycamore State Park

Water distribution in this area is provided by the City of Dayton Water Works. Existing facilities include:

- A 12" main along Post Town Road that terminates roughly halfway between Snyder and Lutheran Church Roads.

Areas outside of the DWW service area rely on private wells.

Future DWW improvements include:

- Installation of a continued 12" main along Post Town Road to Diamond Mill Road.
- Installation of 12" and 16" mains along Diamond Mill Road between Post Town and Shiloh Springs Road.

Sycamore State Park is currently in the process of developing a master plan for its facilities. This Land Use Plan proposes that the area remain rural in character, and that Sycamore State Park further develop its park system to incorporate an overnight lodge and provide a full range of camping facilities. Development of this nature should not require a major expansion of the existing water distribution system outside the park boundaries.

5. Southwestern Rural Preservation

Water distribution is provided in the southern portion of this Concept Area by the Jefferson Township Water Authority. It is limited to a small number of 4" mains with hydrants.

The City of Dayton Water Works provides water distribution to some areas via the following facilities:

- 8" and 12" mains along Union Road between Hoover and Post Town Roads;
- An 8" main along Little Richmond Road between Union and Snyder Roads;
- A 12" main along Post Town Road between its intersection with Snyder Road and a point roughly halfway between Snyder and Lutheran Church Roads.

The remaining areas have no public water distribution and rely instead on private wells.

The 1991 Water Distribution Plan (referred to throughout this section) recommends proposed and future improvements to existing service. Proposed improvements include the following:

- Installation of a 16" main improvement along Snyder Road from Post Town Road to Sycamore Woods Boulevard;
- Installation of a 16" main along Trotwood Boulevard from Olive Road to Snyder Road; and
- Construction of an elevated tank on the southeast side of the intersection of West Third Street and Union Road, and the installation of a 12" improvement main along Union Road between Hoover Road and West Third Street.

Future improvements include:

- Installation of a 12" main along Post Town Road between Union and Snyder Roads;
- Extension of the above 12" main along Post Town Road to Diamond Mill Road;
- Installation of a 12" main along Old Dayton Road between Union and Diamond Mill Roads;
- Installation of 12" mains along Snyder and Lutheran Church Roads between Old Dayton and Little Richmond Roads;
- Improvement of the 8" main along Little Richmond Road between Union and Snyder Roads to a 16" main, and a continuation of the 16" main to Lutheran Church Road;
- Installation of a 12" main along Little Richmond Road between Lutheran Church and Diamond Mill Roads;
- Construction of an elevated tank on the northwest side of the intersection of Lutheran Church and Millard Roads, and the installation of a 16" main along Lutheran Church Road between Little Richmond and Post Town Roads.

Both sets of improvements represent a significant capital investment in the area. This investment would most certainly lead to substantial future growth. This Plan recommends that growth in this area be kept to a minimum to ensure that the rural character of the community is preserved. Since water distribution is currently not available in many areas of the Southwest Rural Preservation area, this Plan recommends that the

most appropriate land uses for this area remain as Agricultural Preservation.

6. Drexel / Crown Point / Townview Neighborhoods

Water distribution in these three areas is provided by the City of Dayton Water Works. Existing facilities, proposed improvements and future improvements are listed below for each area.

Drexel

Existing facilities:

- A 12" main along West Third Street (U.S. 35) between Union and Olive Roads;
- A 10" main along Olive Road between West Third Street and Hoover Road; and
- An 8" main along Hoover Road between Union and Olive Roads.

Proposed improvements:

- Construction of an elevated tank on the southeast side of the intersection of West Third Street and Union Road, and the installation of a 12" improvement main along Union Road between Hoover Road and West Third Street.
- Construction of a booster pumping station at the intersection of Infirmary Road and West Third Street; and
- Installation of a 12" improvement main along Infirmary Road on the south side of West Third Street.

Crown Point

Existing facilities:

- The Strand elevated tank at the intersection of West Third Street and Liscum Drive;

- A 10" main along West Third Street between Elmhurst Road and Victory Drive;
- 12" and 16" mains along West Third Street between Olive Road and Victory Drive.

Proposed improvements:

- Construction of a booster pumping station at the intersection of Infirmary Road and West Third Street; and
- Installation of a 12" improvement main along Infirmary Road on the south side of West Third Street.

Future improvements:

- Installation of a 16" main along Victory Drive between West Third Street and Little Richmond Road.

Townview

Existing facilities:

- 24" and 30" mains along Little Richmond Road between Olive and Gettysburg Roads;
- 12" main along Gettysburg Road between Little Richmond and Hoover Roads; and
- A 10" main along Hoover Road between Olive and Gettysburg Roads.

Proposed improvements:

- Installation of a 12" improvement main along Olive Road between Hoover and Little Richmond Roads.

Future improvements:

- Installation of a 16" main along Victory Drive between West Third Street and Little Richmond Road.

The Land Use Plan recommends that these three areas continue to be developed to support Suburban Residential, High Density Residential, and Neighborhood Commercial land uses, as well as necessary parks and other public uses.

7. City Center

This area is currently served by the City of Dayton Water Works. Existing facilities include:

- An 8" main along Main Street;
- A 16" main along Olive Road between Main Street and Wolf Creek Pike; and
- An 8" main along Olive Road north of Main Street.

No improvements are currently scheduled for this area.

Recommended land uses include public uses, commercial uses and high density residential uses.

8. Northern Suburban Residential

These areas lie within the City of Dayton Water Works water distribution service area in north central and northeast Trotwood. Existing facilities include:

- 12" and 16" mains along Westbrook Road between Diamond Mill Road and State Route 48;
- 16" and 20" mains along Shiloh Springs Road between Oakes Road and Olive Road;
- 8" and 16" mains along Sycamore Woods Boulevard and Arundel Road;

- 8", 12" and 16" mains along Olive Road between Main Street and Westbrook Road;
- 12" mains along Denlinger Road between Shiloh Springs Road and Westbrook Road;
- 12" mains through the subdivisions located between Westbrook, Basore, Shiloh Springs and Denlinger Roads;
- 12" and 16" mains along Basore Road between Shiloh Springs and Westbrook Roads; and
- 20" and 30" mains along Shiloh Springs Road between Denlinger and Wolf Roads.

Proposed improvements include:

- Installation of a 30" improvement main along Shiloh Springs Road between Greencroft Drive and Olive Road.
- Installation of a 16" main from the intersection of Shiloh Springs and Basore Roads to connect with the existing main along Basore Road.
- Construction of a new booster pumping station on the northwest side of the intersection of Olive and Westbrook Roads, and the installation of a 16" main along Taywood Road north to Honeybrook Avenue.

Future improvements to this area include the following:

- Relocation of the Westbrook booster pumping station from its current location on the northwest side of the intersection of Westbrook and Hoke Roads;

- Construction of a booster pumping station on the northeast side of the intersection of Hoke and Shiloh Springs Road and the installation of a 20" main along Shiloh Springs Road to Oakes Road;
- Installation of a 16" main along Oakes Road between Shiloh Springs and Westbrook Roads;
- Installation of a 16" main along Shiloh Springs Road between Hoke and Diamond Mill Roads;
- Installation of a 12" main along Union Road between McNay Court and Westbrook Road; and
- Continuation of an 8" inch main along Arundel Road to the intersection with Union Road.

This Concept Area contains the Moss Creek, Broadmoor, Oakview, and Sycamore Woods developments. The Land Use Plan recommends the continued development of Suburban and High Density Residential land uses to support the objective of maintaining a compact urban form.

9. Gateway Industrial

This Concept Area lies between Wolf Creek Pike to the north and the City of Dayton Northwest Industrial Park to the south. Water distribution is provided by the City of Dayton Water Works, and includes the following facilities:

- 16" and 20" mains along Free Pike;
- 16" and 20" mains along Gettysburg Avenue;
- 24" and 30" mains along Little Richmond Road; and
- A 16" main along Olive Road between Wolf Creek Pike and Main Street (Free Pike).

Proposed improvements include:

- Installation of a 16" main along Trotwood Boulevard from Olive Road to Snyder Road;
- Installation of a 20" main along Olive Road between Little Richmond Road and Trotwood Boulevard; and
- Installation of a 16" main north along Olive Road from Trotwood Boulevard to Wolf Creek Pike.

Proposed future improvements to this area include the following:

- Construction of a new booster pumping station on the northeast side of the intersection of Union and Little Richmond Roads, and the installation of a 20" main along Little Richmond Road between Union and Olive Roads.

Since this Concept Area abuts the Northwest Industrial Park, the Land Use Plan recommends that it be developed for Light Industrial uses. These uses may include warehouses, storage, limited manufacturing, research and development facilities, transit terminals and wholesale activities.

Improvements to the water distribution system in this area will ultimately benefit industrial development for both Dayton and Trotwood.

10. Central Suburban Residential

This area lies within the City of Dayton Water Works water distribution service area. Existing mains include:

- An 8" main along Little Richmond Road;
- 8" and 12" mains along Trotwood Boulevard; and
- An 8" main that crosses the subdivision between Wolf Creek Pike and Trotwood Boulevard.

Proposed improvements to the system in this area include:

- Installation of a 16" main along Trotwood Boulevard from Olive Road to Snyder Road;
- Installation of a 20" main along Olive Road between Little Richmond Road and Trotwood Boulevard; and
- Installation of a 16" main north along Olive Road from Trotwood Boulevard to Wolf Creek Pike.

Proposed future improvements to this area include the following:

- Installation of a 12" main along Post Town Road between Union and Snyder Roads;
- Installation of a 12" main from the intersection of Main and Broadway south to Trotwood Boulevard.
- Construction of a new booster pumping station on the northeast side of the intersection of Union and Little Richmond Roads, and the installation of a 20" main along Little Richmond Road between Union and Olive Roads.

This Land Use Plan recommends the continued development of Suburban and High Density Residential land uses to support the objective of maintaining a compact urban form.

11. Eastern Urban Residential

The City of Dayton Water Works provides water distribution service to this area. Existing mains include:

- 8", 10", 16" and 20 mains along Free Pike;
- 16" and 20" mains along Denlinger Road between Free Pike and Shiloh Springs Road;
- A 10" main in the vicinity of Brumbaugh Boulevard between Free Pike and Salem Avenue;
- An 8" main along Salem Avenue to Free Pike; and
- A 12" main along Wolf Road between Salem Avenue and Turner Road.

Although there are currently no plans to improve the existing mains in this area, development along the Trotwood Connector and the Turner Road Extension may require improvements to the existing mains.

This Land Use Plan recommends the continued development of Suburban Residential and Neighborhood Commercial uses, as well as parks and other public land uses to support the objective of maintaining a compact urban form.

12. Trotwood Connector Gateway

The City of Dayton Water Works provides water distribution service to this area. Existing mains include:

- A 16" main along Free Pike between Olive and Denlinger Roads;
- An 8" main and a 12" main along Olive Road between Free Pike and Shiloh Springs Road; and
- 16" and 20" mains along Denlinger Road between Free Pike and Shiloh Springs Road.

Future improvements to the water distribution system in the vicinity include:

- Installation of a 30" improvement main along Shiloh Springs Road.

This Plan proposes that the entire Concept Area be developed as a master-planned, mixed-use, campus-style park that would encourage the development of distribution, office, and service uses to serve both local and regional needs. This campus would be planned to incorporate the new intersection of the Trotwood Connector and the Turner Road Extension. Thus, this plan recommends any infrastructure improvements necessary to accomplish this objective.

13. Neighborhood Retail Corridor

The City of Dayton Water Works provides water distribution service to this area. Existing facilities include:

- An 8" main along Salem Avenue between Brumbaugh Boulevard and Free Pike; and
- An 8" main along Free Pike between Brumbaugh Boulevard and Salem Avenue.

There are currently no plans to improve the existing mains in this area.

This Land Use Plan recommends the development of commercial uses which provide convenience goods and related personal services for residents in the immediate surrounding area.

14. Southern Gateway

The City of Dayton Water Works provides water distribution service to this area. Existing facilities include:

- A 12" main along West Third Street (U.S. 35);
- A 10" main along Olive Road between West Third Street and Hoover Road;

Proposed improvements include:

- Installation of a 12" improvement main along Olive Road between Hoover and Little Richmond Roads;
- Installation of a 12" improvement main along Infirmary Road on the south side of West Third Street; and
- Construction of a booster pumping station at the intersection of Infirmary Road and West Third Street.

With the construction of the Trotwood Connector, the Southern Gateway provides a unique gateway into the City. Therefore, this Land Use Plan recommends that this area be developed for Suburban Residential and Neighborhood Commercial land uses.

Sanitary Sewer Service

At the present time, sanitary sewer service in the City of Trotwood is provided by Montgomery County Sanitary Engineering Department and the former City of Trotwood. Prior to the merger, the former City of Trotwood provided service within its boundaries; Montgomery County provided service to most areas within the former Madison Township.

In addition to the former City of Trotwood sewer district, the City today is comprised of the following County sewer districts:

- Stillwater;
- Wolf Creek;
- Fort McKinley;
- Thimble Creek;
- Drexel;
- Bear Creek; and
- Northwest Wolf Creek.

The 1990 Montgomery County Comprehensive Plan established for Madison Township an Urban Service Boundary. The Urban Service Boundary represented the area within which intensive urban development was appropriate due to the existing sanitary sewer service system. This area contained the former City of Trotwood sewer district as well as parts of those County districts in the eastern two-thirds of Madison Township. The areas outside of the Urban Service Boundary, which included most of the Bear Creek and Northwest Wolf Creek sewer districts, were recommended for rural residential and agricultural uses. The plan also recommended that these areas not be served with sewer and water in order to promote development within the serviced urban areas.

This goals of this Land Use Plan adhere to the recommendations of the 1990 plan. Most of the Concept Areas lie within the recommended Urban Service Boundary in order to promote higher-density residential and more intensive commercial and industrial development where infrastructure is available.

The three Concept Areas outside the Urban Service Boundary--Rural Estates, Sycamore State Park, and the Southwest Rural Preservation Area—are recommended for low-density residential development, parks, or agricultural uses.

FINDINGS, GOALS AND OBJECTIVES

Recommendations for future land use and zoning decisions center on a set of findings, goals and objectives which, when adopted by the City, will assist in the pursuit of the levels of quality and provide the necessary guidance as desired by the City of Trotwood. Goals and objectives are based on findings which identify both the negative and positive aspects of a planning situation.

The goals and objectives established in this Plan serve as a measure to identify the issues and concerns currently facing the City of Trotwood which are based, in part, on the findings as established by the individual interviews, the Citywide survey, discussions with the 20/20 Steering Committee and through an in-depth analysis of the City.

Findings

1. Due to varying factors, the City of Trotwood lacks a physical cohesiveness that provides an identity for the City. Furthermore, the entry points into the City do not create a positive impression.
2. There is a desire to preserve the rural character of Trotwood. Scattered development patterns have the potential to detract from this important asset.
3. Trotwood needs to upgrade its physical image through better site design.
4. There is a desire to attract quality, higher value, single family housing to the City.
5. There is a potential for long term vacancies of retail buildings in certain areas of the City unless alternative uses are permitted. Such vacancies, and the lack of upkeep to those structures, cause a blighting influence throughout the City.
6. There is a specific need to focus planning attention on the following areas: Drexel, Townview, Olde Town, Main Street Corridor and the Salem Mall area.
7. There is a desire to permit environmentally sensitive development, which is integrated with the natural environment, within the City.
8. The future construction of the Trotwood Connector and the Turner Road Extension may benefit and enhance and the commercial and industrial potential for Trotwood by offering better access and generating faster growth within the City.
9. Trotwood should investigate the possibility of promoting and encouraging industrial development in the southeastern portion of the City to piggyback on the recent industrialization efforts of the City of Dayton (the Northwest Industrial Park) in that area.

10. Because of increasingly congesting vehicular traffic, access management techniques need to be developed and utilized in areas of new construction and in existing areas such as the Salem Mall area.

11. There is a perceived need for additional active recreation areas in the City that cater to teens and adults.

12. The City has the capacity for new development that far exceeds the potential projected growth. The City desires a development pattern with new growth occurring in and around existing development areas, retaining the southwestern portion of the City as farmland and rural area.

Goals and Objectives

Land Use, Zoning and Economics

Goal:

To establish an attractive and unique "sense of place" and identity that will attract and promote quality development within Trotwood.

Objectives:

1. Establish "gateways" at key entry points into Trotwood and establish design standards that provide cohesiveness throughout the City.
2. Promote a landscape and buffering plan for public areas throughout commercial and industrial areas to promote a "sense of place."

