

Colonel Glenn Highway Corridor Revitalization Study

2014

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Introduction

Purpose of the Study

The revitalization of the Colonel Glenn Highway area has been a priority of the City of Beavercreek for quite some time. One of the City's oldest, most highly traveled business districts, the area is currently underutilized and suffers from areas of dated and inadequate infrastructure and areas of a lack of private investment. The vision for the area is to create a mixed-use, destination-oriented, pedestrian and automobile friendly district that will be a showcase for the City of Beavercreek, the City of Fairborn, Bath Township, Wright State University and Wright-Patterson Air Force Base.

The primary purpose of the Colonel Glenn Highway Corridor Revitalization Study is to encourage new private investment, assist in the revitalization of the Corridor, and facilitate the fulfillment of the vision to create a showcase mixed-use district.

Planning Process

Examine Existing Conditions

Utilizing GIS data available to the City, 2010 US Census data, the City of Beavercreek Zoning Map and Land Use Plan as well as the Land Use Plan from the City of Fairborn, we were able to look comprehensively at the Colonel Glenn Corridor to better understand the strengths and weaknesses of the area.

Establish Goals and Objectives of this Study

The Task force collectively answered strategically formulated questions to create a list of goals and objectives which achieves the purpose of the study.

Development of a Roadmap to Success

In order realize the goals of the plan, and to achieve the objectives associated with each goal, the plan provides a strategy list that gives in-depth, quantifiable milestones with specific timelines for achievement.

Existing Conditions Assessment

Study Area Boundary



From Western End of the City of Beavercreek to the E.J. Nutter Center in the City of Fairborn
Total Length: 2.68 miles (1.78 in the City of Beavercreek and 0.90 in the City of Fairborn)
Total Area: 444.82 acres (including right-of-way)

Planning Areas



Breaking the corridor into three planning areas, geographically separated by major intersections, allows for a comparative analysis between each Planning Area and the Corridor as a whole.

Western Planning Area: Western City of Beaver Creek boundary to Grange Hall Road.

Central Planning Area: Grange Hall Road to eastern boundary of City of Beaver Creek

Eastern Planning Area: Western City of Fairborn boundary to SR 844.

Western Planning Area is characterized as having several defense contractors and other professional office buildings and a few retail establishments, including restaurants, health/beauty salons and a large automobile sales and service establishment.

Central Planning Area a large spectrum of uses, including two big-box retail establishments, several professional office buildings and several older retail/restaurant establishments. Germany Lane, which intersects with Colonel Glenn Highway in this planning area has several vacant lots, along with a large hotel and four newer constructed professional office buildings.

Eastern Planning Area, located entirely in the City of Fairborn, office, retail/restaurants and hospitality uses.

a mixture of professional

Western Planning Area



181 Acres

1.05 miles along Colonel Glenn Highway

0.2 miles along Grange Hall Road

I-675 splits Planning Area in half

Major employment centers in this Planning Area include Mission Point, Northrop Grumman, Signal Hill and Dave Dennis Auto Sales and Service.

Very large amount of vacant area owned by the United States Government (approximately 20 acres) which has significant frontage on Colonel Glenn Highway (approximately 1,800 feet) and on I-675 (approximately 1,000 feet).

Central Planning Area

151 Acres

0.67 miles along
Colonel Glenn
Highway

0.2 miles along
Grange Hall Road

Intersects with
Germany Lane, Zink
Road and
Presidential Drive



Germany Lane, former route of New -Germany Trebein Road, until separated by the construction of I-675, is characterized as having a mixture of older commercial businesses in former residential structures, and new commercial buildings with mainly flat roofs, a hotel and the back entrance to Home Depot.

Eastern Planning Area

113 Acres, located entirely in the City of Fairborn

0.9 miles along Colonel Glenn Highway

Presidential Drive parallels Colonel Glenn Highway 75% of the length of planning area.

Intersects with University Drive, Center Drive, Executive Parkway and North Fairfield Road

80% of all hotel space and 60% of office space in entire corridor is in Eastern Planning Area.

Major Employers include: Wright State University, Ball Aerospace, Sun Microsystems and Lockheed Martin.



Visual Characteristics – Western Planning Area



New construction consists of mainly expansive office and research facilities with flat roofs.

Local businesses, located in smaller, older commercial structures, with varying architectural characteristics are scattered throughout.

Large areas of vacant land.

Visual Characteristics – Central Planning Area



Anchored by two large-box retailers, Meijer and Home Depot, this planning area consists of a mixture of new and old retail. New structures are flat-roofed, mostly brick and masonry veneer buildings, with updated landscaping and lighting schemes. Older structures are significantly smaller scale buildings, occupied by local businesses, with little to no parking lot landscaping, and older lighting schemes.

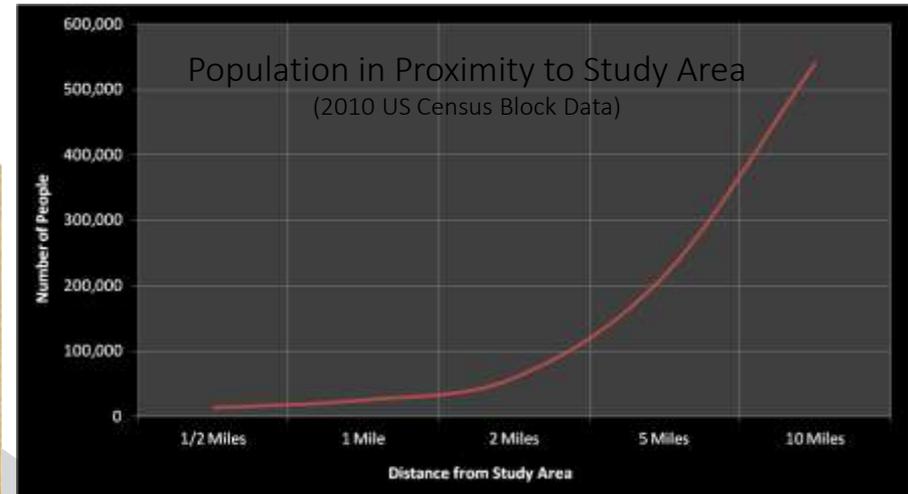
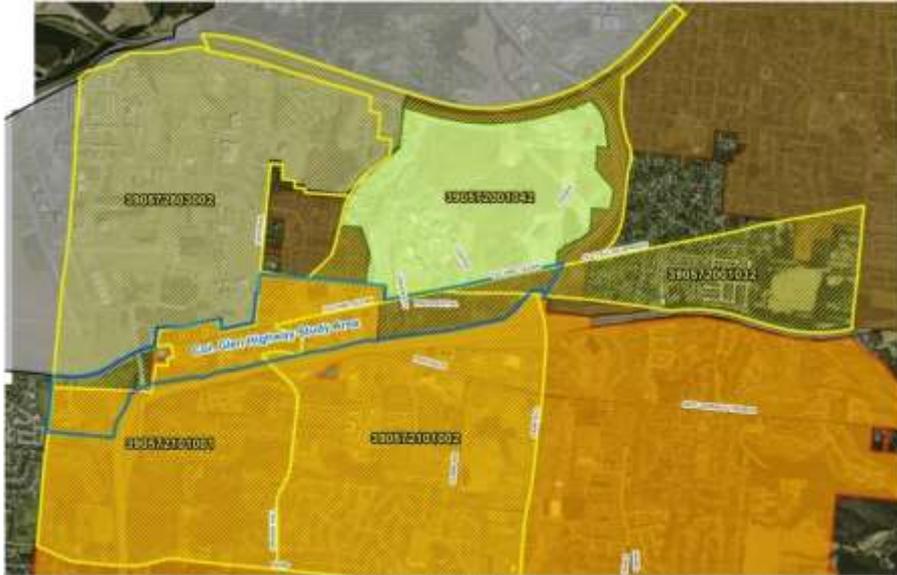
Visual Characteristics – Eastern Planning Area



Large, mid-aged flat-roofed multi-tenant office buildings, with several new and older hotels and fast food restaurants throughout.

