



# COUNTY ROAD 25-A SPECIAL PLANNING AREA MASTER PLAN



# PLAN

CR25A



PUBLIC MEETING # 3 | MAY 10, 2018

# AGENDA



- ① Introduction (5:00-5:05)
- ② Summary of Master Plan (5:05-5:45)
- ③ Questions & Comments (5:45-6:30)
- ④ Adjourn (6:30)

# PROJECT SCOPE



- Task 1: Project Initiation
- Task 2: Existing Conditions
- Task 3: Information Analysis & Evaluation
- Task 5: Master Plan Development

# PROJECT SCOPE



- Task 1: Project Initiation
- Task 2: Existing Conditions
- Task 3: Information Analysis & Evaluation
- Task 4: Master Plan Development



# PROJECT GOALS

# DRAFT PROJECT GOALS



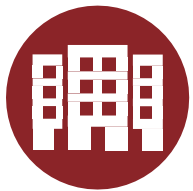
## GOAL 1 | ECONOMY

Create a center for employment with a diverse economic base, and build on the access and visibility afforded by the I-75/CR-25A Interchange.



## GOAL 2 | INFRASTRUCTURE

Coordinate the extension of, or increase the capacity of, infrastructure facilities to meet future needs of existing and planned development.



## GOAL 3 | ZONING

Create easy-to-understand, consistent, and flexible regulations to encourage and enable high-quality development.



## GOAL 4 | RESILIENCY

Encourage resilient development practices that can adapt to changes over time and remain viable and an asset for the community.



## **GOAL 5 | ENVIRONMENT**

Connect and integrate the areas' natural features to future development.



## **GOAL 6 | HEALTH**

Promote an active and healthy lifestyle for residents, workers, and visitors.



## **GOAL 7 | MOBILITY**

Develop a multi-modal and inter-connected transportation network that safely and conveniently transports people and freight.



## **GOAL 8 | HOUSING**

Provide a range of housing choices with convenient access to daily services



# EXISTING CONDITIONS & ANALYSIS SUMMARY



# EXISTING CONDITIONS

- Background
- Natural Environment
- Built Environment
- Regulatory Environment
- Market and Economy