3. Develop zoning regulations that provide Trotwood with attractive and cohesive signage throughout the City.

Goal:

Protect and enhance the existing rural open spaces, agricultural farmland and natural areas within Trotwood.

Objectives:

1. Develop zoning regulations to preserve the existing rural character, natural areas and farmland within the City.
2. Guide new commercial, industrial and residential development in and around existing developed areas with a particular focus on the reuse of vacant buildings.

Goal:

Provide for a compact, urban form within the City of Trotwood.

Objectives:

1. Develop zoning regulations that promote and establish orderly, compact development through proper density requirements with the higher densities around existing, developed areas and a lower density in the western sector of the City.

Goal:

Enhance the physical image of the City.

Objective:

1. Encourage the upkeep of existing and vacant businesses and dwellings

- throughout the City. Investigate the possibility of a property maintenance code to enforce such policies.
2. Investigate the possibility of developing design guidelines and incorporating a process of site plan review for all new development within the City.
 3. Promote an integrated landscape and buffering plan for public areas throughout the commercial and industrial areas in the City while encouraging business owners to establish visually appealing amenities such as landscaping on private property.
 4. Provide for rural open space conservation design regulations to preserve natural areas and farmland throughout the City.
- Goal:*

Provide for a variety of commercial, entertainment and quality dining establishments to meet the needs of all residents of Trotwood.

Objectives:

1. Continue to promote commercial retail development in the Salem Mall area.
2. Provide for and maintain a financially healthy and compatible land use mix in the commercial cores of the City which includes: retail, office and light industrial uses which allow for an attractive and safe environment while providing for a strong tax base.
3. Investigate the possibility of conducting a commercial/retail market study for the City to target and market specific businesses to the area.
4. Require that all new development and redevelopment meet the quality of design desired by the City and which are compatible with existing and future uses in the established commercial areas.
5. Actively promote the reuse of existing buildings and vacant spaces while permitting new construction.
6. Identify potential areas along the proposed Trotwood Connector and the Turner Road Extension for retail and commercial uses (particularly at key intersections) and provide for regulations which will prevent those commercial uses from creating negative impacts to surrounding residential and open spaces.
7. Provide for regulations within the Zoning Code to promote retail, entertainment and dining establishments in specific areas of the City.
8. Identify declining commercial areas within the City where alternative uses such as light industrial, institutional or wholesaling may be appropriate and in accordance with regional trends for such developments.
9. Locate neighborhood commercial uses in rural areas of the City that will allow basic consumer goods, thereby helping to alleviate vehicular congestion in the major retail areas of Trotwood.

Goal:

Establish the necessary zoning requirements and standards which are capable of guiding development with flexibility, and which provide for quality design.

Objectives:

1. Provide for the potential utilization of overlay districts, where applicable, which allow for a broader range of permitted uses than that which is permitted through underlying zoning, with additional requirements for parking design, landscaping and signage requirements and which also permits for site plan review.

Goal:

Accelerate anticipated growth of industrial uses and areas within the City.

Objectives:

1. Utilize infrastructure as a tool to guide industrial growth rather than in response to demand.
2. Guide potential industrial development in the southeast sector of the City adjacent to the industrial areas established by the City of Dayton.

Community Identity

Goal:

Provide the City of Trotwood with an identity, establishing a sense of place within Montgomery County.

Objectives:

1. Create a "City Center" by developing the vacant lands at the northeast corner of Free Pike and Olive Road into a multi-use campus facility including offices, governmental facilities, public open spaces, retail and residential uses.
2. Take an active role in the redevelopment of the Olde Town area according to the Marketing and Redevelopment Strategy completed in 1997.

Traffic and Circulation

Goal:

Establish a safe and efficient circulation system for vehicular and pedestrian traffic which improves access to retail, office, public/semi-public, industrial and residential areas.

Objectives:

1. Ensure that all new development and redevelopment have adequate street facilities to handle anticipated traffic to ensure that each development does not cause or compound traffic congestion by requiring traffic impact studies as part of the review process for development.
2. Promote the design of internal circulation among all commercial developments, where possible, to provide for the safe and efficient movement of both automobile and pedestrian traffic.

CONCEPT AREAS

As part of the planning process, the City of Trotwood was divided into fourteen "concept areas." Concept areas can best be described as specific geographical areas of the City which exhibit similar characteristics within the same area. Concept areas were defined early in the planning process to provide a more detailed plan for the City. The application of concept areas also allow for specific issues to be identified and developed for particular areas which may not apply to the City as a whole. Map 6 identifies the fourteen concept areas established for the City of Trotwood.

Concept areas were established primarily upon existing character and common planning issues affecting each of the fourteen areas. Figure 8 summarizes the concept areas in detail. This matrix summary for the concept areas provides a policy foundation for the future land use recommendations for each area in this Plan.

The concept areas for the City of Trotwood are established as follows:

1. Olde Town;
2. Salem Retail Center;
3. Rural Estates;
4. Sycamore State Park;
5. Southwest Rural Preservation;
6. Drexel / Crown Point / Townview Neighborhoods;
7. Campus Center;
8. Northern Suburban Residential;
9. Gateway Industrial;
10. Central Suburban Residential;
11. Eastern Urban Residential;
12. Trotwood Connector Gateway;
13. Neighborhood Retail Corridor; and
14. Southern Gateway.

LAND USE CONCEPT AREAS
CITY OF TROWOOD COMPREHENSIVE PLAN UPDATE

Concept Area	Existing Character	Prevailing Land Uses	Planning Issues	Goals & Objectives	Appropriate Land Uses	Desired Character	Implementation
D. Drexel/Crown Point/Townview Neighborhoods	<ol style="list-style-type: none"> 1. Location of COBC Neighborhoods 2. Smaller lot dwellings. 3. Borders the Dayton Northwest Industrial Park to north and east. 4. Southern terminus for the proposed Trowood Connector. 	<ol style="list-style-type: none"> 1. Single family residential 2. Industrial 3. Commercial 4. Parks 5. Public uses 6. Limited multi-family residential 7. Limited two-family residential 	<ol style="list-style-type: none"> 1. Presence of extended families and multiple generations of residents. 2. Pride in ownership 3. Individual neighborhoods are lumped together for planning 4. Third Street corridor 5. Third Street corridor an eyesore 	<ol style="list-style-type: none"> 1. Restore a pride in neighborhood 2. Redesign Third Street view 3. Maintain police presence 4. Road maintenance 5. Protect neighborhood integrity 6. Develop places for young people to go 7. Encourage future residential development of all types 	<ol style="list-style-type: none"> 1. Single family residential 2. Parks 3. Neighborhood commercial 4. Two family residential 5. Multi-family residential 6. Public uses 	<ol style="list-style-type: none"> 1. Stable single family neighborhoods 2. Varying densities of large and multi-family development 3. Neighborhood commercial establishments serving local residents needs 	<ol style="list-style-type: none"> 1. Promote a streetscape plan for primary streets throughout community (i.e. Olive Road, Hoover Avenue, Ulla Richmond and Lottier Ave.)
E. City Center	<ol style="list-style-type: none"> 1. Location of Trowood City Hall. 2. Mixture of land uses. 3. Large parcels of undeveloped land. 4. Intersected by two major thoroughfares: Free Pike and Olive Road. 5. Location of new commercial development. 6. Deteriorating commercial uses. 	<ol style="list-style-type: none"> 1. Commercial 2. Public uses 3. Multi-family residential 4. Government/service center 	<ol style="list-style-type: none"> 1. Underutilization of vacant buildings. 2. Location of proposed Courthouse. 3. Poor upkeep of City Streets. 4. Lack of character/professionally. 5. Streetscape and landscape improvements needed. 	<ol style="list-style-type: none"> 1. Develop a marketing study for this area. 2. Provide for one stop City services by locating all City offices in this area 3. Promote a more pleasing atmosphere through streetscape improvements 	<ol style="list-style-type: none"> 1. Public uses 2. Commercial 3. Multi-family residential 	<ol style="list-style-type: none"> 1. Focal point for City in conjunction with the Connector gateway area 2. Streetscape improvements 3. Develop as a Governmental Center for all City services 4. Boulevard Main Street and Olive Road within this area 	<ol style="list-style-type: none"> 1. Develop streetscape plan for Olive Road and Main Street corridors 2. Develop landscaping and buffering regulations to protect surrounding residential use
F. Northern Suburban Residential	<ol style="list-style-type: none"> 1. Stable single family residential neighborhood. 2. Location of the Community Center and Swimming Pool 3. Largest concentration of multi-family dwellings in City. 4. Location of Hara Greens golf course. 5. Substantial parcels of undeveloped land 6. Location of new golf course community. 	<ol style="list-style-type: none"> 1. Single family residential 2. Multi-family residential 3. Two-family residential 4. Parks 5. Public uses 6. Limited commercial 7. Undeveloped/agricultural 	<ol style="list-style-type: none"> 1. Primary aspiration area for single family residential 2. Develop varying densities and styles of residential development 	<ol style="list-style-type: none"> 1. Encourage future residential development of all types 2. Provide neighborhood points for area residents 3. Discourage the inclusion of commercial uses 4. Promote a more pleasing atmosphere through streetscape improvements 	<ol style="list-style-type: none"> 1. Single family residential 2. Two family residential 3. Multi-family residential 4. Parks 5. Neighborhood commercial 6. Agricultural 7. Public uses 	<ol style="list-style-type: none"> 1. Quality single family residential areas 2. Scale points to the downtown 3. Varying densities of single family development 	<ol style="list-style-type: none"> 1. Promote a streetscape plan for primary streets throughout community (i.e. Olive Road, Swan Springs Road, and Union Road)
G. Gateway Industrial	<ol style="list-style-type: none"> 1. Location of majority of City's Industrial uses. 2. Primary gateway into City from east. 3. Located at northern edge of Dayton Northwest Industrial Park. 4. Accessed by rail line. 5. Majority of land within this Concept area is undeveloped. 6. Trowood Connector located through center of this area. 	<ol style="list-style-type: none"> 1. Industrial 2. Parks 3. Limited single-family residential 4. Undeveloped/agricultural 5. Limited commercial 	<ol style="list-style-type: none"> 1. Build on Dayton's Northwest Industrial Park. 2. Connection to Five Rivers Metropolitan lake trail of Gateway and Wolf Creek Pike 	<ol style="list-style-type: none"> 1. Develop a quality light industrial campus/park whose uses are not objectionable in the surrounding areas. 2. Promote a more pleasing atmosphere through streetscape improvements 3. Provide adequate infrastructure prior to intensive industrial development 	<ol style="list-style-type: none"> 1. Light industrial 	<ol style="list-style-type: none"> 1. Compact, quality style industrial development 2. Non objectionable light industrial development 3. Promote catalytic/pedaling Eastern Gateway into City 4. Boulevard on Wolf Creek Pike 	

FIGURE 8

LAND USE CONCEPT AREAS
CITY OF TROTWOOD COMPREHENSIVE PLAN UPDATE

Concept Area	Existing Character	Prevailing Land Uses	Planning Issues	Goals & Objectives	Appropriate Land Uses	Desired Character	Implementation
H. Central Suburban Residential	<ol style="list-style-type: none"> 1. Located at northeastern edge of the Dayton Northwest Industrial Park. 2. Stable single family residential neighborhoods. 3. Location of Trovood/Kodakson Board of Education offices. 4. Location of Saker High School. 5. Large parcel of undeveloped land. 6. Southern terminus of the Trovood-Stockville Blue trail. 	<ol style="list-style-type: none"> 1. Single family residential 2. Public uses 3. Limited commercial 4. Limited multi-family residential 5. Limited parks 6. Undeveloped/agricultural 	<ol style="list-style-type: none"> 1. Primary aspiration area for single family residential 2. Develop varying densities and styles of residential development 3. Eastern boundary is adjacent to the Gateway Industrial area 	<ol style="list-style-type: none"> 1. Encourage future residential development of all types 2. Provide neighborhood parks for area residents 3. Discourage the inclusion of commercial uses 4. Promote a more pleasing atmosphere through streetscape improvements 5. Adequately buffer the residential area from the Gateway Industrial area 	<ol style="list-style-type: none"> 1. Single family residential 2. Parks 3. Neighborhood commercial 4. Agricultural 5. Public uses 	<ol style="list-style-type: none"> 1. Quality single family residential areas 2. Scale parks to the desirable 3. Varying densities of single family development 	<ol style="list-style-type: none"> 1. Develop a special planning area or overlay to provide greater flexibility in zoning 2. Develop a master plan for the entire area 3. Provide assessments and applications overlays 4. Create a gateway of the Connector/Industrial Intersection
I. Eastern Urban Residential	<ol style="list-style-type: none"> 1. Primarily undeveloped land. 2. Located between S.R. 49 to the north and Wolf Creek Pike to the south. 3. Trovood Connector to be located through the center of this area. 4. Bordered on east and west by single family residential areas. 	<ol style="list-style-type: none"> 1. Single family residential 2. Parks 3. Limited public uses 4. Limited commercial 5. Limited undeveloped/agricultural land 	<ol style="list-style-type: none"> 1. Continued infill of single family residential 2. Variety of housing 	<ol style="list-style-type: none"> 1. Encourage future residential development of all types 2. Discourage the inclusion of commercial uses 3. Adequately buffer the residential area from the Saker Retail area 	<ol style="list-style-type: none"> 1. Single family residential 2. Parks 3. Neighborhood commercial 4. Agricultural 5. Public uses 	<ol style="list-style-type: none"> 1. Quality single family residential areas 2. Scale parks to the desirable 3. Varying densities of single family development 	<ol style="list-style-type: none"> 1. Develop a special planning area or overlay to provide greater flexibility in zoning 2. Develop a master plan for the entire area 3. Provide assessments and applications overlays 4. Create a gateway of the Connector/Industrial Intersection
J. Trovood Connector Gateway	<ol style="list-style-type: none"> 1. Primarily retail center for region. 2. Bordered by single family neighborhoods. 3. Major access from S.R. 49. 4. Near S.R. 49 access for the Turner Road Extension 5. Concern about economic health. 6. Is eastern gateway into City on System Avenue. 	<ol style="list-style-type: none"> 1. Commercial 2. Public uses 3. Limited single family residential 4. Limited office 5. Limited multi-family residential 	<ol style="list-style-type: none"> 1. Opportunity for an "Identity" forming project. 2. May be able to develop as the Gateway or " Jewel" of the City. 3. Feasibility of recommended land uses along Connector 4. Potential office park 5. Potential civic center 	<ol style="list-style-type: none"> 1. Promote quality neighborhood residential uses for local residents 2. Discourage "regional" type commercial from locating in this area 	<ol style="list-style-type: none"> 1. Neighborhood commercial 2. Public uses 3. Low intensity office 	<ol style="list-style-type: none"> 1. Small, convenience type retail district (i.e. books, dry cleaning, bakeries) 2. Low intensity/typo uses 3. Street-level coffee shop continuing from the Saker Retail area 4. Artistically pleasing gateway into City on S.R. 49 	<ol style="list-style-type: none"> 1. Develop a zoning district that will meet the retail of the area 2. Provide assessments and landscape overlays 3. Create a gateway of the Connector/Industrial Intersection
K. Neighborhood Retail Corridor	<ol style="list-style-type: none"> 1. Future location of the Trovood Connector. 2. Location of CDBG Neighborhood 3. Smaller lot dwelling. 4. Bordered the Dayton Northwest Industrial Park to north and east. 5. Southern terminus for the proposed Trovood Connector. 6. Bordered by single family to the east and west. 	<ol style="list-style-type: none"> 1. Single family residential 2. Industrial 3. Commercial 4. Parks 5. Public uses 6. Limited two-family residential 	<ol style="list-style-type: none"> 1. Trovood Connector Gateway 2. Delivering area 3. Permit limited retail in key locations along Connector 	<ol style="list-style-type: none"> 1. Provide a unique entry point into the City. 2. Adequately buffer land uses to protect surrounding residential dwellings 3. Provide convenience type uses for surrounding residential area 	<ol style="list-style-type: none"> 1. Commercial 2. Parks 3. Public uses 	<ol style="list-style-type: none"> 1. Unique entryway into City 2. Coordinated design of uses 	<ol style="list-style-type: none"> 1. Provide special zoning for the gateway areas into the City. 2. Provide landscape and building regulations for the area. 3. Provide design guidelines to promote coordinated design of uses.
L. Southern Gateway	<ol style="list-style-type: none"> 1. Future location of the Trovood Connector. 2. Location of CDBG Neighborhood 3. Smaller lot dwelling. 4. Bordered the Dayton Northwest Industrial Park to north and east. 5. Southern terminus for the proposed Trovood Connector. 6. Bordered by single family to the east and west. 	<ol style="list-style-type: none"> 1. Single family residential 2. Industrial 3. Commercial 4. Parks 5. Public uses 6. Limited two-family residential 	<ol style="list-style-type: none"> 1. Trovood Connector Gateway 2. Delivering area 3. Permit limited retail in key locations along Connector 	<ol style="list-style-type: none"> 1. Provide a unique entry point into the City. 2. Adequately buffer land uses to protect surrounding residential dwellings 3. Provide convenience type uses for surrounding residential area 	<ol style="list-style-type: none"> 1. Commercial 2. Parks 3. Public uses 	<ol style="list-style-type: none"> 1. Unique entryway into City 2. Coordinated design of uses 	<ol style="list-style-type: none"> 1. Provide special zoning for the gateway areas into the City. 2. Provide landscape and building regulations for the area. 3. Provide design guidelines to promote coordinated design of uses.