Very little to no vacant land.

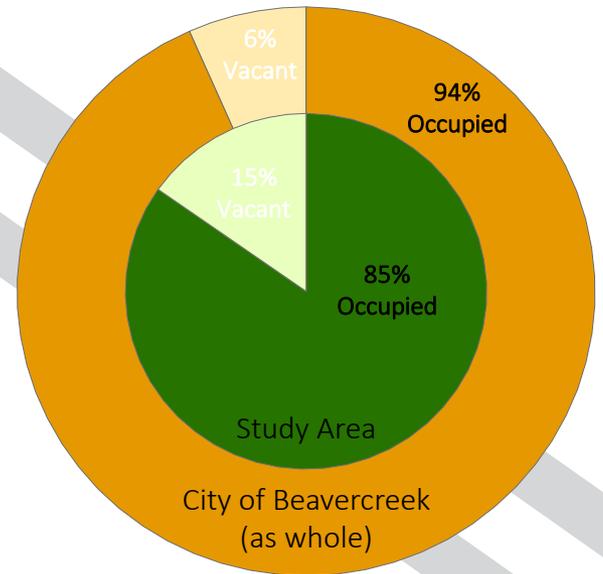
Demographic Assessment



Regional Population (2010 US Census for Dayton MSA):
841,502

Looking at a conglomerate of the five Census Tracts within and immediately adjacent to the Colonel Glenn Corridor Study Area, the (single-family) average housing vacancy rate of the five census tracts is more than double than that of the City of Beavercreek as a whole.

64.1% percent of the region (Dayton MSA) is within a 20 minute drive of the corridor (10 miles).



— Housing Units within Census Tracts Adjacent to and within the Study Area

Zoning Map

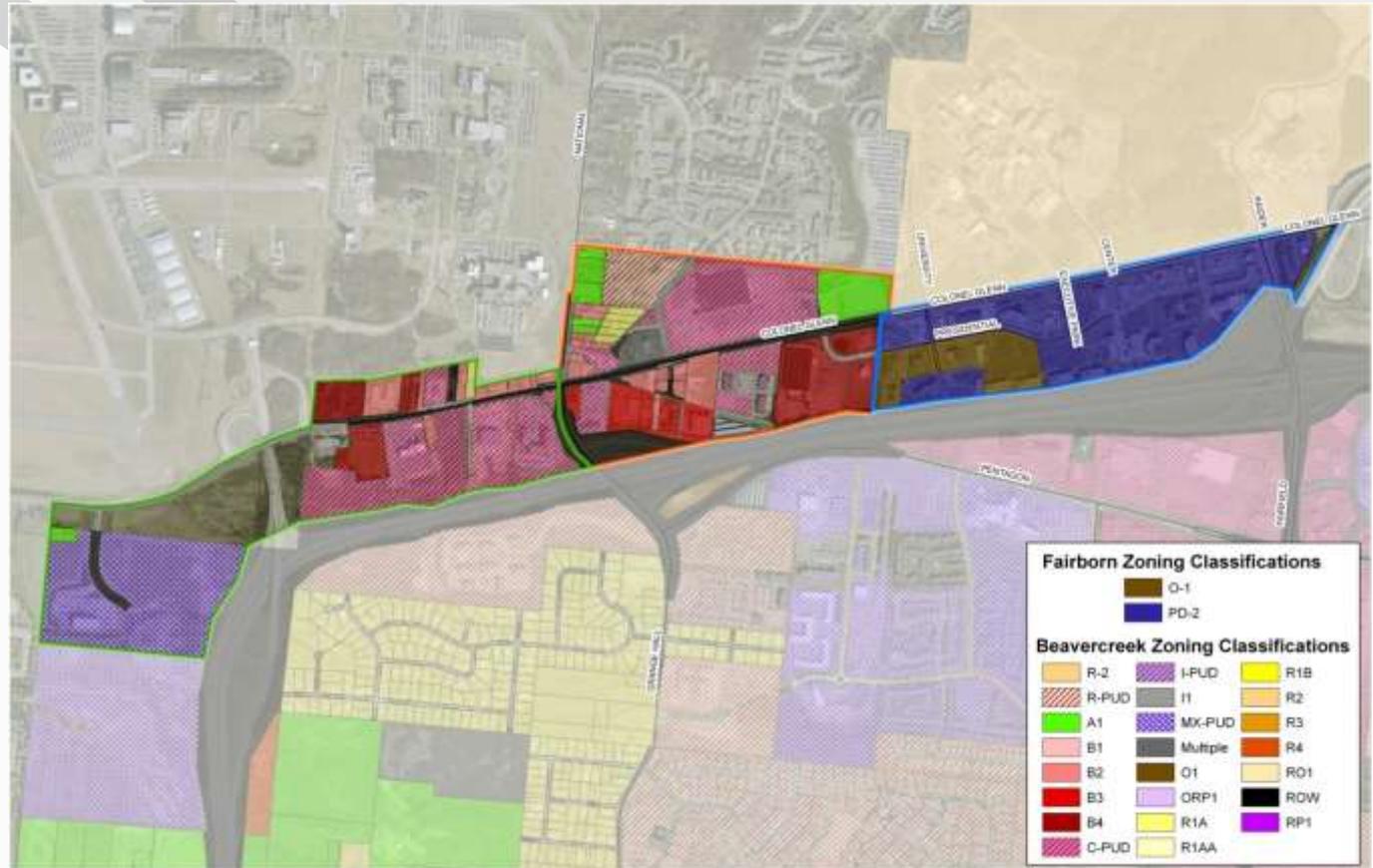
The City of Beavercreek Zoning Code is an evolving legal document, which was established during incorporation of the City. It outlines regulations, including what uses are permitted in certain districts, and guidelines from everything from building height to signage requirements. The Zoning Map below highlights what district a particular property is located within. Zoning districts range in intensity from A-1 (Agricultural) to I-2 (Heavy Industrial).

PUD, or Planned Unit Development is a special zoning district which allows more flexibility and negotiation between potential developers and the City.

81% of the corridor is zoned for PUD.

The corridor is 96% commercially zoned and 4% residentially zoned.

Stark contrast to the City of Beavercreek as a whole which is 13% commercially zoned and 87% residentially zoned.