# NATURAL ENVIRONMENT

## Land Cover

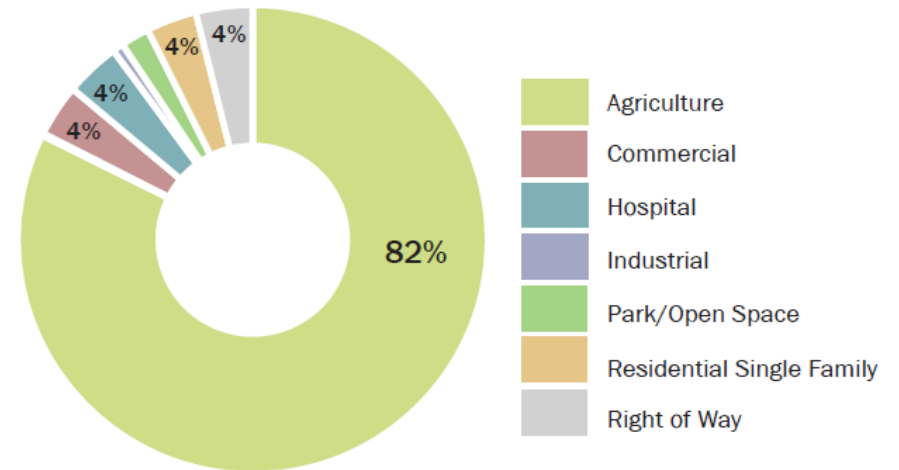


## Environmental Suitability



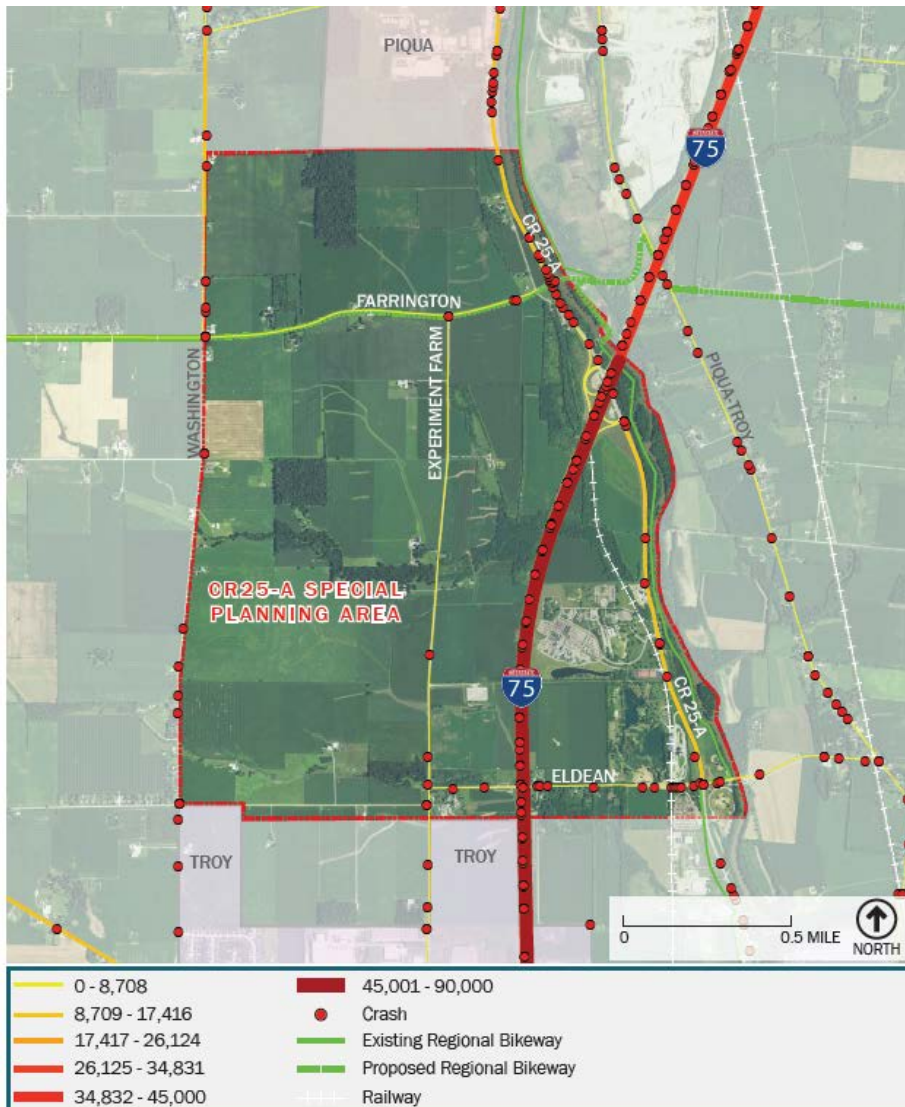