FIGURE 8

TROTWOOD COMPREHENSIVE PLAN

The Trotwood Comprehensive Plan has been formulated for the purpose of serving as a guide for future land use, development, redevelopment and zoning decisions that will effect the City of Trotwood. This plan reflects a concern to preserve the character of both the rural and urban areas while, at the same time, allowing for reasonable growth and quality development through both development and redevelopment efforts. The actual land use plan has been prepared at two levels: first, an overall land use plan was developed on a parcel by parcel basis for the entire City; second, four areas were identified by the Steering Committee and by the City as areas that required greater attention than the macro land use plan. These four areas, identified as "Focus Areas" will be described in greater detail later in this document.

This Plan, combined with various other growth development controls such as zoning, subdivision regulations, site planning guidelines and an active City government, will provide for a solid, proactive strategy that will lead Trotwood into the 21st century while continuing to increase the quality of life that many in Trotwood currently enjoy.

LAND USE PLAN

The Land Use Plan is the backbone of any Comprehensive Plan. It is a basic planning tool that is used to guide the future development of the City by accommodating the anticipated residential, recreational, commercial and industrial

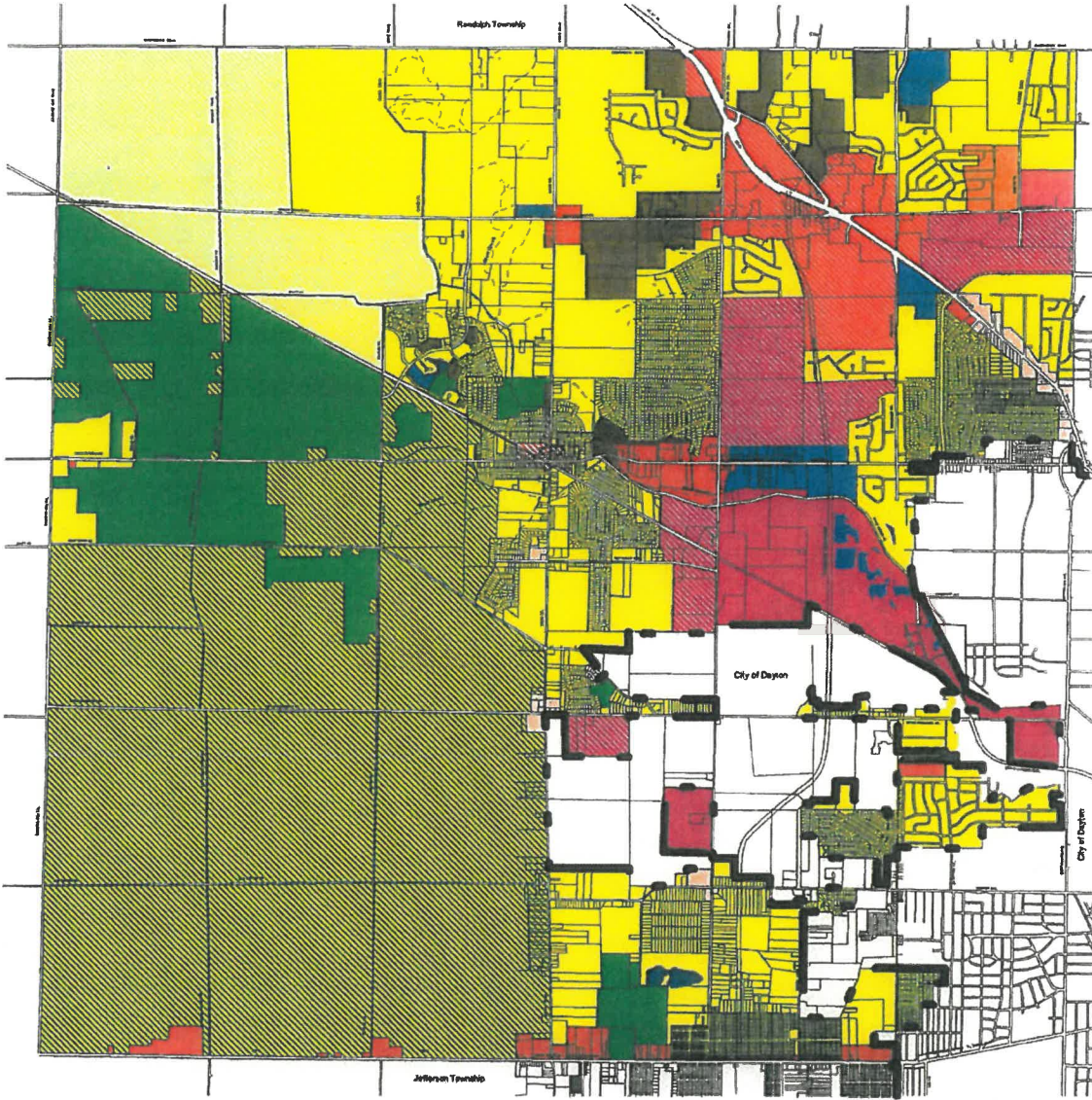
land uses through the year 2015. From the land use recommendations, issues such as community facilities, parks and recreation and transportation facilities can be further analyzed and refined.

The Land Use Plan is identified on Map 7. The Plan utilizes the following categories which are described in detail below:

1. *Agricultural Preservation*

Located primarily in the southwestern sector of Trotwood (approximately south of Wolf Creek Pike, and west of Union Road), the Agricultural Preservation land use includes single family detached dwellings where sewer and water may or may not be available. This land use is primarily utilized as a holding area for future residential development, seeking to preserve the rural character and agricultural uses of the community. Upon development, residential lots within this land use category should be developed in such a way that both preserve and promote the rural and agricultural character of the community. Rural preservation techniques such as clustered housing with common open space conservation should be practiced in areas of this land use.

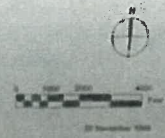
Agricultural uses within the Agricultural Preservation land use area are also encouraged. Neighborhood Commercial Uses may also play a factor in this area, where appropriate. Residential uses are recommended to be established at an overall density of 1 dwelling unit per 20 acres of land.



Legend

Proposed Land Use

- | | |
|---------------------------|-------------------------|
| Agricultural Preservation | Regional Commercial |
| Rural Estate | Commercial Recreation |
| Suburban Residential | Office |
| Two Family Residential | Mixed Use Olde Town |
| High Density Residential | Mixed-Use Business Park |
| Neighborhood Commercial | Light Manufacturing |
| General Commercial | Park |



MAP 7

Proposed Land Use
City of Trotwood Comprehensive Plan

City of Trotwood Planning Department

Residential uses are recommended to be established at an overall density of 1 dwelling unit per 20 acres of land.

2. *Rural Estates*

Located in the northwest quadrant of the City (north of Sycamore State Park), this area is proposed for low density single family detached dwellings and related accessory structures. Rural Estates provides the greatest potential for upscale housing in the City of Trotwood. A majority of the land within this land use category is undeveloped or is utilized for agricultural uses.

The recommended density for dwellings within this area is approximately two (2) dwelling units per acre.

3. *Suburban Residence*

Providing for the majority of single family detached dwelling areas, the Suburban Residence land use seeks to maintain and establish the traditional medium to small lot single family detached dwellings and related accessory uses which often occur in a compact form. Examples of this land use which presently exist in the City are Broadmoore and Sycamore Woods. Lot sizes within this area may range from quarter acre (¼) lots to one (1) acre lots.

The recommended overall density for dwelling units within this area varies from approximately three and one-half (3½) dwelling units per acre to four (4) dwelling units per acre.

4. *High Density Residence*

Typically used to promote a transition between single family detached dwellings and more intensive uses such as general commercial or industrial uses, the High Density Residence land use has been systematically applied throughout the City. The High Density Residence is primarily characterized by detached or attached multi-family housing units (two or more units of apartments, townhouses or condominiums) and related accessory uses. Typically, these dwelling units are two or three stories with a scale, massing, density and layout that is compatible with site constraints and within character of existing residential developments in the surrounding area.

The recommended density for dwelling units within this area is approximately seven (7) to ten (10) dwelling units per acre.

5. *Neighborhood Commercial*

Primarily located south of the Turner Road Extension, and along Third Street between Plainview and Elkins Avenues, the Neighborhood Commercial land use provides for community and neighborhood commercial uses which provide convenience goods and related personal services for residents in the immediate surrounding area. Typically, neighborhood commercial uses will not create a detrimental amount of traffic or noise to the surrounding residential neighborhoods and may include uses such as banks, small scale convenience stores, bakeries and dry cleaners.

6. *General Commercial*

The General Commercial land use promotes areas of community and regional commercial uses providing for a wide variety of goods which tend to locate along highways and major thoroughfares with relatively high traffic volumes. Typically, General Commercial uses include commercial strip centers, big box retailers or regional retail centers. The Land Use Plan establishes several large areas for general commercial, including: the Salem Mall area; the State Route 49 Corridor from the northern City limits, south to the Turner Road Extension; the Hara Arena area, including the lands south of Shiloh Springs Road; and select parcels along Third Street, including the former drive-in site east of Elkins and West of Victory Avenues.

7. *Light Manufacturing*

With over 134 acres currently developed and over 500 acres of land zoned and available for manufacturing uses, the Light Manufacturing land uses are proposed to be concentrated in an area south of Wolf Creek Pike and east of Olive Road. The rationale behind the location of this land use is the core of existing manufacturing businesses at this location and the efforts of the City of Dayton in the development of their Northwest Industrial Park, located south of the proposed light manufacturing land use in Trotwood. Light manufacturing includes, but is not necessarily limited to smaller scale industrial uses such as: warehouses, storage, limited manufacturing, research and development laboratories, transit terminals and wholesaling activities in

wholly enclosed facilities and without offensive emissions or nuisances.

By locating north of the City of Dayton's proposed Northwest Industrial Park, the City of Trotwood can piggyback on the improvements of the City of Dayton, foster an industrial base relationship between the two Cities and provide a buffer from the more intensive uses proposed for the City of Dayton area.

8. *Mixed Use Business Park*

Located on primarily undeveloped parcels throughout the City, the Mixed Use Business Park land use provides Trotwood with a prime opportunity to develop a campus style, master planned business parks which seek to encourage and provide for a wide variety of distribution, office and service uses which serve both regional and local needs. This area also provides the opportunity for the City of Trotwood to create a focal point for the City by incorporating public amenities such as parks, a plaza and governmental uses among the offices, retail and residential uses at this location.

Proposed locations for the Mixed Use Business Park include those areas north and south of the Turner Road Extension and the undeveloped lands to the north and south of the Trotwood-Brookville Rail Trail, west of Olive Road.

The mixed use business park land uses should be developed as one cohesive unit under a master plan, whether in phases or at one time, with a heavy emphasis that focuses on quality

development integrating mixed uses, access management, landscaping and buffering and signage that provides a unifying element and a sense of place.

9. *Office Residence*

Office Residence encourages small office and professional service establishments which strive to maintain the residential appearance of the surrounding residential areas. This land use also attempts to serve as a buffer between residential uses and more intensive uses which may be present in the area.

10. *Commercial Recreation*

Commercial Recreation serves to emphasize both regional and local entertainment needs and the ancillary uses which may be related to them. Examples of Commercial Recreation may include: Convention Centers, Sports Complexes and Amusement Parks.

Commercial Recreation land uses are primarily proposed for the old drive-in site on Third Street and the lands including and surrounding the Hara Arena.

11. *Public/Semi-Public*

Located throughout the City, public/semi-public land uses include government offices and buildings, community centers, churches, schools, country clubs, sports clubs, golf courses, cemeteries, hospitals and educational, philanthropic, religious or charitable institutions.

12. *Parks*

Local, County, State and Federal parks, playgrounds or recreational areas

comprise this land use category. Uses such as the Sycamore Woods State Park, Madison Lakes Park, Olde Town Park and North Broadway Park are prime examples of "Parks" within Trotwood.

13. *Mixed Use Olde Town*

Once serving as the commercial center of Trotwood, Olde Town has become a historical focal point in an otherwise modern City. Due to the unique setbacks and multi-story structures within this area, the Mixed Use Olde Town land uses strive to permit both residential uses, office, neighborhood commercial and niche commercial uses in the area. The Mixed Use Olde Town land use should seek to promote commercial storefronts on lower floors while permitting residential uses on the second and third floors of structures.

FOCUS AREAS

Because of special needs or unique situations, there are several areas within the City of Trotwood that demand greater attention in the planning process beyond the Citywide Land Use Plan as established in this document. These areas, identified as "focus areas", were studied in more depth to provide more detailed plans within these areas (See Map 8). The four focus areas established for the City of Trotwood Comprehensive Plan are as follows:

- South Salem Neighborhood Retail Corridor;
- The Salem Triangle;
- The Third Street Corridor; and
- Main Street and Olde Town.

The four areas mentioned above are identified as focus areas due to unique circumstances exhibited in each area. The South Salem Neighborhood Retail Corridor is an area in transition requiring special treatment. Presently, this area contains a mixture of single family residences, regional businesses, vacant commercial strip centers and neighborhood businesses. As the Trotwood Connector and the Turner Road Extension are completed in the next several years, vehicular traffic is expected to decrease on the southern stretch of Salem Avenue, potentially eliminating the demand for regional businesses in this area. However, due to the surrounding residences and the heavy traffic present around the Salem Mall area to the north, the South Salem Neighborhood Retail Corridor area is appropriate for providing the convenience uses that residents in the northeast part of the City desire. This area is also one primary gateway into the City, requiring better aesthetics. Controls must be in place now that will assure the viability of this area in the future when both thoroughfare projects are complete.