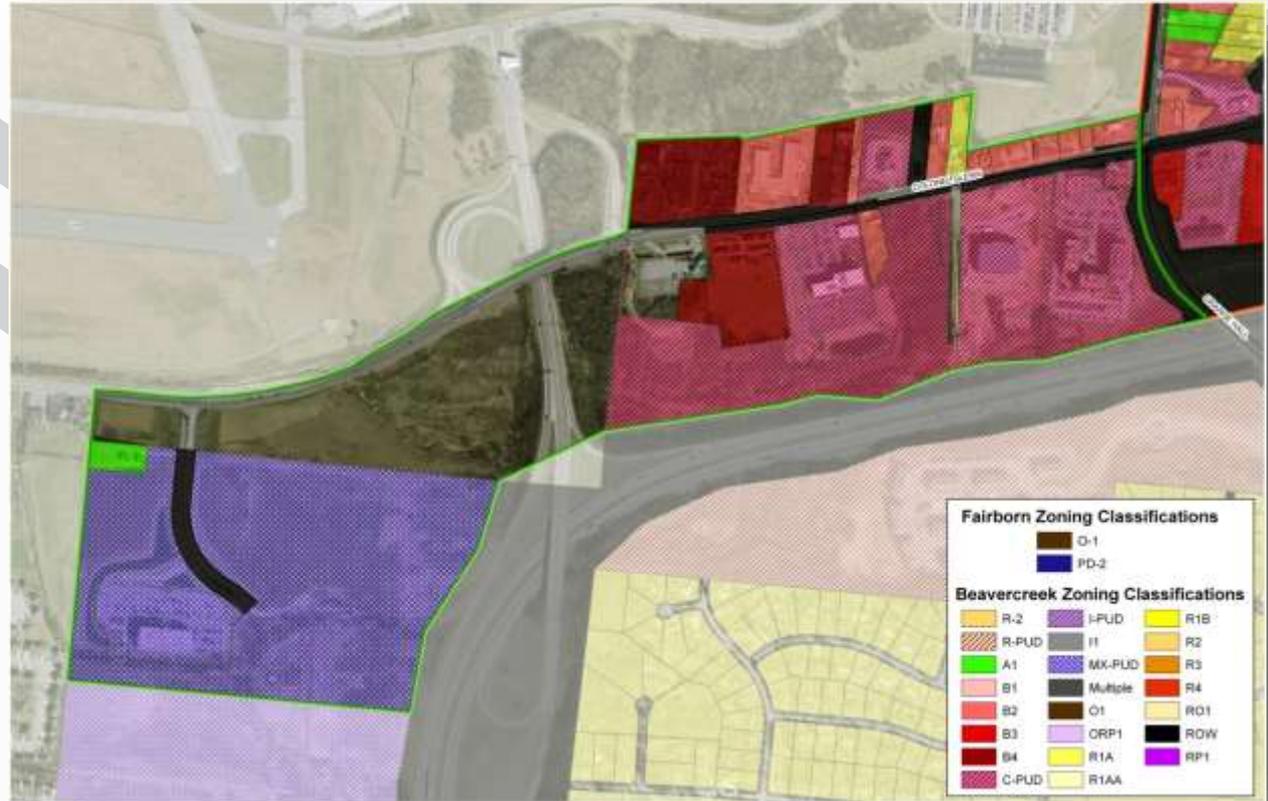
*for a detailed description of zoning districts, see Appendix C.

Zoning – Western Planning Area

Area owned by the U.S. government has no zoning designation, hence not colored.

73% of the Western Planning Area is zoned for PUD.

The Western Planning Area's only residential property, just north of Eastside Drive is currently being utilized as a non-conforming veterinary clinic.



*for a detailed description of zoning districts, see Appendix C.

Rezoned in 2006, Mission Pointe, a Mixed Use PUD, is currently 7% developed. The 135-acre PUD was approved for up to 1.3 million square feet of commercial structures and 20-90 multifamily residential dwelling units. The only existing building, a 94,600 square foot professional office building was constructed in 2008. A second building, nearly identical to the existing building, was approved for construction in 2009, but has yet to be built.

Zoning – Central Planning Area

Most diversified zoning of the three planning areas.

75% commercially zoned, 11% residentially zoned and 12% agriculturally zoned.

47% of the Central Planning Area is zoned for PUD.



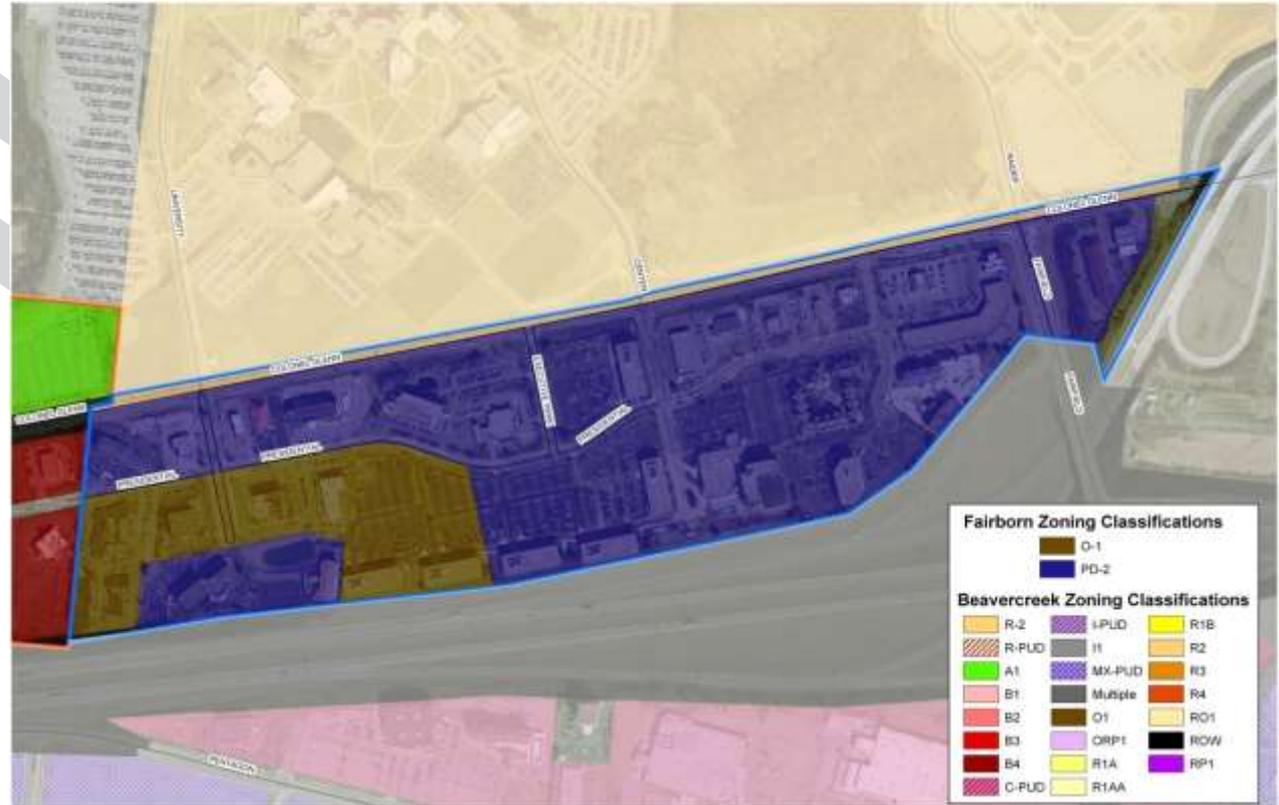
*for a detailed description of zoning districts, see Appendix C.

Rezoned in 1990, Meijer, a Commercial PUD is fully developed. The 32-acre PUD has recently seen the inclusion of outlot re-development. In 2012, a two-tenant 5,100 square foot building containing the Dibella's Restaurant was constructed to the southwest of the 200,000 square foot Meijer building. A second outlot, a 7,300 square foot retail tire store, is currently under construction, and is expected to be open in late 2014 or early 2015.

University Park, an 11-acre commercial PUD was annexed into the City and rezoned in 2008. The zoning allows for a variety of office uses in the three existing structures, but also allows for commercial retail in the two vacant structures fronting on Colonel Glenn Highway.

Zoning – Eastern Planning Area

The Eastern Planning Area consists mainly of 2 distinct developments districts including Wright State University to the north and a planned mixed use development to the south. The southern area predominantly zoned PD2 encompasses the 55 acre Wright Executive Center Office Park. This planned development began construction in the late 1980's was made up of 7 office buildings (600,000sf), 2 retail centers, 5 hotels, and 19 restaurants. Since inception the area has seen substantial build out with 5 new office buildings and additional amenities. The northern portion of Col Glenn Hwy is completely bordered by Wright State University and encompasses 549.8 acres zoned R2 officially.