# BUILT ENVIRONMENT

## Land Use



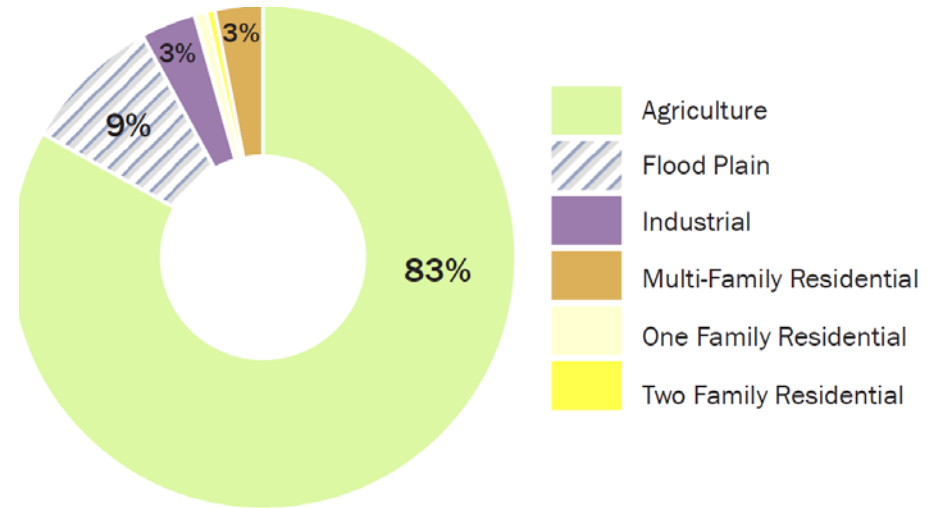
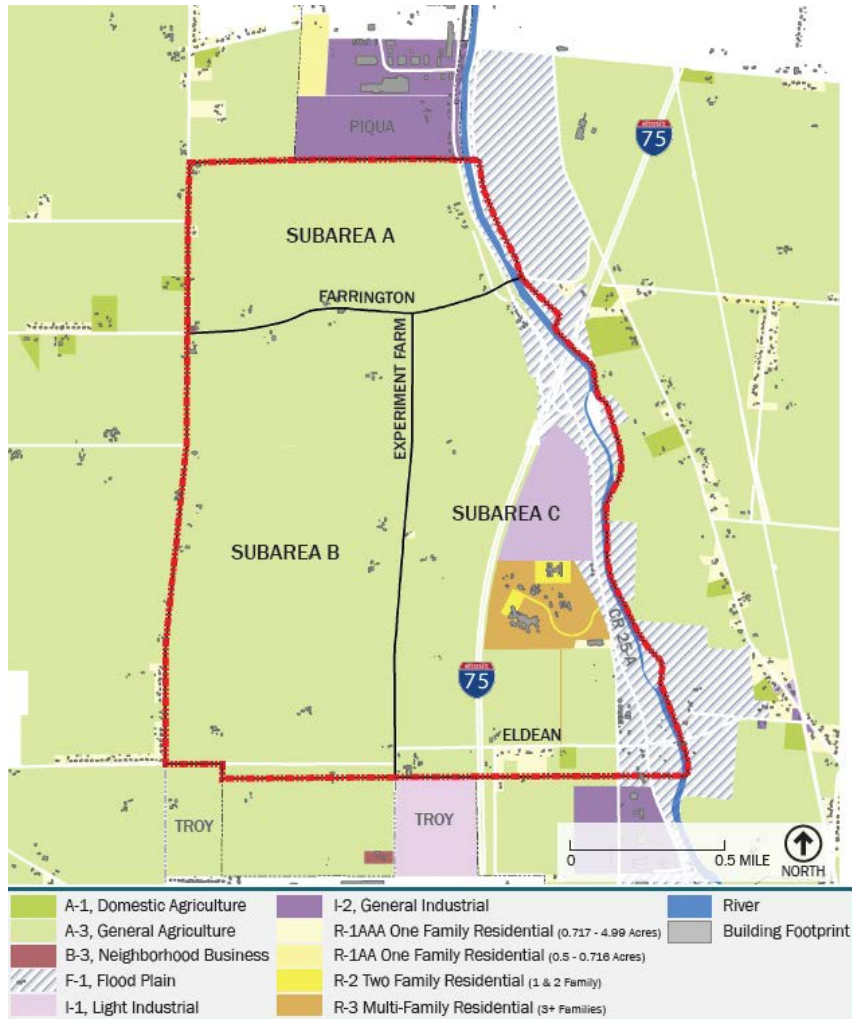
# BUILT ENVIRONMENT