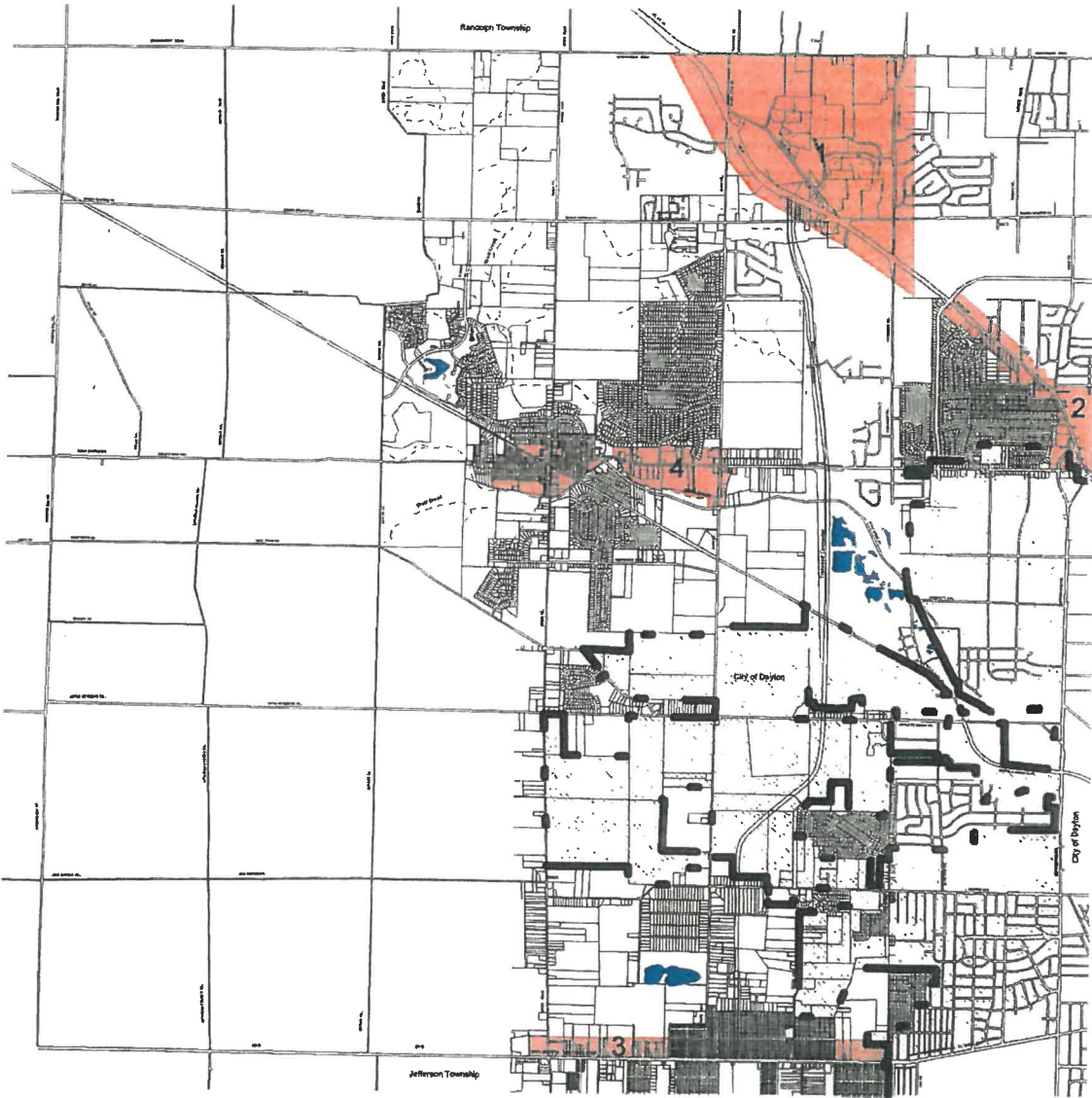
The second focus area, the Salem Triangle area, is the largest concentration of regional commercial uses in Trotwood. High traffic volumes, little undeveloped commercial land and the lack of a sense of place make this area a prime candidate for a focus area, requiring a more detailed effort in the planning process. Furthermore, the surrounding residentially zoned areas to the north require special attention to provide the proper transition and buffering from the intensive nonresidential land uses to the south. These undeveloped residentially zoned parcels of land, totaling approximately 200 acres, require a more detailed plan to

insure that proper development occurs as it relates to traffic and compatibility with surrounding uses.

The Third Street Corridor focus area, is a prime example of an area in transition. Comprised of retail, single family residential developments and institutional uses. The Third Street Corridor was once a viable commercial corridor in southern Trotwood and continues to be the gateway into the City of Trotwood from the south. Aesthetically speaking, the Third Street Corridor has a lot to be desired. Vacant structures, poorly screened junkyards, poorly maintained properties, unenforced sign regulations and the lack of a cohesive streetscape element provide for an unacceptable first impression of the City of Trotwood; an impression that must and can be changed.

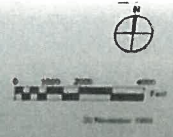
The potential of redeveloping vacant parcels (the old drive-in site) and the completion of the Trotwood Connector in the near future provide for a unique area that demands greater attention than the overall land use plan.

The last focus area established in this Plan is the area identified as Main Street/Olde Town. This unique area once served as the primary shopping areas of the City of Trotwood and surrounding communities at various points in the history of the City and region. Olde Town became the first center of commerce in 1856, serving the commercial needs of the City. In the 1950's and 1960's, the Main Street Corridor, from Olive Road, west to Wolf Creek Pike, became the center for the shopping needs of the City and surrounding areas. However, with the advent of the "regional shopping centers" in the late 1960's and 1970's, Olde Town



Legend

- 1 Salem Triangle
- 2 South Salem Neighborhood Business
- 3 Third Street Corridor
- 4 Olde Town/Main Street



MAP 8

Planning Focus Areas
City of Trotwood Comprehensive Plan

City of Trotwood Planning Department
2010

and the strip shopping centers located along Main Street slowly began to decline in importance where today, vacancy rates along the corridor have become staggering.

According to a market study and redevelopment strategy developed by Edsall & Associates and Boulevard Strategies, concurrently with this planning process, vacancy rates along the once prosperous Main Street Corridor are seventy percent (70%). These areas today have been reduced to neighborhood shopping centers.

Although little vacant land exists within these two areas, the potential for redevelopment is a key issue within Olde Town and Main Street.

1. South Salem Neighborhood Business District

Existing Conditions

Bounded by the proposed Turner Road Extension to the north and the City of Trotwood City Limits to the south, the South Salem Neighborhood Retail Corridor focus area is characterized primarily by retail business uses fronting on Salem Avenue, surrounded to the northeast and southwest by single family residential development (Map 8). Typical uses present along the corridor are beauty salons, convenience type stores, strip shopping centers and medical offices. Single family residences are still interspersed along the corridor, indicating uses of the past, prior to the influx of business growth.

In its present state, very few vacancies exist along this corridor and even

fewer undeveloped lots exist. Each separate parcel along the corridor contains at least one individual curb cut providing vehicular access to the properties. Sidewalks are noticeably absent along either side of Salem Road, making pedestrian traffic dangerous or unappealing to nearby residents. Some businesses along the corridor have made substantial investments for signage, landscaping and facade improvements that help to improve the aesthetic atmosphere. However, many of the businesses along the Salem Avenue corridor have not made the investments in their businesses resulting in a business corridor with older outdated signage, weeded lots, peeling paint and parking areas in poor condition. These businesses, although viable, provide for a visually unappealing business area.

One primary issue that may affect commercial development, especially as it relates to the regional draw, is the completion of the Turner Road Extension. Presently, persons who are heading to the Salem Mall area from locations south of Trotwood, utilize Salem Avenue (S.R. 49) to get to the mall area. However, with the completion of the Turner Road Extension, a more direct route is available to the mall area, thereby allowing vehicles which previously traveled along this retail corridor to detour around this area. It is estimated that the completion of the Turner Road Extension will remove 20%-30% of the pass-by traffic that presently utilizes this corridor on a daily basis. A potential result of this decrease in pass-by traffic is the decline in the

market for the regional and automotive oriented businesses along the South Salem Neighborhood Retail Corridor due to lack of pass-by customers. Furthermore, the regional competition for retail businesses in this area, especially from the Salem Mall, make the likelihood of businesses serving regional customers in this focus area rather unlikely.

Another factor affecting the commercial development of this focus area is the present zoning of properties along the corridor. Presently, this focus area is zoned B-3 and B-4 promoting a wide variety of commercial uses that are geared to automotive and general retail uses. For example, the B-3 and B-4 zoning districts will permit: hotels and motels; automobile rental and lease; automobile and truck sales and service; mobile home sales; rental and service; auto body repair, and a multitude of regional and neighborhood commercial businesses. Due to the potential impact of some of these possible uses on the surrounding residential neighborhood and due to the potential impact of the Turner Road Extension to the north, it is questionable whether or not some of the more regional and more intensive type of commercial uses will be able to remain viable at this location.

These factors must be taken into consideration when planning for the future of this area.

Objectives

The recommendations for future land uses, zoning and other related land use issues center on a set of objectives which, when adopted, will assist the City leadership to pursue the desired type of development, growth and quality on a consistent and more clearly defined decision process. The following objectives are established for the South Salem Neighborhood Retail Center:

- To reinforce and promote South Salem Avenue as the neighborhood business retail center for the City;
- To provide for an aesthetically pleasing corridor and business environment for businesses and customers;
- To require that all new development and redevelopment meet the high standards of design and are compatible with the surrounding residential land uses;
- To promote and require safe and convenient pedestrian and vehicular access and circulation to businesses and the surrounding residential areas;
- To develop and promote opportunities for business retention and expansion, development and redevelopment consistent with the goal of maintaining the neighborhood commercial character;
- To promote the elimination, reduction or consolidation of existing curb cuts and driveway access points along the South Salem Corridor; and
- To promote a quality environment by giving high emphasis to effective and high standards in

design, public infrastructure and appearance with the physical environment.

Future Plan

As future development along the corridor in this focus area occurs, it should emphasize local shopping while working to improve the overall physical image of the area. Map 9 identifies the proposed plan for this area. It is recommended that the City should emphasize businesses that would:

1. Serve the needs of local neighborhood residents, potentially relieving traffic in the Salem Mall area;
2. Provide a transition between S.R. 49 and the surrounding single family residences;
3. Provide services that are appropriate to the adjacent residential neighborhoods; and
4. Be well maintained and visually appealing, providing for a pleasant gateway into the City.

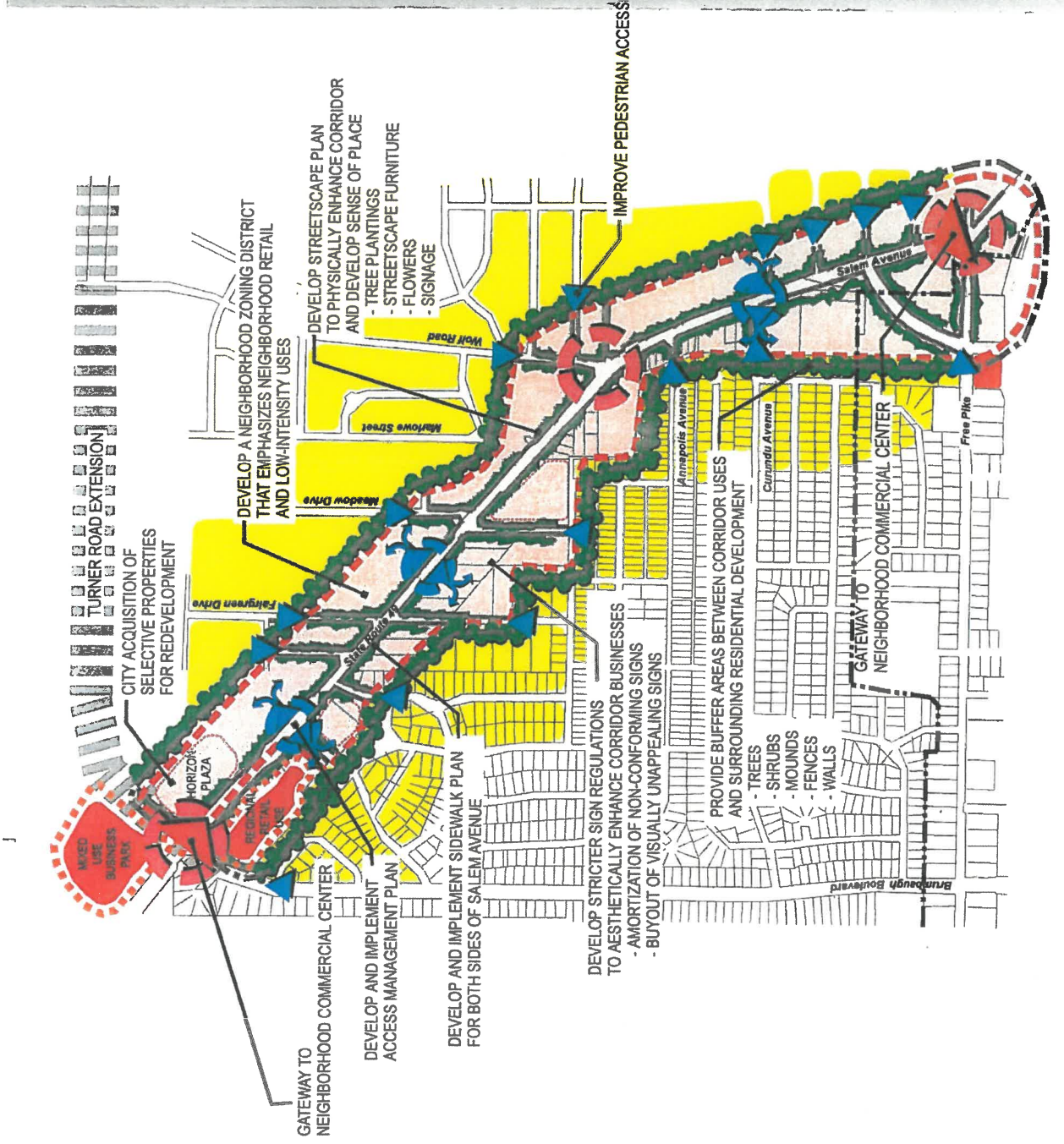
Acceptable uses within this focus area may be: small scale neighborhood retail and convenience type uses and small, low intensity offices resulting from the conversion of the single family residences along the corridor as the opportunity arises. However, maintaining the status quo of uses within this corridor as a viable business area should continue to be an important part of the viability of this area. Properties adjacent to the Turner Road Extension may be considered as an extension of the regional retail center to the north of this focus area. Salem Office Products could be

considered a major regional retailer located adjacently south of the Turner Road Extension and could be considered a model for future development within the area with respect to aesthetics. The Horizon Plaza, a mostly vacant strip center presently occupied by a bingo hall, should be considered as another potential location for a transitional area between the regional retail uses to the north of the Turner Road Extension and the neighborhood retail uses to the south. Consideration should be given by the City to purchase this property and provide the necessary means for a developer to acquire this property and develop a commercial business that would help in eliminating the blight at this major gateway into the City's business districts.

Areas surrounding this focus area have been identified as locations for residential development in the Land Use Plan. As the City guides new residential growth and infill residential growth into these areas, the population and consumer base will increase, thereby resulting in the demand for close proximity neighborhood businesses and services.

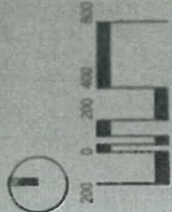
Implementation Strategies

It is recommended that appropriate standards for redevelopment and new development in this focus area be created to promote and provide for a cohesive, visually pleasing commercial corridor that presents itself as a gateway into the City. For example, signage, landscaping and buffering, streetscape amenities and access



Legend

- Suburban Residential
- Neighborhood Commercial
- General Commercial
- Focus Area Boundary
- Major Intersections
- Gateway
- Access Management
- Streetlighting
- Landscaped Buffer Area
- Commercial Area Boundary
- Truncated Corners
- Pedestrian Access



SOUTH SALEM NEIGHBORHOOD RETAIL CORRIDOR CONCEPT PLAN

City of Trotwood
Comprehensive Plan

MAP 9
Plum, Kiskomier & Gahum
Consultants, Inc.
DEC. 1998

management regulations should be developed and implemented to provide for a cohesive business corridor which creates a sense of place and provides an identity for the area.

Establishing specific types of land uses to create an overall theme or character of this area is also another possibility. Many of the objectives may be implemented by the adoption of an overlay district through zoning. Overlay zoning districts are frequently utilized to establish tighter control over development with respect to setbacks, aesthetics, landscaping and buffering issues, signage regulation and bulk and area requirements. Specifically, implementation strategies are as follows:

- *Develop a neighborhood zoning district that emphasizes neighborhood retail and low intensity uses.* This district should be created such that new development and redevelopment occurring within this focus area complements the surrounding residential areas. This district, whether a freestanding zoning district or an overlay district should provide a general list of neighborhood type uses such as neighborhood retail (i.e. ice cream shops, convenience stores), low intensity offices, public facilities and personal services (i.e. dry cleaners, laundromats, banks, beauty shops, etc.).
- *Develop and implement a sidewalk plan which promotes the construction of sidewalks along both sides of Salem Avenue. Key*
- *Develop a streetscape plan to physically enhance the corridor and to develop a sense of place.* A streetscape plan may include elements such as tree planting programs, streetscape furniture, flowers and street signage elements such as banners attached to utility poles.
- *Develop stricter sign regulations to further aesthetically enhance the businesses along the corridor.* Typically, neighborhood business district require smaller signage due to the slower vehicular traffic and the pedestrian traffic. By developing sign regulations specifically catering to this area, it creates a sense of place and helps to provide for a much needed gateway into the City.

to the development of these sidewalks and to the success of the neighborhood business uses along the corridor is the pedestrian connection to the surrounding neighborhoods. Because it is expected that the completion of the Turner Road Extension will further decrease the volume of vehicular traffic in the South Salem Neighborhood Business District, emphasis should be placed on increasing the pedestrian traffic from the surrounding residential areas. Safe, easily accessible sidewalks should be promoted and installed on both sides of Salem Avenue from the Turner Road Extension, south to the City corporation boundaries.