Information provided by City of Fairborn

Future Land Use Plan

The City of Beavercreek Land Use Plan is a guide for Planning Commission and City Council to help decide what is the best use for a specific parcel of land. The best use for any given tract of land may not be the highest use possible and may not be the use that the property owner would desire. The existing use of surrounding land, the type of roadway on which the tract of land is situated, the character of the property itself, the distance of the tract from major traffic arteries, and the potential impact of various uses that could be placed on the tract are all examined in establishing the future land use for the property. The Land Use Plan is intended to communicate to residents, citizens, property owners, and developers the type of development that the City is willing to consider for any land up for rezoning in the City.

When compared to the zoning maps on the previous pages one can see that these uses do not always correspond to the allowed uses within the designated zoning districts. This discrepancy may normally be attributed to those uses being in existence prior to the incorporation of the City. These 'nonconformities' continue to exist as long as the activity on the property continues. Once that activity ceases for a period of one year the next use of the property must conform to its designated zoning district. Over time, these nonconforming land uses will be phased out.

The existing uses are divided into six categories: High Density Residential, Neighborhood/Community Commercial/Office, Regional Commercial/Office and Research & Development/Office/High Tech Mfg.



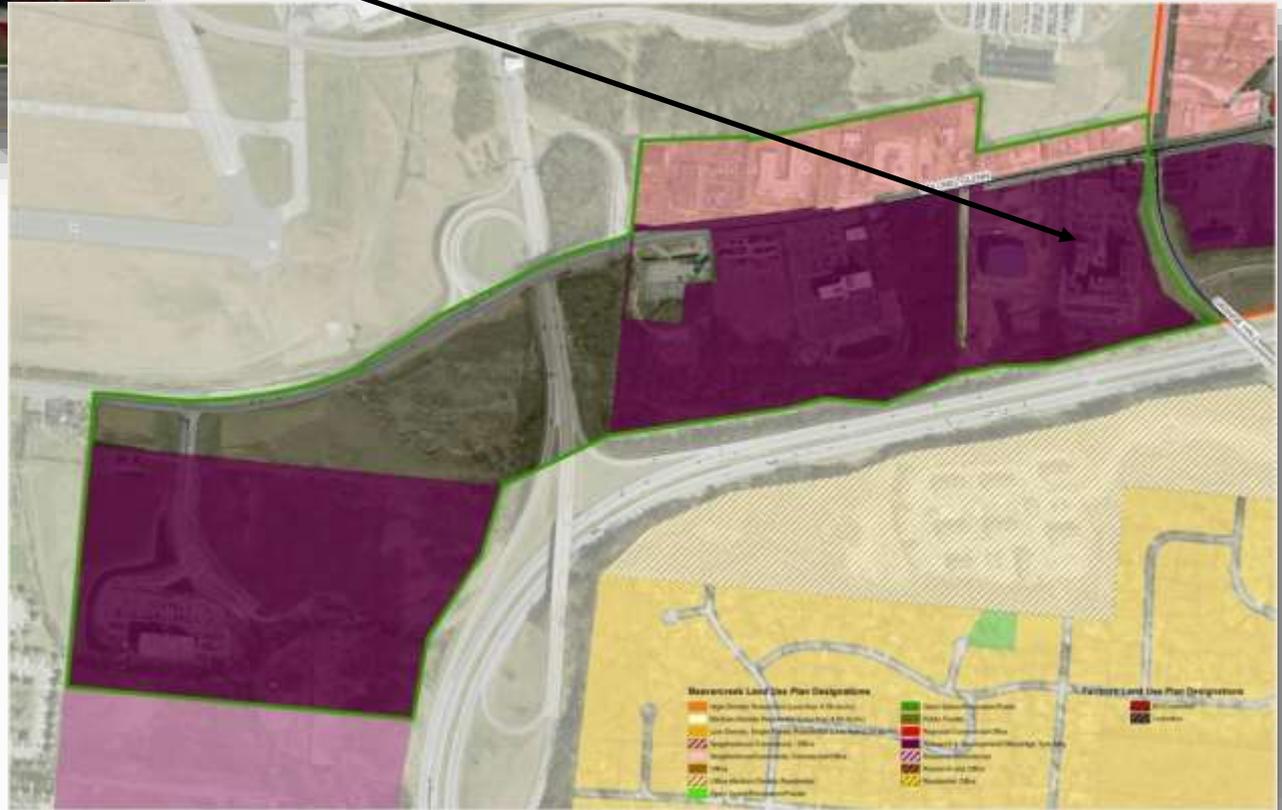
*for a detailed description of Land Use Classification definitions, see Appendix D.

Land Use	Acres	% of Total
High-Density Residential	14.9	3.3%
Regional Commercial/Office	171.8	38.6%
Undesignated	96.2	21.6%

Land Use Plan – Western Planning Area



Signal Hill, a multi-building commercial PUD is an example of a higher intensity, specialty research and development office complex. This is in contrast to smaller, community office and retail buildings, found on the north side of Colonel Glenn Highway, such as Boutwell Engineering, which are intended to meet the needs of the surrounding neighborhoods, in Neighborhood/Community/Commercial/Office area.



*for a detailed description of Land Use Classification definitions, see Appendix D.

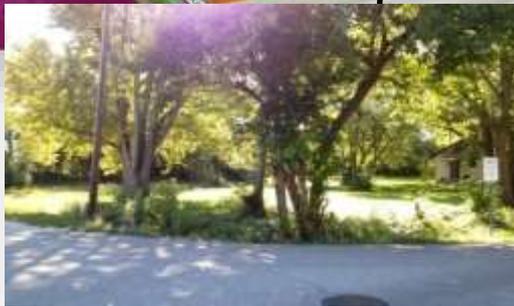
Over 40% of the Western Planning Area has no future Land Use Designation. A majority of the undesignated area is that which belongs to the United States, and is not within the city boundaries.

Land Use Plan – Central Planning Area



Larger big-box developments, such as Meijer and Home Depot are intended for users beyond just the immediate neighborhood. These type of shopping venues draw customers from Fairborn, Riverside, Beavercreek and far beyond. Hence the designation of Regional Commercial on the City's Land Use Plan.

University Park is an example where the Land Use Plan has designated the area as one use (in this case Regional Commercial) and the actual use, professional office, is somewhat different. These are the types of areas that warrant another look at the next update of the Land Use Plan, so as to not impede or slow down a rezoning case at the appropriate time.



*for a detailed description of Land Use Classification definitions, see Appendix D.

Off-Street Parking Study

This parking study is a broad-stroke look at the number of off-street parking spaces allocated of a particular type of business.

The ratio of number of off-street parking spaces to total square footage were looked at for eight different general uses. It was found that within the corridor, Auto Sales and Service has one off-street parking space per 56 square feet of building floor area. The ratio of other uses are: Restaurants have one off-street parking space per 71 square feet of building floor area, Industrial properties have one per 90 square feet of building floor area, Educational institutions one per 147 square feet of building floor area, other institutions, such as churches and clinics have one per 152 square feet of building floor area, retail establishments have one per 184 square feet of building floor area, Offices have one per 262 square feet of building floor area and Hotels have one per 423 square feet of building floor area.



As evident from the map above, there is no real hot spot of higher than average parking spaces. While Meijer seems to have a large parking area, and is at most times predominately vacant, it has less parking spaces per square foot than the average retail. This doesn't necessarily mean that they have too little parking, in fact, they probably have much more than they need, it simply indicates that they have less than the average of all retail.

Commercial Vacancy/On-Market

The map to the right identifies Vacant, Developed (Listed for Sale or Lease) and vacant (Listed for Sale or Lease) properties along the Colonel Glenn Corridor. Vacancy status was determined by visual analysis (December 2013).