## Historic Traffic Volumes

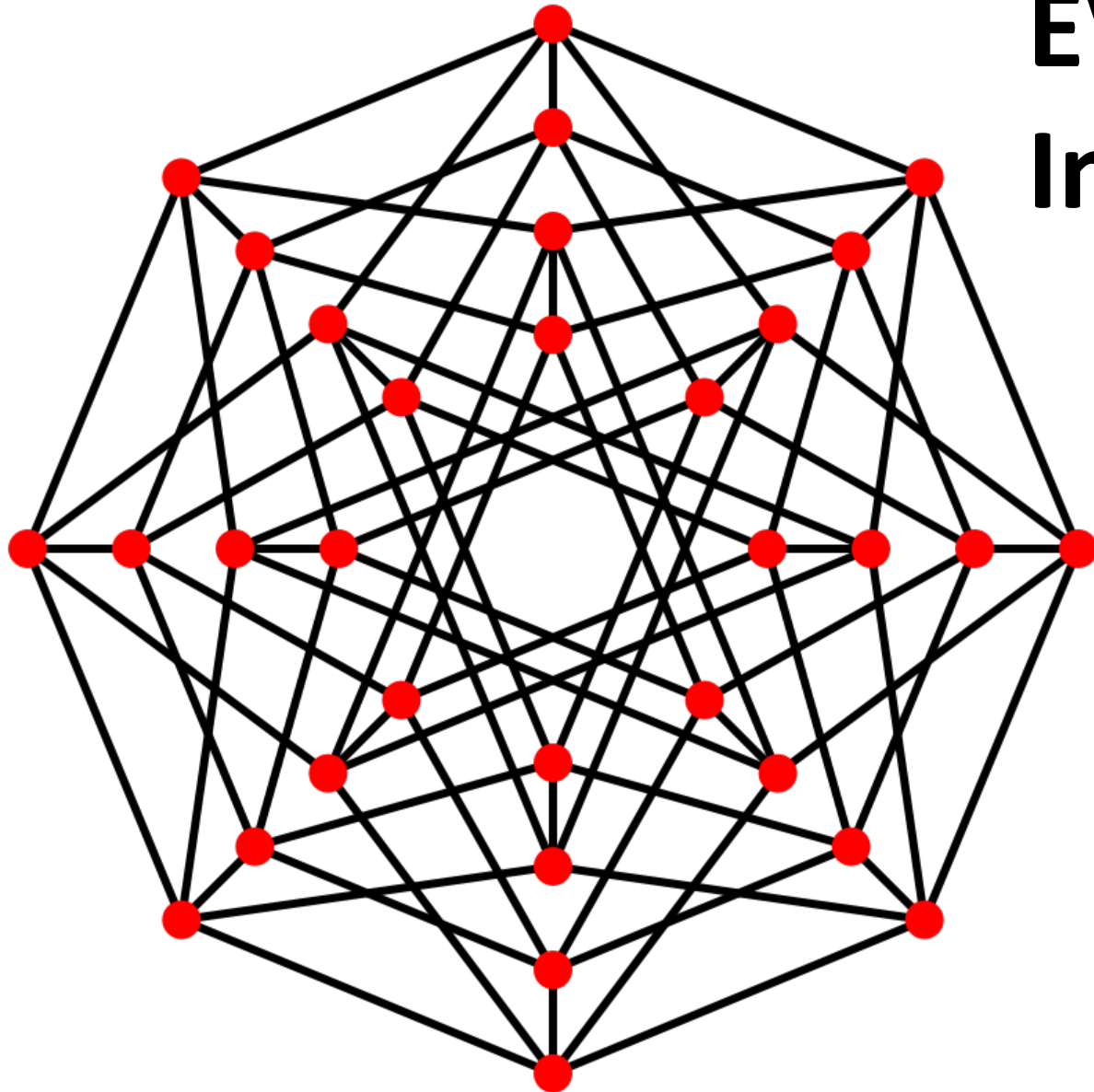


# REGULATORY ENVIRONMENT

## Existing Zoning



# MARKET AND ECONOMY



**EVERYTHING is  
Interconnected**

- **Annual Population Growth** since 2000 has been flat (~0.5%)
- **Projected Annual Population Growth** for the next 20 years expected to be flat (~0.5%)
- **Population Age 75+** expected to increase by over 60% in the next 20 years

- **Unemployment rate** is low ~4%
- **Labor Force Participation** is declining
- **Manufacturing Industry** is the largest employer and second fastest growing behind **Transportation & Warehousing**
- **Wage growth** is highest in service industries
- **Agriculture**, although not a major employer, is profitable
- Demand for **conventional retail** declining



# INFORMATION ANALYSIS

- Public Involvement
- Green Print
- Priority Growth Areas



# PUBLIC INVOLVEMENT/ PUBLIC MEETING



- Three Vision Group Meetings
- Three Public Meetings
- Multiple Stakeholder Meetings



# PUBLIC INVOLVEMENT- PUBLIC MEETING



# PLAN CR25A



## Best and Worst Places

- **Best:** Prime Farmland, Eldean Bridge, Bike Path, Ponds, Gravel Pit
- **Worst:** Ball Fields, Junkyard, High Volume Intersections