To speed up the process of better signage, the City may want to consider: 1) amortizing non-conforming signs such that all signs within the focus area must comply with the new signage regulations in a predetermined number of years or 2) investigate the possibility of the City "buying" out existing signs that do not enhance the area to further promote the transition process to aesthetically pleasing signs.

- *Investigate the possibility of buffering standards and regulations to provide a buffer area between corridor uses and the surrounding single family residential development.* Many municipalities provide bufferyard regulations and standards which will provide for a transition between incompatible uses such as a commercial business and single family residential dwellings. Bufferyard standards may include, but may not be limited to: trees, shrubs, earthen mounds, fences and walls. Standards should be developed such that any new commercial or office development or substantial expansion of an existing commercial or office development be required to provide the bufferyard to further protect the single family residential areas from the more intensive uses.
- *Investigate the possibility of acquiring selective properties for redevelopment.* Presently, there are several properties along the Salem Road corridor within this focus area that remain vacant and as a result, have become blighted

because of poor or no upkeep. One primary property to consider for purchase and redevelopment by the City is the Horizon Plaza. The Horizon Plaza is an important piece to this focus area due to its location and the size of the property. This location is the gateway to the City's regional retail area as well as the neighborhood corridor area from the east, along the Turner Road Extension and from Salem Avenue and it provides a first reaction to the shopping area as a whole. Redevelopment should include a building or buildings that are sited such that it fronts perpendicular on Salem Avenue, providing an aesthetically pleasing, friendly entrance along the corridor.

- *Strengthen the South Salem Business Association and establish a partnership to promote implementation of this plan.*

2. Salem Triangle

Existing Conditions

Bounded by the Trotwood City Limits to the north, Denlinger Road to the east, Shiloh Springs Road to the South and Olive Road to the west, the Salem Triangle Focus Area encompasses a majority of the Trotwood's regional commercial businesses (Map 8). In fact, this focus area contains almost half of all of the existing commercial acreage within the City of Trotwood. These businesses along Salem Avenue (S.R. 49) continue to remain viable with very little undeveloped land in the focus area and a fairly low vacancy rate within the strip centers and

freestanding commercial businesses along the major corridors. Major commercial establishments within this focus area include: the Salem Mall (with approximately 860,000 square feet of retail space containing over 120 stores), Salem Consumers Square (with over 36 stores), K-Mart, Pier 1 Imports, Cub Foods and several national and local restaurants. This focus area also contains a mixture of single family and multi-family residential dwellings, as well as institutional uses, each of which are located north of the regional commercial businesses. Most of the undeveloped parcels of land are located north of the commercial business district within the residential areas. These residential areas, varying in density, represent the typical subdivision and multi-family development that has been occurring throughout the City in the past and present and contains approximately 240 acres of undeveloped land which is available for residential development.

Major thoroughfares providing access to this focus area are Salem Avenue (State Route 49) and the Trotwood Connector which, when complete in 1999, will terminate at Salem Avenue just west of the Salem Mall. These two major thoroughfares make this regional retail center more easily accessible to the City of Dayton, the Miami Valley area and Interstate 75 which will put the Salem Triangle Focus Area in an excellent position to compete in the regional commercial business market.

Presently, property within the Salem Triangle Focus Area is zoned for many

different districts, including two different Zoning Codes, as a result of the recent merger between the City of Trotwood and Madison Township. Current commercial zoning districts in place are: B-3, B-4, HC and PD-3. These commercial business zoning districts permit a multitude of local and regional business and service uses that complement the overall intent of this area as a regional shopping destination. The current residential zoning districts in place within this focus area are: R-2, R-3, R-4, R-6, PD-1 and PUD. These residential zoning districts permit residential densities as low as 3,000 square feet per dwelling unit for multi-family to lots of 20,000 square feet in size for single family residential dwellings. The residential zoning districts also encompass all of the available undeveloped land within this focus area containing approximately 206 acres.

Objectives

The Salem Triangle is a unique area comprised of commercial establishments having a regional draw and varying density residential dwellings. There are also approximately 200 acres of undeveloped land within this focus area, presenting the opportunity for new residential development. This new development and redevelopment occurring within the Salem Triangle focus area must be carefully planned for preventing traffic congestion, the siting of incompatible land uses and the development of a visually pleasing location welcoming businesses, residents and customers.

The recommendations for future land use, zoning and other related land uses issues center on a set of objectives which, when adopted, will assist the City leadership to pursue the desired type of development, growth and quality on a consistent and more clearly defined decision process. The following objectives are established for the Salem Triangle area:

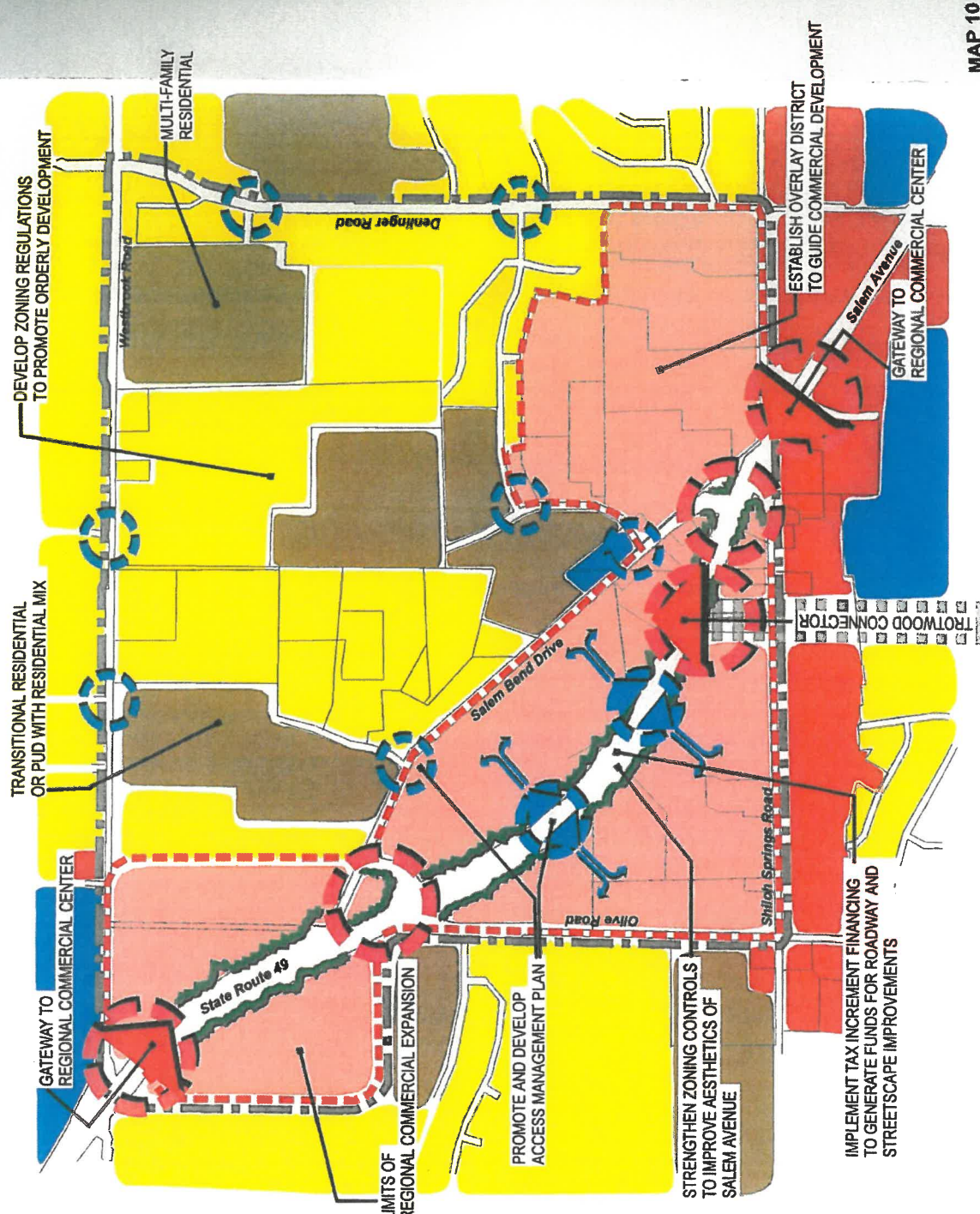
- To promote the stability and future success of the Salem Triangle area by preserving and protecting the existing residential areas and promoting the economic development of the commercial areas by planning for the retention, revitalization and selective expansion of commercial and office land uses. The retention, revitalization and expansion of these uses should be compatible with both the goal of regional retail with the compatibility of the surrounding residential uses;
- To provide for an aesthetically pleasing corridor and business environment for businesses and customers;
- To require that all new development and redevelopment meet the high standards of design and are compatible with the surrounding residential land uses;
- Establish and promote a uniform streetscape program to include sidewalk treatments, lighting and signage compatibility, and streetscape landscaping improvements;
- To promote and require safe and convenient pedestrian and vehicular access and circulation to businesses and the surrounding

residential areas through continued access management techniques.

- To protect the surrounding residential neighborhoods from incompatible traffic generated by the regional retail businesses; and
- To require effective design standards and bufferyards to be applied in areas of transition between residential areas and nonresidential areas.

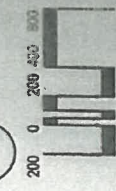
Future Plan

Map 10 indicates the future plan for the Salem Triangle Focus Area. It is expected that the southern portion of this focus area will continue to remain and grow as a regional retail center by attracting additional regional retailers into the vacant buildings which are present in this area. The primary area for expansion of the regional retail businesses is around the Westbrook Road / Salem Avenue intersection. This expansion of retail businesses into this area provides for a logical continuation of retail uses from Shiloh Springs Road in the south in the City of Trotwood, to I-70 in Randolph Township. However, in order to accommodate the northern expansion of regional retail uses, the residential PD-1 zoning must be changed to provide for commercial business uses. Presently, the lands south of the Westbrook Road/Salem Avenue intersection are wooded and undeveloped. The intent of commercial expansion along this major thoroughfare is twofold:



Legend

- Suburban Residential
- High-Density Residential
- General Residential
- Regional Commercial
- Public / Semi-Public
- Focus Area Boundary
- Major Intersection
- Gateway
- Access Management
- Streetscaping
- Commercial Area Boundary
- Trotwood Connector



SALEM TRIANGLE

CONCEPT PLAN

City of Trotwood
Comprehensive Plan

Plum, Kinsinger & Gehring
Consultants, Inc.
DEC 1598

MAP 10

1. The Trotwood Connector will provide a more direct route between I-70 in Randolph Township to the north and U.S. 35/I-75 to the south in Trotwood; and
2. To provide a linkage between the regional commercial uses in Trotwood to those north in Randolph Township.

It is recommended that the properties bounded by Westbrook Road to the north, Salem Bend Drive to the east, Salem Road (S.R. 49) to the south and the existing single family subdivisions to the west, be rezoned to include retail uses to accommodate the suggested regional retail use expansion.

Implementation Strategies

The Salem Triangle Focus Area is divided in half between commercial uses to the southwest and residential uses to the northeast by Salem Bend Road. The commercial area within this focus area should continue to develop as a regional commercial retail center for Miami Valley and Dayton area, while striving to buffer these intensive uses from the surrounding residential uses. Likewise, the undeveloped properties northeast of Salem Bend Road should continue to develop as residential. These developments should occur in an overall effort to eliminate piecemeal planning and development. Specifically, implementation strategies are as follows:

- *Continue to promote and develop an access management plan to*

provide safe and convenient vehicular and pedestrian access to both commercial and residential areas. Because of the intense nature of the regional retail development occurring in this focus area, access management plays a vital role in traffic control. With the understanding that the purpose of streets is to provide for the through movement of traffic **and** for the access of property, conflicts occur. Developments need adequate access to properties in order to be viable; however, each access point added to a roadway decreases the function of the roadway to carry an efficient traffic flow. An equitable compromise between the interests of drivers and property owners and businesses must be sought when these conflicts arise. A proactive approach to this compromise is the continued development and application of an access management plan coordinated between the City and State. The continued improvement of separating "local" traffic from through traffic and limiting the number of individual curb cuts, decreases the number of vehicular conflict points along the thoroughfare. This separation of traffic would serve to enhance the capacity of the arterial street, reducing accident potential and increasing the attractiveness of the commercial development along the corridor.

With respect to access management in the residential areas northeast of the commercial business area, it is

suggested that access to the large amounts of undeveloped land are limited as much as possible, utilizing collector and local street systems. For example, providing a collector street off of Denlinger Road and one collector street off of Westbrook Road, to provide access to all new development within this focus area, would provide for a logical, efficient and safe vehicular system. Consolidated access points to this undeveloped area should be encouraged by the City such that piecemeal development of an internal thoroughfare system is avoided. The best case scenario would be to provide ingress/egress points from the undeveloped area at locations on Denlinger and Westbrook such that they are across from another existing intersection.

- *Strengthen zoning controls to improve aesthetics of the Salem Avenue (S.R. 49) corridor.* In its present state, Salem Avenue from Shiloh Springs Road to Westbrook Road is a mixture of commercial businesses and institutional uses fronting on Salem Avenue. Within these developments are large expanses of asphalt, resulting in a visually unappealing corridor. A landscaping plan should be developed and implemented including street trees and tree lawn landscaping which complements the area, creating a sense of place and softening the harsh concrete/asphalt seas which exist here. Furthermore, zoning regulations should be modified to require landscaping and trees in

off-street parking areas to break up the continuous paved surfaces. Presently, the City Zoning Code permits the developer to place trees along the perimeter or in the lot itself when the lot is fifty spaces or more, but does not require it. Stronger zoning controls should be in place to require interior lot landscaping for parking areas.

- *Develop zoning regulations to promote the orderly development of the 200 plus acres of undeveloped, residentially zoned land between Salem Bend Road, Westbrook Road, Denlinger Road and Shiloh Springs Road.* Because of the location and abundance of the undeveloped residential land within this focus area, it is suggested that the City apply a Planned Unit Residential District to this area. By utilizing this zoning option, the City has better control over reviewing potential developments and greater flexibility with conditions and controls.
- *Investigate the possibility of establishing an overlay zoning district to control and guide commercial development and redevelopment along the Salem Avenue Corridor.* Overlay districts are a zoning tool that can be implemented which allow the underlying regulations to remain in place with the overlay zone dictating additional bulk, area, setback requirements, design or other desired regulations. An overlay district for the Salem Avenue corridor would be

appropriately applied to the commercial areas from Westbrook Road, south to Shiloh Springs Road and between Salem Bend Drive and Olive Road. The overlay would seek to provide site plan review for all new development, redevelopment and substantial additions to buildings and structures in this area. Because this area contains the largest concentration of commercial businesses in the City and the success of this areas is vital to the economic success of Trotwood, measures should be implemented within the overlay district that would provide for an aesthetically pleasing location for businesses and customers alike. Stronger signage regulations, landscaping and buffering standards and access management are a few primary examples that should be further regulated in this overlay district to promote a desirable business location.

- *Investigate the possibility of implementing a Tax Increment Financing (TIF) district in this focus area to generate funds for roadway and streetscape improvements.* In order to capture funds to make necessary roadway and streetscape improvements to provide for a more efficient, safe and aesthetically pleasing commercial area, the City should investigate the possibility of establishing a TIF district. A TIF district essentially captures the increase in property taxes within the district which is created and places the money into a fund which is spent on improvements

in the TIF district established. As improvements are made to businesses within the area, property taxes increase and the fund grows larger. Under the TIF, the City stands to capture all millages as generated by property taxes for use in implementing projects which further the public interest within the established TIF district.

3. Third Street Corridor

Existing Conditions

The Third Street Corridor, bounded by Union Road to the west and by Victory Avenue to the east, is the gateway into the City of Trotwood from the south. Map 8 indicates the boundaries of the Third Street Corridor Focus Area. Characterized by businesses permitted by the B-4 zoning established along the corridor, Third Street is the location for carry out establishments, junk yards, automotive repair shops and other automotive oriented business uses. Although a majority of the commercial properties fronting along Third Street are, for the most part, developed and occupied, many of them are dilapidated in condition. The properties suffer from poor upkeep of businesses, deteriorating signage (some of which was merely applied by paint) and unmaintained parking areas. Many of these businesses serve a convenience retail function, such as the Drexel grocery store, which appears to have a substantial flow of business. However, a first impression of this corridor, the southern gateway into the City, is aesthetically unpleasant. North of Third Street, the focus area continues encompassing several acres

of undeveloped land zoned for industrial and residential uses (approximately 160 acres of undeveloped land). Land uses common in this area include small "mature" single family residential dwellings on small lots (many of which are in CDBG neighborhoods), the Madison Lakes County Park, and the corridor for the Trotwood Connector. A gravel pit, utilized by American Aggregates for the construction of the Connector is also located within this focus area.