Vacancy status can change in a matter of days. Some of the buildings/properties noted here have been vacant for a long time, some for a very short time. For that reason, the map to the right should not be interpreted as a definitive inventory, but rather a snapshot in time that gives potential developers an idea of vacancy trends.



71.3% of the study area is developed, 28.7% is currently vacant.

Of the 28.7% vacant, 9.9% is listed for sale, and 18.8% is not listed.

Of the developed and listed (either for sale or lease) properties, most are for only a portion of the building, very few buildings are completely empty.

Commercial Vacancy/On-Market – Western Planning Area



29.5% of the Western Planning Area is developed, 70.5% is currently vacant.

Of the 70.5% vacant, 30.7% is listed for sale, and 38% is not listed. (1.7% of Western Planning Area is designated as Right of Way or common area for professional condos).

Commercial Vacancy/On-Market – Eastern Planning Area



The Eastern Planning Area is 100% developed.

3.3% of the developed properties are listed for Sale or Lease.

Water and Sewer Availability



8.04 miles of water lines within corridor

6.04 miles of sewer lines within corridor



Water and sewer are readily available to most properties within the corridor. Sewer equalization charges are applicable for the western and a portion of the central planning areas, which represents a barrier to growth for developers.

Additional information regarding water and sewer can be found at the Greene County Sanitary Engineering Department website:

<http://www.co.greene.oh.us/index.aspx?nid=317>

Water and Sewer Availability – Western Planning Area

1.61 miles of water lines within planning area.

2.55 miles of sewer lines within planning area.



Both water and sewer facilities are immediately adjacent to most vacant properties within the planning area. The only properties not immediately adjacent are within 675 feet.



The sewer lift station just north of Michigan Avenue at the Culbert Community Center.

Water and Sewer Availability – Central Planning Area

3.35 miles of water lines within planning area.

1.68 miles of sewer lines within planning area.



Both water and sewer facilities are immediately adjacent to most vacant properties within the planning area. The only properties not immediately adjacent are within 400 feet.

Water and Sewer Availability – Eastern Planning Area

3.08 miles
of water lines
within
planning area

1.81 miles
of sewer lines
within
planning area



All properties within the Eastern Planning Area are serviced by water and sewer.

Current Transportation Conditions



12 traffic signals along the corridor, or an average of 4.5 signals per mile.

Major roads in the City of Beavercreek as a whole have an average of 1.28 signals per mile.

Majority of the corridor is 4 to 5 lanes wide. At the major intersections it widens out to 6 or more lanes to accommodate increased traffic volume.

The area between Eastside Drive and Zink Road represents a higher concentration of traffic signals (a rate of 12 per mile) than anywhere else in the city.

For comparison concentrations in the City include North Fairfield Road between Colonel Glenn Highway and Kemp Road (rate of 7.25 signals per mile) and Indian Ripple Road between Woodcroft Drive and Stroop Road (rate of 7.5 signals per mile)

Future Transportation Projects – Short and Long Term

Project Number	Title	Proj. Start Date
#1	Colonel Glen Highway/I-675 Bridge Rehabilitation	2015
#2	Grange Hall Road/I-675 Interchange	2030+
#3	Pentagon Blvd./Grange Hall Road Enhancement	2014
#4	Zink Road Extension	2016
#5	North Fairfield Road/I-675 Bridge Widening	2014
#6	I-675 Pedestrian Bridge	2014
#7	Colonel Glenn Highway Improvement Project (City of Fairborn)	2014
#8	National Road Widening	2015
#9	Grange Hall Road Widening	2018/2019



Most projects will begin in either 2014 or 2015, with only one long term project, which is the full interchange at I-675 and Grange Hall Road.

Future Transportation Projects – Short and Long Term – Western Planning Area



Project #2: currently being considered by the Dayton Regional Project Development Advocacy Committee to be part of request to U.S. Congress for earmark money to complete preliminary engineering report. No decision will be made at least until 2015.

Current view of future full interchange project.
See latest conceptual map on following page.



Early renditions of Grange Hall Full Interchange



Future Transportation Projects – Short and Long Term – Central Planning Area

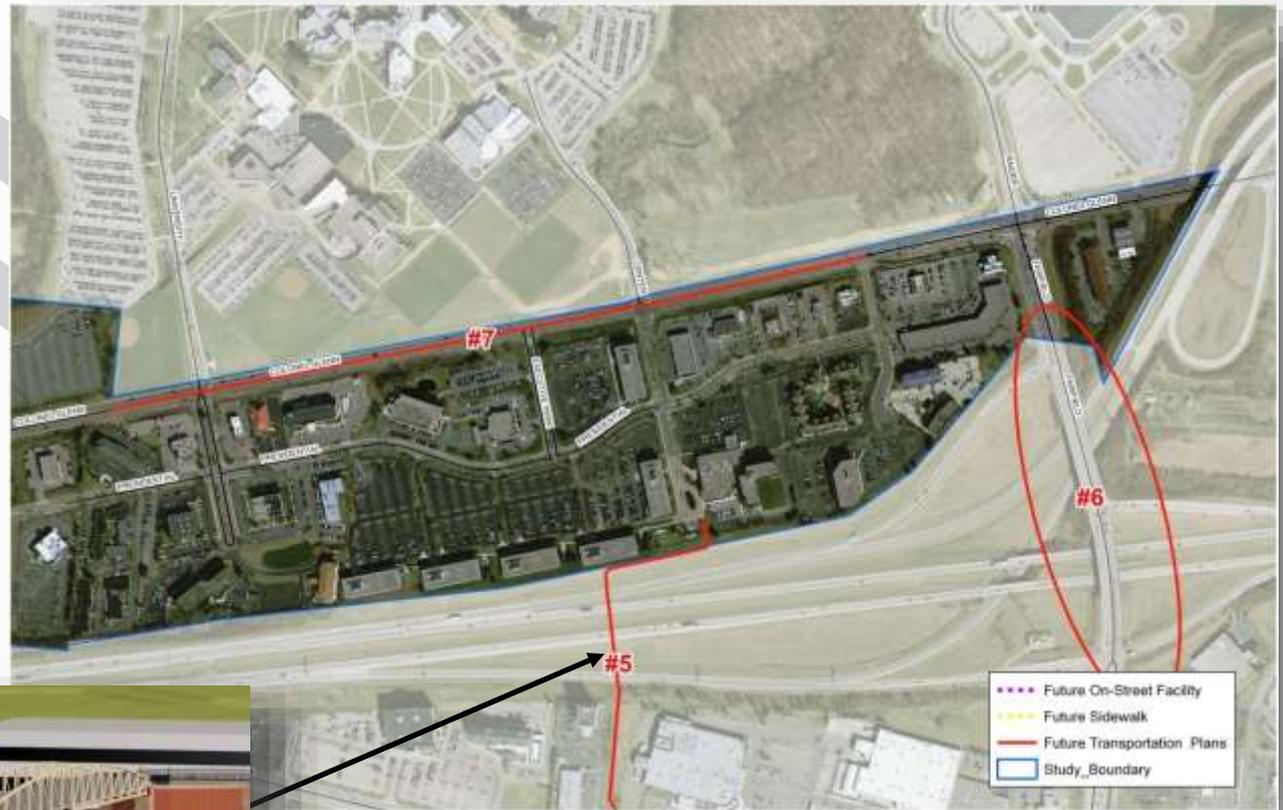
The dotted purple line represents areas where future roadway projects will include on-street bike facilities, as required by the Thoroughfare Plan.

The yellow hashed line in the map below represents future sidewalk to be included in any road widening project, as required by the Thoroughfare Plan.