# PUBLIC INVOLVEMENT/ ONLINE PARTICIPATION



## Response Rate

**173**  
survey responses received

**75%**  
survey completion rate

**122**  
questions included in the  
survey

**9 minutes**  
average time taken to  
complete the survey

## Residence

 **92%**  
lived outside the  
study area

 **67%**  
lived in Troy

 **17%**  
lived in Piqua

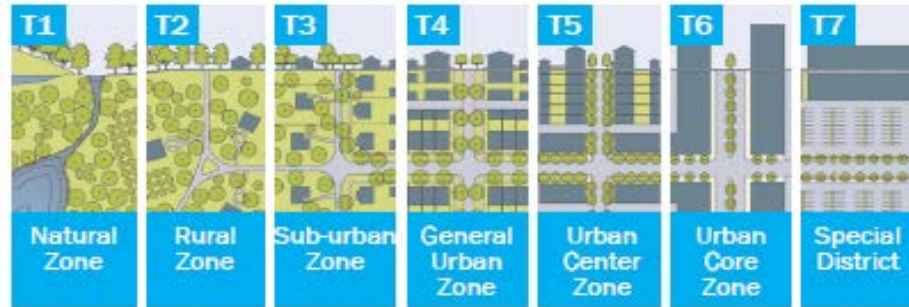
 **17%**  
lived in other parts  
of the County

# PUBLIC INVOLVEMENT/ ONLINE PARTICIPATION



# PLAN CR25A

## Most Preferred a Natural and Rural Environment



Each land use image in the survey was assigned a Transect zone. The scores for each zone are shown below:

1.	Natural (4.25)
2.	Rural (2.64)
3.	Suburban (2.23)
4.	General Urban (1.89)
5.	Urban Center (1.84)
6.	Urban Core (N/A)

# PUBLIC INVOLVEMENT/ ONLINE PARTICIPATION



## Land Use Scores

Preferred land uses are ranked below, with average scores in parentheses:

1.	Retail/Mixed Use (1.92)
2.	Civic (1.90)
3.	Residential (1.88)
4.	Industrial (1.87)
5.	Office (1.84)

## Building Material Scores

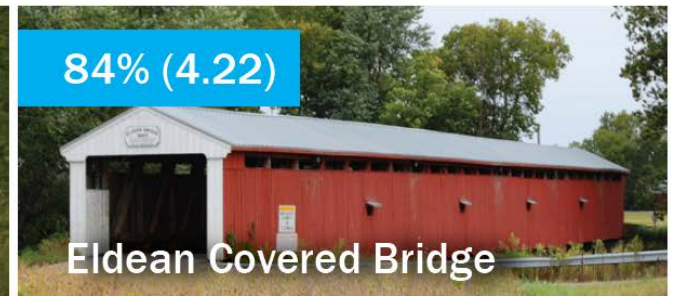
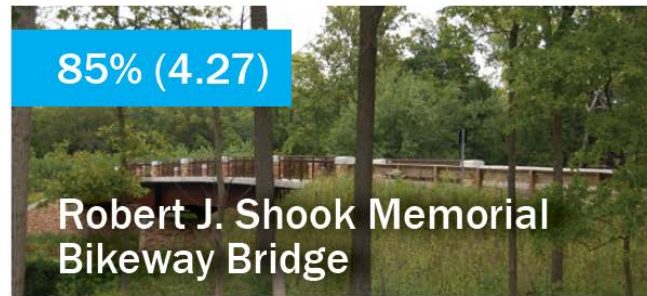
The scores for each building material are shown below:

1.	Wood (1.98)
2.	Brick (1.89)
3.	Concrete (1.89)
4.	Mixed (1.87)
5.	Glass (1.85)

# PUBLIC INVOLVEMENT/ ONLINE PARTICIPATION



## Most Preferred Setting Scores







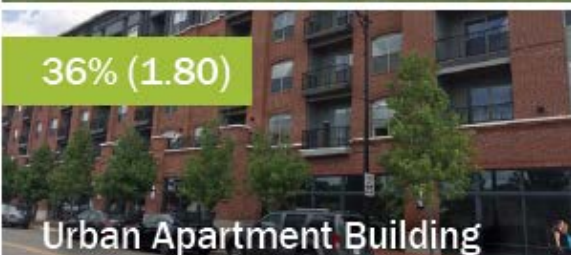





# PUBLIC INVOLVEMENT/ ONLINE PARTICIPATION



# PLAN CR25A

## Least Preferred Building Scores

<p>32% (1.61)</p>  <p>Urban Office Building</p>	<p>35% (1.74)</p>  <p>Suburban Retail/Mixed-Use Building</p>
<p>35% (1.77)</p>  <p>Urban Office Building</p>	<p>36% (1.78)</p>  <p>Suburban Multi-Family Attached Residential</p>
<p>36% (1.78)</p>  <p>Rural Office Building</p>	<p>36% (1.79)</p>  <p>Rural Industrial Building</p>
<p>36% (1.80)</p>  <p>Urban Apartment Building</p>	<p>36% (1.80)</p>  <p>Suburban Retail/Mixed-Use Building</p>
<p>36% (1.81)</p>  <p>Suburban Civic Building</p>	<p>36% (1.82)</p>  <p>Suburban Multi-Family Attached Residential</p>