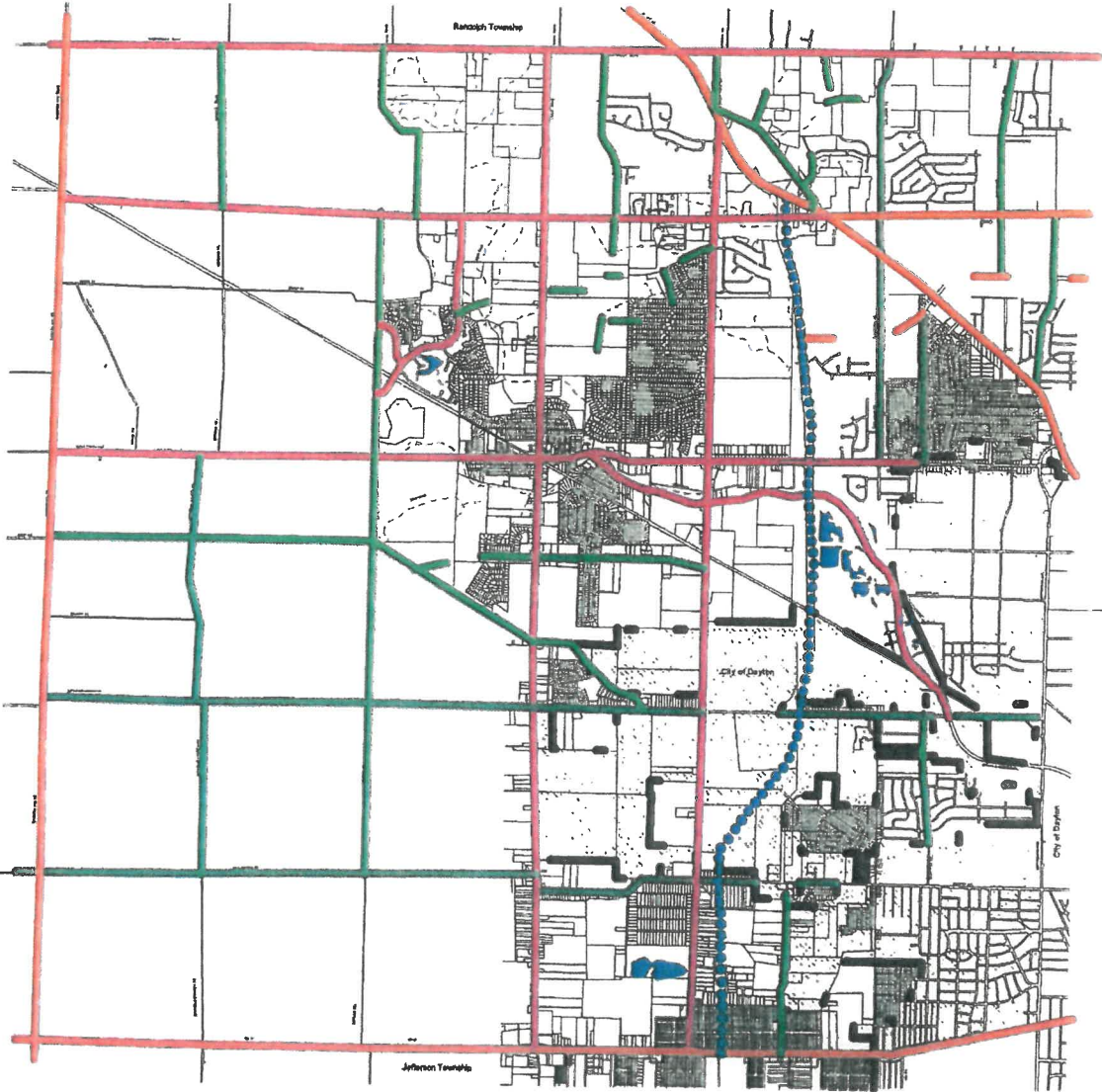
Upon analysis of this focus area, several issues are identified:

1. The lack of a cohesive streetscape element creates the appearance of a broken, divided commercial corridor.
2. The lack of building code and property maintenance enforcement is resulting in a blighted area comprised of aesthetically unpleasant commercial businesses and properties.
3. There are still several single family residences which are fronting on Third Street, located on commercially zoned properties.
4. Located on the eastern boundary of this focus area, the former drive-in property presents a unique opportunity for a large development.
5. The completion of the Trotwood Connector will provide a major intersection on Third Street in the approximate center of this focus area, increasing the volume of vehicular traffic in the area.
6. Much of this area lacks sidewalks, curb and gutter and storm drainage infrastructure.

Objectives

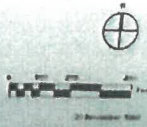
The Third Street Corridor focus area is the primary gateway into the City of Trotwood. Olive Road, Union Road and the Trotwood Connector are all major thoroughfares that bring traffic directly into the heart of the City of Trotwood. Being the southern gateway, along with the impact of the Connector, special consideration must be given to this area to promote aesthetics and viability through zoning and land use controls. The recommendations for future land uses, zoning and other related land use issues center on a set of objectives which, when adopted, will assist the City leadership to pursue the desired type of development, growth and quality on a consistent and more clearly defined decision process. The following objectives are established for the Third Street Corridor area:

- To create a high quality southern gateway to the City;
- To provide for the proper types of land uses which will complement the surrounding residential areas and the Trotwood Connector;
- To provide for an aesthetically pleasing corridor and business environment for businesses and customers;
- To promote the economic stability of businesses in this area.
- To reinforce a strong neighborhood environment consisting of homes and convenience business.
- To require that all new development and redevelopment meet the high standards of design and are compatible with the surrounding residential land uses;



Existing	Proposed	Functional Classification	Typical R.O.W.
		Freeways and Expressways	200'
		Major Arterials	90'-120'
		Minor Arterials	82'-90'
		Major Collectors	70'-82'
		Minor Collectors	60'-70'
		Local Roads	50'-60'

Sources: Trotwood Thoroughfare Plan, Section 153.029; adopted 20 November 1989;
 and Montgomery County Comprehensive Development Plan-Medison Township, 1990



MAP 13

Thoroughfare Plan

City of Trotwood Comprehensive Plan

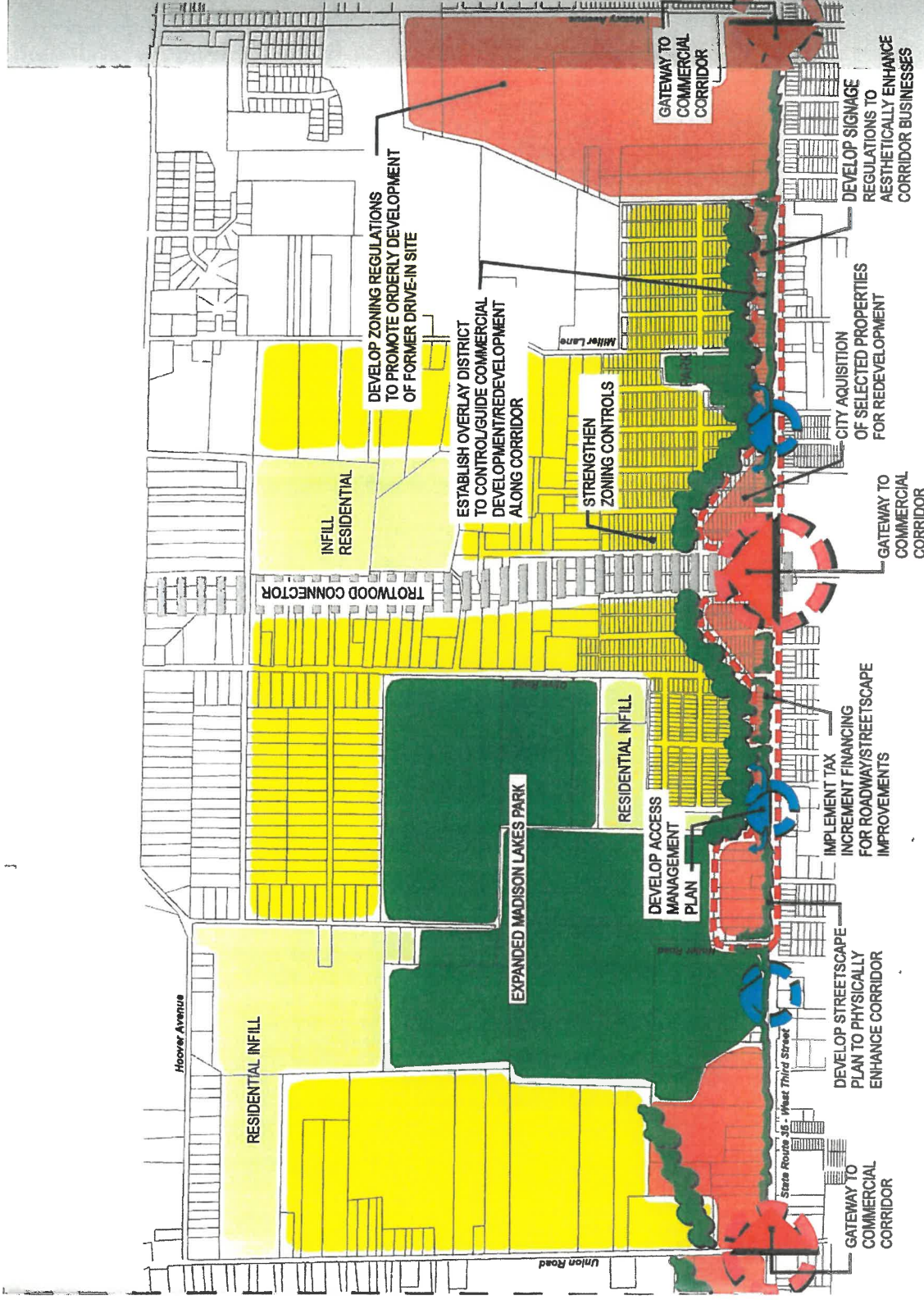
City of Trotwood

- Establish and promote a uniform streetscape program to include sidewalk treatments, lighting and signage compatibility, and streetscape landscaping improvements;
- To promote and require safe and convenient pedestrian and vehicular access and circulation to businesses and the surrounding residential areas through the development and application of access management techniques.
- To protect the surrounding mature residential neighborhoods from incompatible traffic generated by the automotive businesses;
- To promote a quality environment by giving high emphasis to effective and high standards in design, public infrastructure and appearance with the physical environment;
- To require effective design standards and bufferyards to be applied in areas of transition between residential areas and nonresidential areas;
- To develop an environment that establishes a positive gateway and impression of the City of Trotwood;
- To create quality retail uses adjacent to the Connector intersection with Third Street; and
- To provide the necessary infrastructure in the neighborhood areas to provide for stormwater drainage and safe pedestrian transportation.

Future Plan

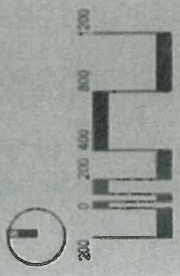
Map 11 establishes the future land use plan for the Third Street Corridor focus area. It is expected that the completion

of the Trotwood Connector will provide some substantial traffic to this area, but the economic impact is yet to be seen. It is suggested that the commercial development be consolidated from its current extents between Union Road and Victory Avenue to approximately Holler Road to Elkins Avenue. Furthermore, commercial consolidation is suggested to be concentrated around the Connector intersection at Third Street, encompassing the blocks bounded by Lorimer Avenue to the north, Northhampton Avenue to the west and Lonsdale Avenue to the east. Undeveloped areas north of Carmen Avenue and west of Olive Road are suggested for infill residential. Similarly, the undeveloped area north of the Third Street commercial properties and just north of Lorimer Avenue, between Drexel and Miller Avenues, is recommended for single family residential infill. The existing single family residential properties within this area are recommended to remain status-quo.



Legend

- Suburban Residential
- General Commercial
- Parks
- Major Intersections
- Cityway
- Access Management
- Streetscaping
- Landscaped Buffer Areas
- Commercial Area Boundary
- Trotwood Connector
- Permitted Access



THIRD STREET CORRIDOR CONCEPT PLAN

City of Troutwood
Comprehensive Plan

The former drive-in property located on the eastern edge of this area provides a unique opportunity for a master planned development.

Approximately 80 acres, this property is recommended for a combination of transitional residential to the north and commercial recreation to the south. Citywide surveys conducted early in this planning process indicated that the people in the southern areas of Trotwood had very little recreational activity areas for their children and teens. The recommendation of the commercial recreational land use may include but would not be limited to the following types of uses: miniature golf, go cart race tracks, indoor amusement centers, batting cages, etc.

Lastly, it has been indicated that the American Aggregates gravel pit property, currently serving the construction needs of the Connector, will be reclaimed and donated to Montgomery County as an extension of the Madison Lakes Park. This being the case, the undeveloped property fronting on Third Street, west of Holler Road and south of the existing gravel pit, is recommended as an extension of the Madison Lakes Park located to the north.

Implementation Strategies

Due to the unique characteristics of this area and because it is the primary gateway into the City from the south, it is recommended that appropriate standards for redevelopment and new development in this focus area are created to promote and provide for a cohesive, visually pleasing commercial corridor that presents itself as a

gateway into the City while protecting the mature single family residential neighborhoods which surround it. Signage, landscaping and buffering, streetscape amenities and access management regulations should be developed and implemented to provide for a cohesive business corridor along Third Street which creates a sense of place and provides an identity for the area. First impressions being the most important for visitors into the City, an aesthetically pleasing environment should be developed in this area. Establishing specific types of land uses to create an overall theme or character of this area is also another possibility. Because of the surrounding neighborhoods and the presence of the Trotwood Connector, a unique situation arises; providing for both automotive oriented as well as neighborhood commercial businesses. Many of the objectives may be implemented by the adoption of an overlay district through zoning to establish tighter control over new development and redevelopment with respect to uses, setbacks, aesthetics, landscaping and buffering issues, signage regulation and bulk and area requirements. However, it will also be necessary for more proactive strategies in order for the City to accomplish the objective for this area. Specifically, implementation strategies are as follows:

- *Selectively purchase and redevelop properties within the Third Street Corridor focus area.* Because of the blight established by some of these properties (junk yards, poorly kept properties) and the continuing vacancy of others, it is suggested that the City explore the purchase

of some of the most offensive properties, clean them up and assemble them for development by a developer. By doing so, the City is indicating a solid commitment to turn this area around as the southern gateway into the City.

- *Develop a streetscape plan to physically enhance the corridor and to develop a sense of place.* A streetscape plan may include elements such as tree planting programs, streetscape furniture, flowers and street signage elements such as banners attached to utility poles. The streetscape element should be considered a very important part of the Third Street Corridor area due to its importance as a gateway into the City. Furthermore, the proactive approach by the City in the development and implementation of a streetscape plan may encourage private property owners to take more pride in their properties themselves.
- *Develop stricter sign regulations to further aesthetically enhance the businesses along the corridor.* By developing sign regulations specifically catering to this area, it creates a sense of place and helps to provide for a much needed gateway into the City. To speed up the process of better signage, the City may want to consider: 1) amortizing non-conforming signs such that all signs within the focus area must comply with the new signage regulations in a predetermined number of years or 2) investigate the possibility of the City "buying" out existing signs

that do not enhance the area to further promote the transition process to aesthetically pleasing signs. Presently, the corridor includes a wide variety of signs with respect to materials, sizes, quality and colors that add further to the blight of this area.

- *Investigate the possibility of buffering standards and regulations to provide a buffer area between corridor uses and the surrounding single family residential development.* Providing bufferyard regulations and standards will provide for a transition between incompatible uses such as commercial business and single family residential. Bufferyard standards may include, but may not be limited to: trees, shrubs, earthen mounds, fences and walls. Standards should be developed such that any new commercial or office development or substantial expansion of an existing commercial or office development be required to provide the bufferyard to further protect the single family residential areas from the more intensive uses. As the commercial developments are compacted into the suggested areas as according to the land use plan, landscaping and buffering standards, as established by the Zoning Code should be implemented by the non-residential property owners that provide a transitional area and buffer between the residential and non-residential land uses.