Future Transportation Projects – Short and Long Term – Eastern Planning Area

Project #7: A roadway improvement project on Colonel Glenn Highway, from the eastern border of the City of Beaver Creek to just east of Paramount Place. This project will include resurfacing, installation of curb and gutter, restriping and the installation of three, 250-foot medians in the center lane. This project will be done by the City of Fairborn.



Latest rendering of the future I-675 Pedestrian Bridge, to begin later this year.

Goals and Objectives

The Goals and Objectives of this plan were assembled utilizing priorities outlined by task force members in a comprehensive brainstorming session (See Appendix E for questions). These goals specify areas that require focus in order for improvements to the Colonel Glenn Highway corridor to become a reality. The objectives further break down these goals by providing specific achievements that should be accomplished in order to realize these goals.

Goal 1: The Colonel Glenn Highway Corridor will become an aesthetically pleasing, modern built-up environment.

1. Continue the roadway enhancement project (landscaping, streetscape and medians) currently being constructed at the east end of the corridor by the City of Fairborn.

2. Encourage the construction of improvements throughout the corridor to create a unique sense of place.

3. Define Colonel Glenn Highway Corridor as true a public destination place, not just a means to travel elsewhere.

4. The development and redevelopment of properties along the corridor shall include aesthetically pleasing, architecturally enhanced building practices and materials.

5. Encourage all property owners and tenants along the corridor to maintain their property to city standards.

Goals and Objectives (Continued)

Goal 2: The Colonel Glenn Highway Corridor will become a safe and accessible thoroughfare for all users... motorized and non-motorized.

1. Complete the sidewalk system on both sides of Colonel Glenn Highway, the entire length of the corridor.
2. Provide a greater number of highly-visible crosswalks along the corridor.
3. Create a defined separation (physical and psychological) of motorized and non-motorized users.
4. Encourage the use of the future I-675 Pedestrian bridge, by highlight the benefits and legitimizing the bridge as a viable way between the corridor and the Mall at Fairfield Commons.
5. Encourage cross access between sites as primary access points to sites and direct curb cuts to Colonel Glenn Highway as secondary or obsolete.
6. Continue to evaluate modern techniques that allow for better synchronization of traffic signals in order to reduce traffic congestion.

Goals and Objectives (Continued)

Goal 3: The Colonel Glenn Highway Corridor will become an economic destination...both locally and regionally.

1. Expedite smaller scale re-development projects through changes in the Land Use Plan and the Zoning Code.
2. Encourage redevelopment of older, outdated properties by assisting property owners with preliminary design services and potentially waive or subsidize zoning permit fees on a case-by-case basis.
3. Create an awareness campaign of the availability/attractiveness of developable (and re-developable) sites along the corridor.

Goals and Objectives (Continued)

Goal 4: The Colonel Glenn Highway Corridor will be a regional corridor, transcending jurisdictional boundaries, fostering continued growth of relationships between The City of Beavercreek and surrounding jurisdictions.

1. Foster a relationship between the decision making bodies of the City of Beavercreek and the City of Fairborn.
2. Explore the potential of creating a non-profit organization, which should be charged with the mission of encouraging physical enhancements, corridor-wide.
3. Collaborate with shared boundary jurisdictions in zoning standards, such as sign size and placement, to encourage a level playing field.
4. Encourage communication between the United States Air Force, the City of Beavercreek, jurisdictional partners and private developers by continuing and enhancing WPAFB outreach efforts.
5. Work with Wright State University and private businesses on local retention of recent graduates and talent.

Road Map to Success

In order to realize the goals of the plan, and to achieve the objectives associated with each goal, a successful corridor plan must provide a strategy list that gives in-depth, quantifiable milestones with specific timelines for achievement. This ensures that the plan, once approved does not sit on the shelf and collect dust.

1. Using the recently launched City of Beavercreek Website, the Beavercreek Planning and Zoning Department will create an online, interactive version of the corridor plan.
 - a. The new website has many new interactive functions, such as the ability to report code violations, and the ability to solicit input from the community with regards to the corridor.
 - b. The website includes the ability of property owners to submit requests for assistance from the Planning Department with preliminary site plan design suggestions.
 - c. Will be completed **within 1-2 months** after approval of the Corridor Plan.

2. The Beavercreek Planning and Zoning Department will create a Colonel Glenn Corridor Plan informational flyer, to be mailed out to all property and business owners along the corridor. The flyer will contain a link to the online version of the plan, as well as clearly state the overall goals and visions of the plan, including any aesthetic requirements for future development, and list all assistance available from the City.
 - a. Giving a heads up to owners/developers will make the re-development process less arbitrary, and encourage re-investment.
 - b. Will be done **within 3-6 months** of approval of the plan.

3. The Beavercreek Planning and Zoning Department, in coordination with the City of Fairborn Community Development Department, will set up an annual meeting between the two Planning Commissions to share and collaborate continuing redevelopment strategies for the corridor.
 - a. Joint Planning Commission meeting will be scheduled **within 3-6 months** of approval of the plan.

4. The Beavercreek Planning and Zoning Department will pre-schedule, on a quarterly basis, a proactive code enforcement sweep along the corridor.
 - a. This will begin **within 3 months** of the approval of the plan.

Road Map to Success (cont.)

5. The Beavercreek Planning and Zoning Department will work with the Beavercreek Finance Department and the Clerk of Council to explore the costs associated with creating an annual program recognizing outstanding development and re-development projects along the corridor.
 - a. This will be completed within 4 to 6 months after approval of the corridor plan.

6. The Beavercreek Planning and Zoning Department, through the City of Beavercreek Planning Commission and Beavercreek City Council, will initiate a Land Use Plan Amendment and a Zoning Code Amendment, giving more flexibility between Staff and property owners in regards to re-development of existing sites.
 - a. Proposed Land Use Amendment will create an overlay district (similar to Indian Ripple Planning Area), corridor-wide, encouraging compliance with the Aesthetic and Developments Recommendations set forth in Appendix A.
 - b. In turn, the language in the proposed Zoning Code amendment will offer more flexibility to the Planning Department to approve administratively modifications to existing site plans, thus increasing the speed by which property owners/developers can re-develop their site.
 - c. This would only apply to existing site plans, not vacant sites.
 - d. Site plan consideration only, proposed use must be allowed.
 - e. Amendment process should be started within 9-12 months of approval of the corridor plan.

7. The Beavercreek Planning and Zoning Department, under the guidance of the Engineering Department, will create a preliminary streetscape design plan, building upon the landscaping and roadway enhancements planned/constructed by Fairborn, along the entire length of the corridor.
 - a. Plans should include decorative landscaping, corridor way-finding and markers, sidewalks, crosswalks, on and off-street creative designs that calm traffic, and design techniques that increase both real and psychological barriers for pedestrians crossing Colonel Glenn Highway.
 - b. Once the rough draft plan is completed, this can be used in several ways, including increasing the chance of obtaining Federal Transportation Enhancement funding for construction, can be sent to volunteer engineering and design firms for completion, under direction of City Council can be completed by Engineering Department, or if other public or private funding should become available, sent to a paid consultant for finalization.
 - c. Preliminary plan should be completed within 12-14 months after approval of corridor plan.

Road Map to Success (cont.)

8. Based on preliminary streetscape design plan and cost estimates, the Planning and Zoning and Engineering Departments will seek out and apply for federal, state and private grants to construct streetscape designs.
 - a. Applications for grants should begin immediately after streetscape plans are completed.