# PUBLIC INVOLVEMENT/ ONLINE PARTICIPATION



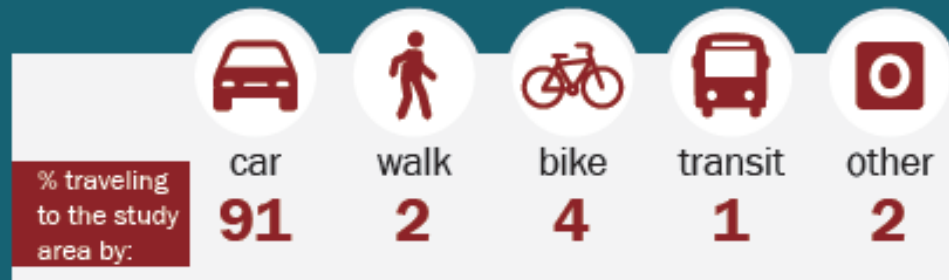
## Types of Businesses Preferred

Figure X: Types of Businesses Survey Respondents Want to See in the Study Area



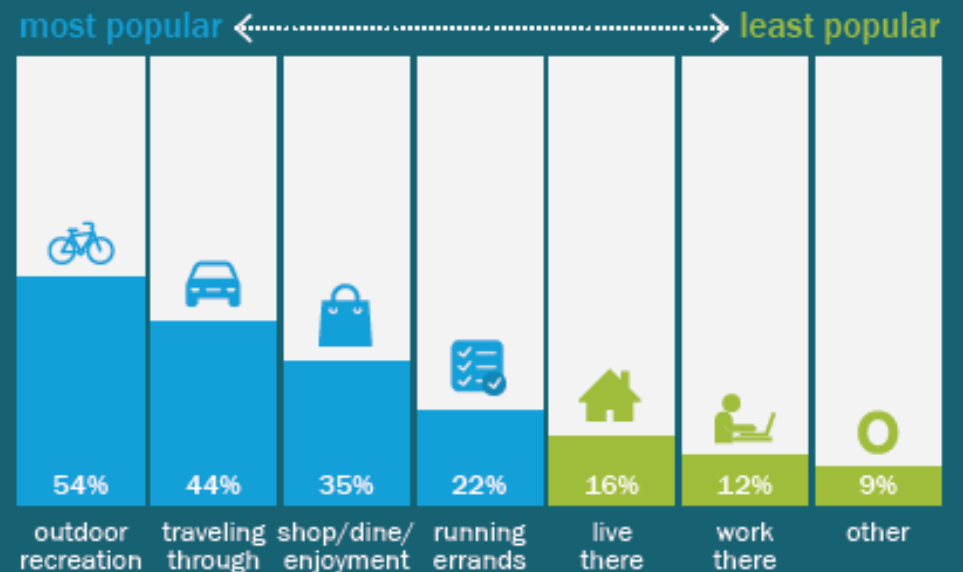
## Means of Travel to Study Area

Figure 30: How Will Survey Respondents Travel to the Study Area



Most of survey respondents will travel to the study area by car in the future, and over half of the respondents will be traveling there for the outdoor recreation. Many others plan to just be passing through in the future.