- Continue to promote and develop an access management plan to provide safe and convenient vehicular and pedestrian access to both commercial and residential areas.* Because of the nature of the automotive oriented development occurring in this focus area combined with the possibility of a mix of neighborhood convenience retail uses, access management will prove to play a vital role in traffic control and vehicular/pedestrian safety. With the establishment of the Trotwood Connector, access to surrounding properties becomes an important issue. Properties need access to make for a viable business, however, this access should be planned for to provide for safe and efficient vehicular traffic flow. It is suggested that an access management plan, based on the recommended consolidation of business properties, be developed that will provide a plan for consolidated and convenient access for these properties.
- Strengthen zoning controls to improve aesthetics of the Third Street corridor.* In its present state, the Third Street corridor is a mixture of commercial businesses, residential dwellings and institutional uses fronting on a major thoroughfare. Within these developments are paved parking areas with little or no landscaped areas, resulting in a visually unappealing corridor. As part of the development process, landscaping plans should be required and implemented including street trees and tree lawn landscaping which complements the area, creating a sense of place and softening the harsh concrete/asphalt lots which exist here.
- Develop zoning regulations to promote the orderly development of the approximately 80 acre former drive-in property.* Because of the location and abundance of the vacant land within this area, it is suggested that the City apply a Planned Unit District to this area. By utilizing this zoning option, the City has better control over reviewing potential developments and greater flexibility with conditions and controls.
- Investigate the possibility of establishing an overlay zoning district to control and guide commercial development and redevelopment along the Third Street corridor.* Overlay districts are a zoning tool that can be implemented which allow the underlying regulations to remain in place with the overlay zone dictating additional use, bulk, area, setback requirements, design or other desired regulations. Appropriate uses serving the automotive oriented needs as well as the neighborhood convenience needs may include service station/convenience stores or similar use which serves both needs as previously indicated.

An overlay district for the Third Street corridor would be appropriately applied to the areas fronting on Third Street from Union Road to the west to Victory Avenue to the east. The overlay

would seek to provide site plan review for all new development, redevelopment and substantial additions to buildings and structures in this area. Because this area is the primary gateway into the City from the south, appropriate measures should be implemented within the overlay district that would provide for an aesthetically pleasing location for businesses, surrounding residences and customers alike. Stronger signage regulations, landscaping and buffering standards and access management are a few primary examples that should be further regulated in this overlay district to promote a desirable business location.

- *Develop a plan and strategy that will introduce stormwater systems, sidewalks, curb and gutters into the neighborhoods in this focus area.*

4. Olde Town/Main Street²

Existing Conditions

Located along the Main Street Corridor, west of Olive Road and east of the bridge spanning the Wolf Creek, the Olde Town and Main Street areas were once the primary shopping areas for the City of Trotwood and the surrounding environs (Map 8 identifies the focus area). Today, each of these areas continue to provide some shopping opportunities for customers but are in a state of flux. Each of these

² Information summarized from the document "Market Study and Redevelopment Strategy for the Main Street and Olde Town Areas of Trotwood, Ohio," Edsall & Associates and Boulevard Strategies, June 1997.

areas are surrounded by single family residential development to the north, south and west and by undeveloped land and industrial uses to the east.

Olde Town was once the original city center of Trotwood. Characterized by remnants of zero lot line development of yesteryear, Olde Town has today become a mixture of uses ranging from uncharacteristic industrial uses to older clapboard houses and businesses.

The old railroad traverses through the center of Olde Town, and has been converted into part of the Trotwood/Brookville bike/hike trail.

Portions of this facility have been improved with pavement from a point north of Wolf Creek Pike. However, south of Wolf Creek Pike, the trail has not been improved, resulting in dangerous and unusable conditions including garbage and weeds.

Because of the character and charm of the Olde Town, the potential exists in the Olde Town area for specialty retail and residential uses. This potential will be summarized later in this Section. The "Market Study and Redevelopment Strategy for the Main Street and Olde Town Areas of Trotwood, Ohio" developed by Edsall & Associates and Boulevard Strategies in June 1997 provides an in-depth study of this focus area.

The Main Street Corridor was a key shopping area in the City and the region in the 1950's-1970's. This corridor followed national trends with the development of the shopping plaza and prospered for some time, providing quality shops for local and

regional customers alike. Today, the Main Street corridor has become a corridor of vacant structures which cannot compete with the big box retailers and shopping malls. Unfortunately, the result of the lack of being able to adequately compete with new retail trends and the inability to find a market niche has resulted in a corridor of high vacancy rates, poorly maintained properties and an aesthetically unpleasant corridor.

While some businesses survive along this corridor, they primarily serve the neighborhood commercial needs of residents. Because of the large number of vacant commercial structures and the type of market that they now must provide for, the supply of buildings far exceeds the demand. Furthermore, while there are some quality uses that presently exist along this corridor, many of the existing businesses are marginal at best.

Typical land uses within this focus area include: single family residential, two family residential, multi-family residential, office uses, public uses, commercial uses and industrial uses. However, according to the Edsall study, "nearly fifty (50%) percent of the land along Main Street between Wolf Creek and the soon to be opened Northwest Connector is vacant." This situation requires strategies for not only redevelopment of existing vacant, antiquated buildings, but strategies for the development of the undeveloped lands within this study area.

Significant properties within this study area include: the Trotwood Government Center, the Dayton-Montgomery County Public Library,

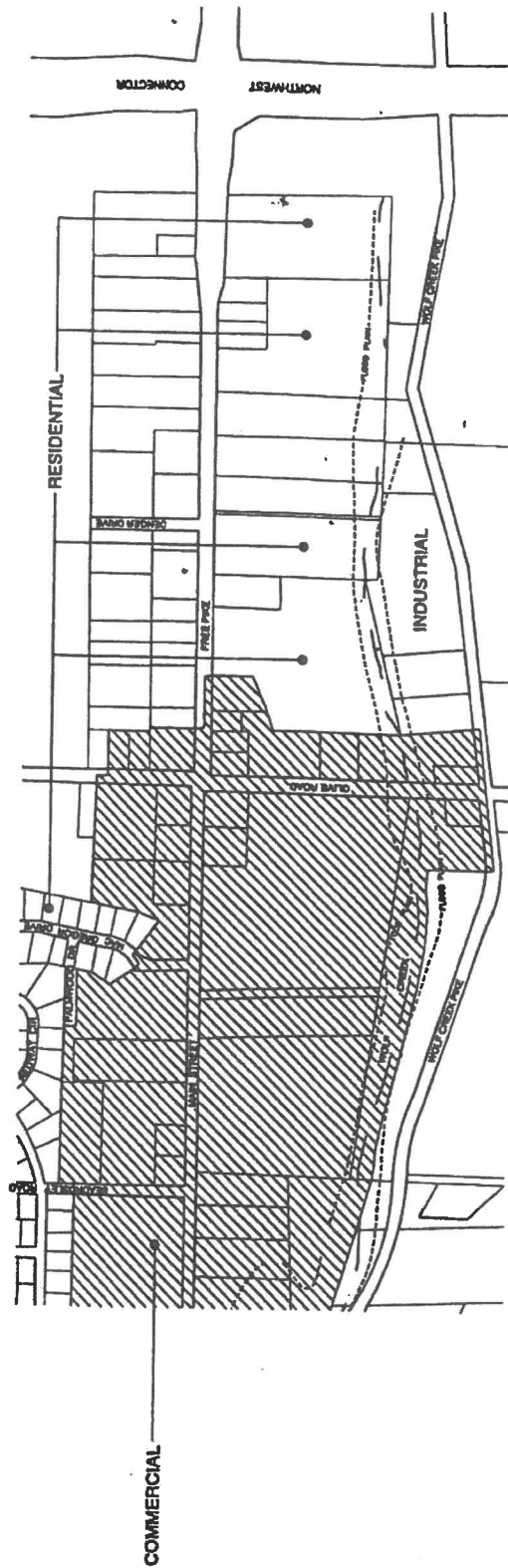
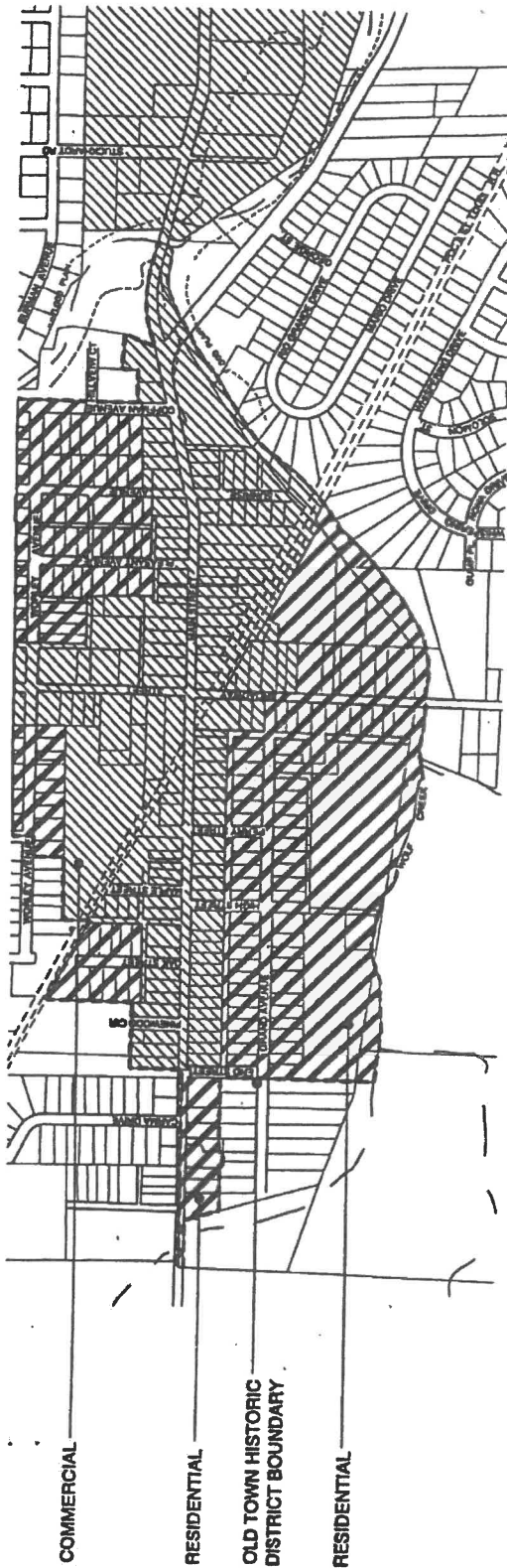
the Trotwood Service Center and the U.S. Post Office, Trotwood Branch. Presently, there are approximately nine (9) zoning districts that encompass this study area ranging from single family residential to industrial uses. These zoning districts promote a wide variety of land uses within this focus area. While these multiple zoning districts promote a variety of uses, many of the uses that several of these districts promote may not be appropriate in these areas due to a wide variety of factors including lack of market or the incompatibility of one district adjacent to another (i.e. the I-L district adjacent to the R-1D districts).

One primary issue affecting these areas include the consumer market. For years, these areas have served as the place to shop for Trotwood. However, with the advent of the shopping mall and the big box retailer, the 1950's and 1960's shopping plazas have lost their edge. Furthermore, while Olde Town provides some retail and service opportunities, the realization that this area will compete with the Salem Mall for similar types of services and consumer goods is unlikely. Specific niches and markets must be identified for these two struggling areas.

Objectives

Once serving the consumer goods for the City in the past, portions of the Olde Town/Main Street areas have fallen into a state of neglect and disrepair. The following objectives seek to provide a foundation for solid land use planning decisions that will be made in the future to promote quality development and redevelopment within these areas:

**Map 12
Main Street/Olde Town**



LAND USE PLAN: TROTWOOD MARKET / REDEVELOPMENT PLAN

redevelopment within these areas:

- To promote niche and specialty development within the Olde Town and Main Street Corridor areas.
- To provide for an aesthetically pleasing business and residential environment for businesses and customers.
- To improve the physical and associated psychological image of Olde Town and Main Street.
- Promote a quality environment by giving high emphasis to effective and high standards in design, public infrastructure and appearance with the physical environment.

Future Plan

Map 12 indicates the future land use plan for the Olde Town/Main Street Corridor focus area as established in the "Market Study and Redevelopment Strategy for the Main Street and Olde Town Areas of Trotwood, Ohio."

TRANSPORTATION PLAN

An important element to a land use plan and to the growth and development of a community as a whole, is the transportation plan. Poor roadway systems that are inefficient, dangerous and overutilized tend to have potentially damaging impacts on the future growth of any community. For this simple fact, a transportation plan is essential to provide for a proactive system of safe and efficient streets economically for the City.

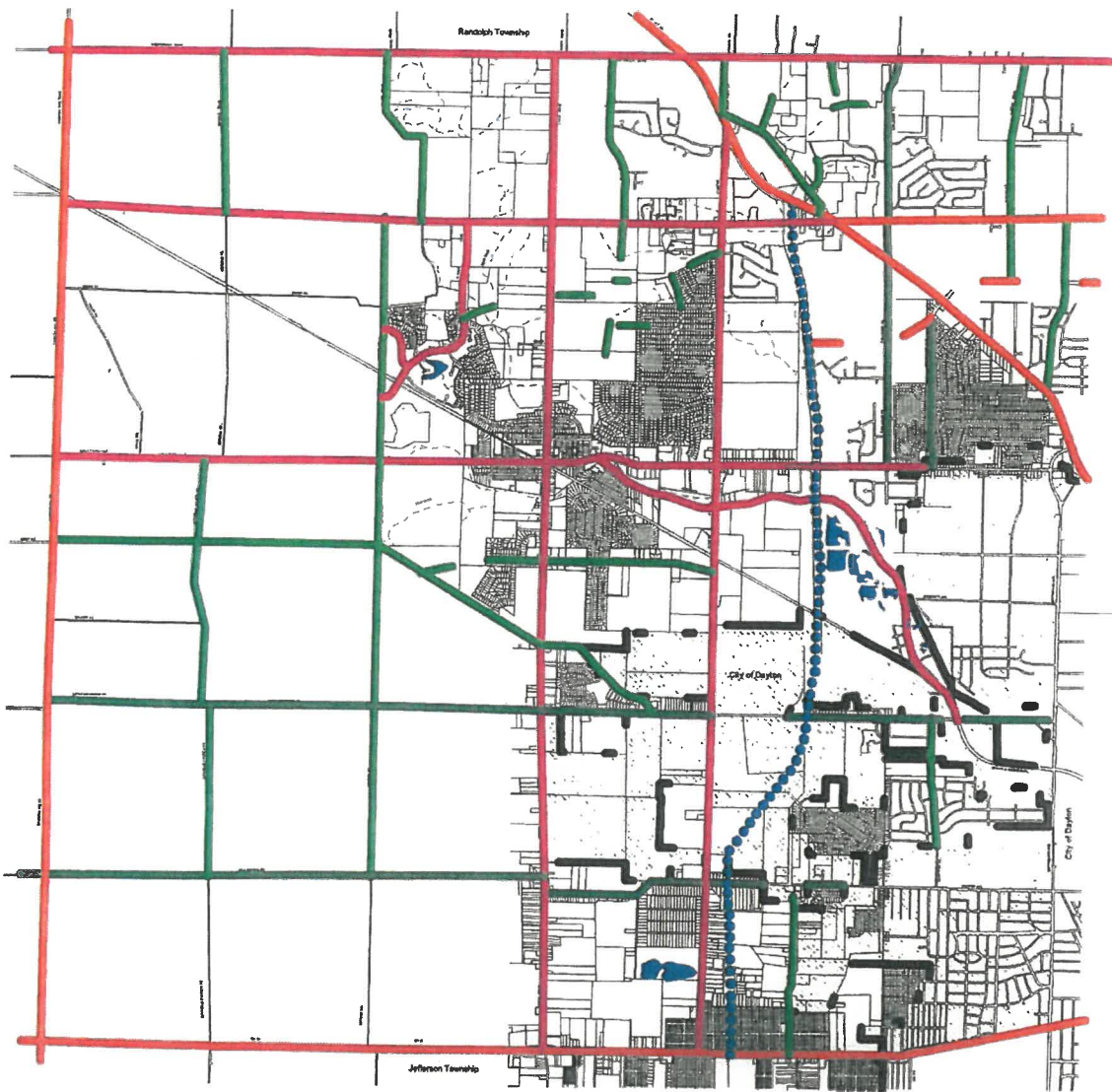
There are two critical elements to a transportation plan: functional classifications of a thoroughfare system and a forecast of future volumes on these thoroughfares for which to plan for.