9. The City of Beavercreek Planning and Zoning and Engineering Departments will work with Beavercreek's Non-Motorized Transportation Advisory Committee, Wright State University and Wright-Patterson Air Force Base on an advertisement campaign encouraging the use of the I-675 Pedestrian Bridge.
 - a. Efforts should be made to reach, in particular, all students and faculty of the University, all the business and property owners along the corridor, all employees at Wright-Patterson Air Force Base, and all businesses in and around the Mall at Fairfield Commons.
 - b. Airtime on Channel 10 public access can be allocated for the advertising campaign.
 - c. The advertising campaign should be started in the month preceding the opening of the bridge.

10. Milestones and actions involving the corridor will be included in the City Manager's annual State of the City report.

Appendix A – Aesthetic and Development Recommendations

(Please note these are not being proposed as requirements, but are being proposed as recommendations that if addressed by the applicant, will be looked favorably on when going through the ASRA or SSP process)

1. Architectural elements should be carried to all four sides of the building (no downgraded rear of buildings).
 - a. One-material walls, regardless of material used should be avoided.
 - b. Creative use of decorative cornice, trim, fascia boards...etc. is encouraged.



Appendix A – Aesthetic and Development Recommendations

(Please note these are not being proposed as requirements, but are being proposed as recommendations that if addressed by the applicant, will be looked favorably on when going through the ASRA or SSP process)

2. Majority of buildings should be constructed out of upgraded masonry products.
 - a. The use of brick, brick veneer, stone, stone veneer, cement board/Hardie planks is encouraged/
 - b. If split faced block/EIFS used, should be as accent, not bulk of wall design.



Appendix A – Aesthetic and Development Recommendations

(Please note these are not being proposed as requirements, but are being proposed as recommendations that if addressed by the applicant, will be looked favorably on when going through the ASRA or SSP process)

3. Color pallet of buildings should be earth tone/natural and conservative.
 - a. Use of flashy colors to unnecessarily draw attention to the building should be discouraged.



Appendix A – Aesthetic and Development Recommendations

(Please note these are not being proposed as requirements, but are being proposed as recommendations that if addressed by the applicant, will be looked favorably on when going through the ASRA or SSP process)

4. Large, expansive walls should be broken up into vertical and/or horizontal sections.
 - a. Long horizontal walls can be broken up with pilasters, faux windows, service doors...etc.
 - b. Large vertical walls can be broken up using a base material, a middle section material and a cornice.



Appendix A – Architectural Design Recommendations

(Please note these are not being proposed as requirements, but are being proposed as recommendations that if addressed by the applicant, will be looked favorably on when going through the ASRA or SSP process)

5. Secondary and/or service entry doors should be placed out of ordinary public view.
 - a. If unavoidable, they should be painted to match the adjacent building materials.



Appendix A – Architectural Design Recommendations

(Please note these are not being proposed as requirements, but are being proposed as recommendations that if addressed by the applicant, will be looked favorably on when going through the ASRA or SSP process)

6. HVAC equipment should be placed out of ordinary public view.
 - a. When utilizing a flat roof, HVAC equipment should be screened by a parapet wall or decorative roof form.
 - b. When utilizing a pitched or gabled roof, ground-mounted HVAC equipment should be screened by evergreen landscaping such as bushes or trees.



Appendix A – Architectural Design Recommendations

(Please note these are not being proposed as requirements, but are being proposed as recommendations that if addressed by the applicant, will be looked favorably on when going through the ASRA or SSP process)

5. Dumpsters should always be enclosed by a structure.
 - a. Three sides of the structure should be constructed as same materials used to construct the principal building.
 - b. Remaining side should be constructed out of a closable, lockable gate.



Appendix B – Site Plan Layout Recommendations

(Please note these are not being proposed as requirements, but are being proposed as recommendations that if addressed by the applicant, will be looked favorably on when going through the ASRA or SSP process)

1. New buildings and sites should be oriented in a pedestrian friendly manner.
 - a. Push buildings as close to front yard setback line as possible.
 - b. Minimize parking in front of building.
 - c. Raised and/or highly visible cross-walks between the building and parking lots.
 - d. Sidewalks should be along all four sides of the building, and 6 feet wide where abutting parking spaces, 5 feet wide where abutting landscape areas.



Appendix B – Site Plan Layout Recommendations

(Please note these are not being proposed as requirements, but are being proposed as recommendations that if addressed by the applicant, will be looked favorably on when going through the ASRA or SSP process)

2. New sites should be designed so as to minimize the impact on Colonel Glenn Highway and maximize traffic flow in and between sites.
 - a. Cross access easements and sidewalks between developments should be encouraged.
 - b. Sites should have **separate** left turn lanes so as to prevent stacking of car within the site.



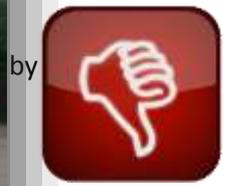
Appendix B – Site Plan Layout Recommendations

(Please note these are not being proposed as requirements, but are being proposed as recommendations that if addressed by the applicant, will be looked favorably on when going through the ASRA or SSP process)

3. In accordance with the Zoning Code, creative landscape planning should be utilized.
 - a. To break up building elevations, multiple species, color and density of bushes and shrubs should be placed in a landscape 5-foot wide bed around the perimeter of the building.
 - b. Outdoor seating areas should be buffered from parking areas with a decorative mixture of shrubs and grasses.



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Appendix C– Beavercreek Zoning Districts

Definitions

- A-1 (Agricultural)
 - These districts are intended to encourage and preserve agricultural uses as part of a balanced and diversified economy in the city, as well as to provide a district for properties within the city which are currently being used for agricultural purposes and/or which may be in a transitional stage with regard to development, due to the lack of urban facilities and services. They are also intended to provide a low density rural atmosphere which will accommodate the growing demand for residential development, while still protecting scenic and ecologically sensitive areas within the City of Beavercreek.
- R-1AA, R-1A, R-1B (One-Family Residential)
 - These districts are intended to provide for an environment of predominantly low-density, one-family dwellings plus certain other facilities which serve the residents living in the district. These districts are the most restrictive of the residential districts.
- R-2, (Two-Family Residential)
 - These districts are intended to allow for the construction of new two-family residences where slightly greater densities are permitted. This district also recognizes the existence of older residential areas of the city where larger houses have been or can be converted from single-family to two-family residences in order to extend the economic life of these structures and allow the owners to justify the expenditures for repairs and modernization. .

Appendix C– Beaver Creek Zoning Districts Definitions

- R-3, R-4 (Multi Family Residential)
 - These districts are intended to provide for medium and/or higher density residential areas and related uses.
- R-O1 (Residential/Office)
 - These districts are intended to provide areas in which a mixture of residential uses and small-scale office and professional service establishments may occur. It is intended that this district be used to act as a transition between established residential neighborhoods and nonresidential uses. It is also intended that the physical appearance of such areas including all buildings and structures within such areas be residential in nature and design, and the conduct of permitted uses not create or generate traffic or noise detrimental to adjoining neighborhoods.
- B-1 (Neighborhood Business)
 - These districts are intended to provide for a limited range of goods and services for the convenience of those living in the immediate vicinity.

Appendix C– Beaver Creek Zoning Districts Definitions

- B-2 (Community Business)
 - These districts are intended to provide an integrated collection of structures and uses designed to provide for a limited variety of retail stores and related activities and for office buildings and service establishments which serve the convenience and service needs of a consumer population in the immediate vicinity. The district regulations are designed to provide for properly located small to medium size shopping complexes which will be served with conveniently located off-street parking areas and safe pedestrian movement.
- B-3 (General Business)
 - These districts are intended to provide an integrated collection of structures and uses designed to provide for a large variety of retail stores and related activities and for office buildings and service establishments which serve the convenience and service needs of the general community. The district regulations are designed to provide for properly located major shopping complexes which will be serviced with conveniently located off-street parking areas and safe pedestrian movement, but to exclude non-retail uses which generate a large volume of truck traffic.
- B-4 (Highway Business)
 - These districts are intended to encompass those businesses which by their nature generate a large volume of truck traffic and which require special consideration in their placement so to prohibit possible traffic congestion and protect the residential community.

Appendix C– Beavercreek Zoning Districts Definitions

- O-1 (Office)
 - These districts are intended to provide an area for office and professional buildings.
- ORP-1 (Office Research Park)
 - These districts are intended to provide an area where certain office and professional uses can coexist with research and development type facilities. This includes offices and professional services that generally do not generate a large number of walk-in customers, and laboratories, engineering offices, prototype fabrication capabilities, test facilities, and the like, arranged in a campus or park-type setting with large open spaces to provide an environment for scientific and engineering personnel working on technical projects.
- RP-1 (Research Park)
 - These districts are intended to provide an area dedicated to research and development type facilities. This includes offices and professional services that generally do not generate a large number of walk-in customers, and laboratories, engineering offices, prototype fabrication capabilities, test facility, and the like, arranged in a campus or park type setting with large open spaces to provide an environment for scientific and engineering personnel working on technical projects. A small amount of related production is permitted within these districts.

Appendix C– Beaver Creek Zoning Districts Definitions

- I-1 (Light Industrial)
 - These districts are intended to provide for industrial uses with limited objectionable external effects in areas that are suitable for industrial development by reason of location, topography, soil conditions and the availability of adequate utilities and transportation systems. The intent is to permit most manufacturing, wholesaling and warehousing activities that can be operated in a clean and quiet manner, subject only to those regulations necessary to prohibit congestion and the protection of adjacent residential and business activities.

Appendix D– Beavercreek Land Use Plan

Definitions

- Land Use Plans require a universal language in order to allow for the effective communication of land development concepts, usually in the form of generalized land use categories that encompass specific types of use of different intensity. The following 10 land use categories are used in the Land Use Plan for the City of Beavercreek:
 - Open Space/Recreation/Public
 - Open Space/Recreation/Private
 - Public Facility
 - Low Density Single-Family Residential
 - Medium Density Residential
 - High Density Residential
 - Office
 - Neighborhood/Community Commercial/Office
 - Regional Commercial/Office
 - Research and Development/Office/High Technology/Manufacturing

Appendix D– Beavercreek Land Use Plan

Definitions

- **Open Space/Recreation/Public, Open Space/Recreation/Private, and Public Facilities**
 - Facilities within these categories are intended to represent a current inventory of public land, public parks and public and private recreation sites, environmentally critical areas, such as floodways, passive open space designed to control and direct growth, and property owned and used by the City of Beavercreek.
- **Low-Density, Single Family Residential**
 - Residential development projects that should occur at densities of less than 2.5 dwelling units per acre. Dwelling types must be single-family developments.
- **Medium Density Family Residential**
 - Medium Density Residential development describes areas allowing less than 4.5 dwelling units per acre. Dwelling types may be single family, two-family, and/or multi-family development at appropriate locations.

Appendix D– Beavercreek Land Use Plan

Definitions

- High Density Residential

- High Density Residential designated areas are for development at densities less than 9.5 dwelling units per acre. Dwelling types may be two-family or multiple-family structures.

- Office

- The Office land use designation is intended to provide areas for concentrations of office type of uses primarily in an office park setting or a cluster of individual office structures.
 - Although the Neighborhood Commercial/Office, Neighborhood/Community Commercial/Office and Regional Commercial/Office land use designations all would permit office uses, this category has been developed specifically for those areas where the use of land for office is appropriate but the addition of commercial and retail uses would not be appropriate to the given area.

- Neighborhood/Community Commercial/Office

- The Neighborhood/Community Commercial/Office land use designation is intended to provide an area of transition between an emerging business area and a purely residential environment. The area is designed to provide local services to residents that live nearby as well as low intensity and small-scale office uses.

Appendix D– Beavercreek Land Use Plan Definitions

- Neighborhood Commercial/Office

- Neighborhood Commercial Centers generally are small developments containing uses that are intended to provide for the daily needs of residents that live nearby. They typically include: grocery stores, drug stores, barber and beauty shops, laundries, dry cleaners, gas stations, florists, and other similar types of businesses offering convenience goods and personal services.

- Community Commercial/Office

- A Community Commercial/Office Center provides a broader range of merchandise and comparative shopping opportunities in addition to convenience-type retail and service establishments that are usually found in a Neighborhood Commercial Center. It is usually oriented around a junior department store or variety store, specialty shops, and restaurants, in addition to a supermarket. Convenience facilities offered in the Neighborhood Center may also be provided. Within this classification, offices for professional and personal services, such as: lawyers, doctors, dentists, realtors, insurance, etc., should be encouraged.

Appendix D– Beaver Creek Land Use Plan Definitions

- **Regional Commercial**
 - Regional Commercial Centers provide a full range and variety of merchandise, oriented around one or more major department stores. Its market area normally includes a large segment of a multi-county metropolitan area. The Regional Center provides complete comparison shopping goods and services. Because of this characteristic, its customer drawing power stems from its capacity to offer complete shopping facilities as a form of entertainment experience.
- **Research and Development/Office/High Tech Manufacturing**
 - This category includes research and development uses, as well as, general high technology manufacturing operations, offices and warehousing, and light industrial uses. Collectively, these uses lend themselves toward the design of research and business park employment centers. Limited, light manufacturing use may be appropriate in these areas when the use is completely enclosed within a building without any outside storage, outside processing, or other external effects that are experienced beyond property boundaries, such as long-term truck parking.

Appendix E– Brainstorming Session

- Question 1: What are the Colonel Glenn Highway corridor's greatest strengths?
 - The high volume traffic/exposure to great number of people
 - Accessibility of functional motorized transport
 - A broad spectrum of thriving businesses
 - Proximity to multiple jurisdictions
 - Cross access between properties
 - Major employment centers along corridor
 - Availability of building sites
- Question 2: What Are the Biggest Challenges of the Colonel Glenn Highway Corridor?
 - Corridor is not a pedestrian friendly atmosphere
 - Lack of aesthetically pleasing design
 - Traffic flow management/congestion
 - Lack of cultural destinations
 - Vacant buildings or lots
 - Other weaknesses include lack of public gathering area, few people actually living on corridor, haphazard development, a disconnect with rest of Beavercreek

Appendix E– Brainstorming Session

- Question 3: What is the first priority that needs to be addressed in order to improve the Colonel Glenn Highway Corridor?
 - Create a more pedestrian friendly atmosphere
 - Improve the overall aesthetics of the corridor by adding physical enhancements, such as streetscaping
- Question 4: What is the best way to attract new businesses to the corridor?
 - Increase the overall aesthetic quality of the corridor
 - Increase the walkability of the corridor
 - Support from the community (both municipal and local businesses)
 - The community working directly with developers and realtors to ease the development process
 - Holding everyone, especially the next guy, to high standards.
 - Monetary incentives
 - Other ways to attract or retain businesses include public events, advertisement and share traffic count information with key individuals

Appendix E– Brainstorming Session

- Question 5: What could motivate current commercial property owners to make capital improvements/ enhancements to their properties?
 - Recognition, both monetary and non-monetary awards for maintaining high standards of property maintenance
 - Proactive enforcement of codes
 - Financial assistance for property improvements
 - Creation of a support group or other association
 - Improving the aesthetics of the community around them.
- Question 6: What types of enhancements (i.e. streetscaping) would you like to see along the corridor?
 - Sidewalks
 - Decorative Brickwork Accent Features
 - Landscape Medians
 - Information Signage
 - Other Enhancements include raised crosswalks, bike lanes, public art and public seating areas.