Functional Classification

The primary role of the functional classification of thoroughfares within the City is to establish a priority for the many City roads for hierarchical purposes. Functional classifications depend on many factors including: speed limits, width of roadway, width of right-of-way, access to properties and overall purpose for that particular thoroughfare. Map 13 indicates the functional classifications of the thoroughfares within the City. Following is a summary of the functional classifications for thoroughfares within the City of Trotwood:

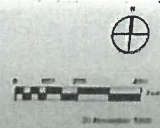
1. **Freeways and Expressways**
Freeways and expressways are thoroughfares that are designed to move large volumes of traffic between regions at high speeds. Access to and from freeways and expressways is often limited to sporadic ingress/egress points with arterial streets.

Examples of freeways and expressways in the Trotwood area are U.S. 35, I-75 and the Trotwood Connector, which is presently under construction and due for completion in 1999. The typical right-of-way for these thoroughfares is 200 feet.



Existing	Proposed	Functional Classification	Typical R.O.W.
		Freeways and Expressways	200'
		Major Arterials	90'-120'
		Minor Arterials	82'-90'
		Major Collectors	70'-82'
		Minor Collectors	60'-70'
		Local Roads	50'-60'

Sources: Trotwood Thoroughfare Plan, Section 153.029; adopted 20 November 1989; and Montgomery County Comprehensive Development Plan-Medison Township, 1990.



MAP 13

Thoroughfare Plan

City of Trotwood Comprehensive Plan

City of Trotwood

2. Major Arterial Roads

Major arterial roads are thoroughfares designed to move high volumes of traffic to and from expressways and to serve major volumes of traffic within or through the urban area. Major arterial roads also provide access to and from minor arterial roads.

Examples of major arterial roads in Trotwood include S.R. 49, Third Street and Diamond Mill Road. The Turner Road Extension, upon completion, is also an example of a major thoroughfare. The typical right-of-way for major arterial roads is 90-120 feet.

3. Minor Arterial Roads

Minor arterial roads function to carry moderate volumes of traffic on short to medium length trips. Minor arterial roads typically link major arterial roads to major collector roads. Right-of-ways for minor arterial roads typically vary from 82-90 feet.

Examples of minor arterial roads include: Union Road, Shiloh Springs Road and Westbrook Road.

4. Major Collector Roads

Major collector roads are designed for internal traffic movements within the City, often linking minor arterial roads to minor collector roads and local roads. Property access to and from these roads is common.

Examples of major collector roads include: Old Dayton Road, Little Richmond Road and Denlinger Road. Typical right-of-ways vary from 70-82 feet.

5. Minor Collector Roads

Minor collectors function to move relatively low volumes of traffic from major collector roads and minor arterial roads to local streets. Typically, minor collector roads have rights-of-way varying between 60-70 feet.

Examples of minor collector roads include: Lutheran Church Road, Basore Road and Snyder Road.

6. Local Roads

The principal function of local roads is to provide access to individual properties. A secondary function of local roads is to permit short, destination trips at relatively low speeds. Local roads make up a majority of the total roadway mileage within the City, but are not heavily traveled. Typical rights-of-way for local streets vary between 50-60 feet.

Examples of local streets in the City of Trotwood include: Broad Oak Drive, Gardendale Avenue and Lansdowne Avenue.

PLAN IMPLEMENTATION

The City of Trotwood is a unique environment that possesses the charm of rural living with the convenience of urban development. Trotwood is also extremely fortunate to possess the large amounts of undeveloped land presently existing in the City. Because of this undeveloped land and the need to redevelop certain blighted areas within the City, the City Council has undertaken the task of updating the City Comprehensive Plan.

The ultimate long term success of the Trotwood Comprehensive Plan Update rests largely on the ability of the City of Trotwood to pursue the implementation of this Plan. The development of this Comprehensive Plan has focused on identifying positive characteristics that make Trotwood unique as well as establishing the strategies required to maintain and enhance those characteristics. This section of the Plan focuses on implementation strategies and recommendations to help achieve the goals that Trotwood has established.

The implementation of any plan occurs on several levels. Existing strategies, regulations and ordinances may need to be revised or updated; new studies or analyses may need to be completed; or infrastructure improvements may be required. The ultimate goal of this Plan is to provide a 20 year strategy and a sound foundation for these decisions and tasks to be accomplished.

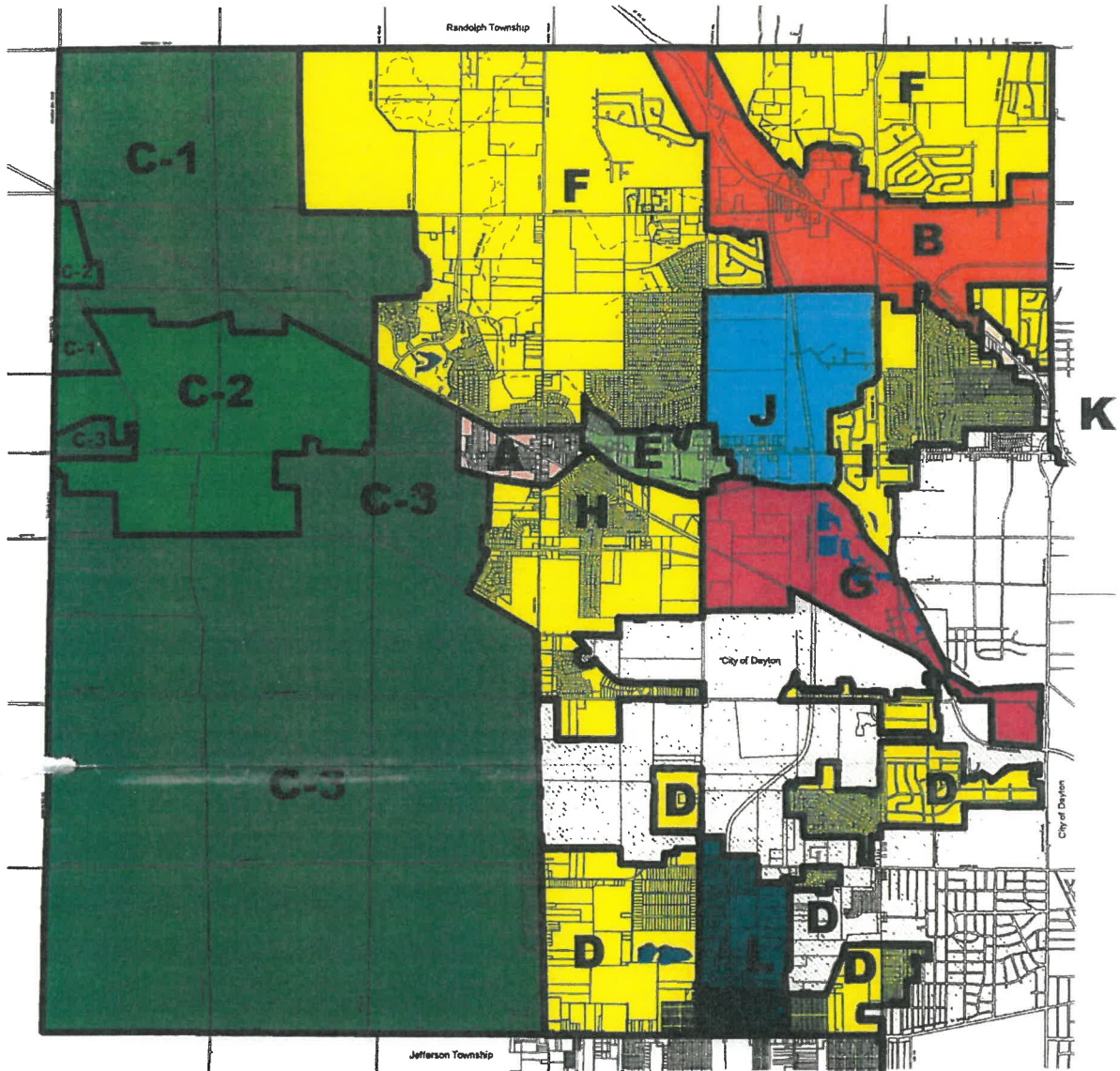
As a general rule of thumb, this Plan should be consulted as one part of the decision making process, whether it involves development, zoning,

thoroughfare location or infrastructure placement. Because the City is a dynamic creature which is evolving daily, this Plan should be revisited and updated every five years to provide quality strategies for a quality future for the City.

The Comprehensive Plan Update embodies the ideals, concepts, policies and directions rather than rigid specifications. The following strategies will serve to develop the recommended actions which will serve as a guide to the City during the implementation of this Plan.

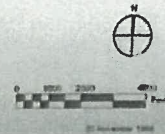
- Review and consolidate the two Zoning Codes presently in effect at this time into one cohesive document that provides the legal mechanism to carry out the intent of this plan and to draft zoning regulations which control higher density development within appropriate areas of the City, while protecting the rural areas. Landscaping and buffering regulations and standards should be an integral part of the Zoning Code.
- Investigate the need for developing additional special zoning regulations such as planned unit developments, overlay zones or special planning districts to provide better control for unique areas such as the Olde Town area, the light industrial area south of Wolf Creek Pike, the former drive-in site on Third Street and the 700 acres of property located at the northeast intersection of Free Pike and Olive Road. This should occur after the Zoning Code consolidation and update are complete and after the City has worked with these Codes for at least one year.

- Investigate the possibility of establishing a business park or office campus style atmosphere on the undeveloped 700 acres at the northeast corner of Free Pike and Olive Road.
- Update and, where appropriate, modify the Subdivision Regulations of the City to permit the types of residential development recommended by the Plan.
- Increase the budgetary and administrative commitment to enforcing existing and proposed zoning, subdivision and building code.
- Develop an urban design and streetscaping plan for the Main Street and Olde Town areas.
- Ensure that new developments and redevelopment do not cause overloading or undue strain on the existing thoroughfare system during the plan review process by requiring a traffic impact study to be completed by the developer on substantial development or redevelopment.
- Continue to work with the neighborhood associations in a public/private partnership to implement the goals and strategies in this Plan.
- Actively market the City to potential residents and job providers, assisting each in finding appropriate land for development. Emphasize the Town/Country feel to potential residents and job providers.
- Review and revise the Trotwood Comprehensive Plan every five years to evaluate the need for potential adjustments in land uses, transportation network and/or population growth assumptions.
- Explore the possibilities of creative financing such as tax increment financing (TIF), assessment districts, utility or impact fees to fund public improvements in those areas. Public improvements such as access management, landscaping, and streetscaping can be accomplished by utilizing such financing tools.



Legend

- A Olde Town
- B Salem Retail Center
- C-1 Rural Estates
- C-2 Sycamore State Park
- C-3 Southwestern Rural Preservation
- D Drexel/Crown Point/Townview Neighborhoods
- E City Center
- F Northern Suburban Residential
- G Gateway Industrial
- H Central Suburban Residential
- I Eastern Urban Residential
- J Trotwood Connector Gateway
- K Neighborhood Retail Corridor
- L Southern Gateway



MAP 6

Concept Areas
City of Trotwood Comprehensive Plan

LAND USE CONCEPT AREAS
CITY OF TROTWOOD COMPREHENSIVE PLAN UPDATE

Concept Area	Existing Character	Prevailing Land Uses	Planning Issues	Goals & Objectives	Appropriate Land Uses	Desired Character	Implementation
A. Olde Town	<ol style="list-style-type: none"> Zero Lot Line Development Major access from Main Street and Broadway. Accessed by the Trotwood-Brookville bike trail. Mixed land uses. Little vacant land. Historical elements. 	<ol style="list-style-type: none"> Single family residential Commercial Industrial Office Multi-family residential Parks Two family residential Public uses 	<ol style="list-style-type: none"> Utilize depot for more community activities. Provide for streetscape and landscape improvements. Apply railroad theme in Area. Rehab and reuse old mill. Improve facades. Promote private/public partnership. Cater to bicyclists 	<ol style="list-style-type: none"> Investigate landscape architect for improvement. Determine appropriate market for area. Capture bicyclist business through signage and improvements Investigate possibility for an artistic mural on Spatz wall. Preserve and utilize Old Mill. Redevelop the grain elevator. Investigate the purchase of run down vacant buildings by City. 	<ol style="list-style-type: none"> Single family residential Neighborhood Commercial Office Multi-family residential Two family residential Parks Public uses, i.e., historic museum 	<ol style="list-style-type: none"> Small scale, rehab project. Historic charm and character Public look and feel Charming and clean Walkway and lawn Streetscape with trees and historic street lighting Warm and cozy type area 	<ol style="list-style-type: none"> Develop master study for area Rehab through guidelines dealing with character Develop historic museum Develop historic building entrance Develop outdoor dining cabinet to provide additional character and protection for the area
B. Salem Retail Center	<ol style="list-style-type: none"> Primary retail center for region. Location of Hara Arena. Major access from S.R. 49. Will be northern terminus for the Trotwood Connector Concern about economic health. 	<ol style="list-style-type: none"> Commercial Public uses Limited single family residential Limited office Limited multi-family residential 	<ol style="list-style-type: none"> Reuse of existing buildings Site a viable commercial center Trend toward "big box retail" Influence of Trotwood Connector Lock of street lighting Master-developer approach 	<ol style="list-style-type: none"> City to become "retail friendly" through building/zoning codes Need for marketing plan Create area for young people 	<ol style="list-style-type: none"> Commercial Office Public uses 	<ol style="list-style-type: none"> Business incubator entertainment Hotel/office complex around Hara Arena Develop regional retail center 	<ol style="list-style-type: none"> Develop master study for area Develop alternative plan for Salem food corridor Develop landscaping and building regulations to protect surrounding residential uses Develop a gateway into the City
C-1 Rural Estates	<ol style="list-style-type: none"> Primarily agricultural in nature. Accessed by the Trotwood-Brookville bike trail. Adjacent to proposed golf course development to east. Contains some large lot houses. It bordered on south by Sycamore State Park Gateway into City from west. 	<ol style="list-style-type: none"> Single family residential undeveloped/agricultural Limited commercial 	<ol style="list-style-type: none"> Connections to bicycle trail Need for high-end, low-density single-family development Protection of rural charm while promoting single family development 	<ol style="list-style-type: none"> Create demand for larger-lot homes with rural flavor Address need for preservation of some rural areas Establish and maintain connections to bike/hike trail 	<ol style="list-style-type: none"> Single-family residential Parks Agricultural uses 	<ol style="list-style-type: none"> Rural preservation Low density/organic lot upscale single family dwellings Linked to a central bicycle trail 	<ol style="list-style-type: none"> Develop rural preservation gateway or target for zoning district to promote rural preservation Marketing effort geared toward promoting upscale single family dwellings
C-2 Sycamore Park	<ol style="list-style-type: none"> Location of Sycamore State Park Primarily agricultural in nature. Accessed by the Trotwood-Brookville bike trail. Gateway into City from west. Contains some large lot houses. 	<ol style="list-style-type: none"> Parks Single family residential Limited public uses undeveloped/agricultural 	<ol style="list-style-type: none"> Park master plan by ODNR Need for a park badge Only state park in county Reinforce connections to bike/hike trail 	<ol style="list-style-type: none"> Encourage investment in and development of park facilities Promote signage to draw higher number of park visitors Market the park to a target population 	<ol style="list-style-type: none"> Parks 	<ol style="list-style-type: none"> Encourage the development of a lodge or other overnight structure Rural in nature 	<ol style="list-style-type: none"> Develop the development of a lodge with ODNR signage to marketing strategy showcasing the state park which is wooded
C-3 Southwestern Rural Preservation	<ol style="list-style-type: none"> Primarily agricultural in nature. Location of small outfall. Largest concentration of undeveloped land in City. Gateway into City from west. 	<ol style="list-style-type: none"> Parks Single family residential Limited commercial Limited public uses undeveloped/agricultural 	<ol style="list-style-type: none"> Ensure the preservation of agricultural and rural areas. Provide for a clear distinction between urban and rural areas; includes bike/hike trail at northern boundary 	<ol style="list-style-type: none"> Keep agricultural uses as part of the community. Discourage sanitary sewer service in the Western Rural Preservation area. Promote rural open space developments that preserve agriculture, open space and natural features. 	<ol style="list-style-type: none"> Agriculture Low density single family residential Rural preservation open space overlay. 	<ol style="list-style-type: none"> Rural preservation Low density/organic lot upscale single family dwellings Linked to a central bicycle trail 	<ol style="list-style-type: none"> Create a Rural Preservation Overlay/district through zoning.

FIGURE 8