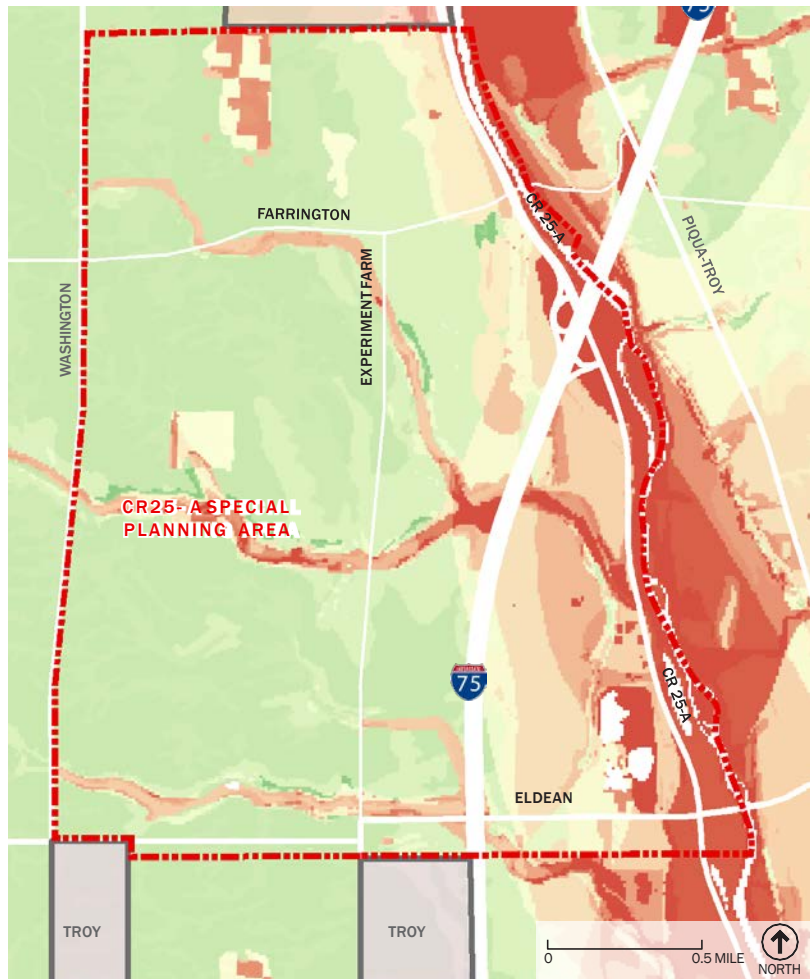
Figure 31: Why Will Survey Respondents Travel to the Study Area



# GREEN PRINT AND PRIORITY GROWTH AREAS



## ENVIRONMENTAL SUITABILITY



## RESERVE AND PRESERVE



- Reserve
- Preserve






# PRIORITY GROWTH AREAS



# PLAN CR25A

## PRIORITY GROWTH AREAS



-  Intended Growth
-  Controlled Growth
-  Restricted Growth



## Review Criteria

- Extent of developed area
- Completeness of transportation network (e.g. links to exiting uses, east-west connector)
- Priority order of growth areas
- Location of different use areas (e.g. larger industrial warehouse at perimeter vs. smaller flex office at center)



# MASTER PLAN & IMPLEMENTATION

# MASTER PLAN & IMPLEMENTATION



- Market and Economy
- Development Approach
- Development Concept
- Transportation Improvements
- Illustrative Plan
- Development Controls
- Phasing
- Implementation Guide





- **Assisted Living**

- 484 units today
- Demand for additional 625 in as little as 5 years (130% increase)

- **Nursing Care**

- 779 beds today
- Demand for additional 48 beds in next 5 years (6% increase)

\* Healthcare industry trends are adjusting with consumer preference to “age in place”

# MARKET AND ECONOMY



- **E-Commerce** is one of the fastest growing business sectors in the world
- Miami County is projected to add **234** E-Commerce jobs by 2024
- **Warehouse, Transportation & Logistics** are closely tied to E-commerce
- This will require over **1 Million SF** of Warehouse/Distribution Space in the next decade
- Proximity to County Road 25-A/I-75 Interchange is **Ideal** for a Distribution Hub

# MARKET AND ECONOMY



- Ambulatory Health Care Services industry is top projected growth (percent) sector in the Dayton MSA\*
- Business Types Include:
  - Offices of Physicians
  - Offices of Dentists
  - Outpatient Care Centers
- Miami County projected to add **337** jobs by 2024\*
  - Currently 1,358 jobs; projected increase of 25%
- Approx. **40,000 SF** of Vacant Medical Office space currently in Miami County
- This results in **105,000 SF** of additional space needed to meet future demand and maintain a 10% vacancy rate
- **Current medical office inventory in Miami County is insufficient and in danger of becoming functionally obsolete**

- **Agriculture**

- Soils are some of the most productive in the state
- Changes in demand for developable land will put pressure on farmland closest to the interchange – the “highest and best use” effect

- **Restaurant & Retail**

- Auto-oriented
- Recreation-minded (river-centric tourism)

- **Hotel**

- Recent study concluded support exists
- Could take advantage of recreation and hospital/medical office induced demand

# DEVELOPMENT APPROACH

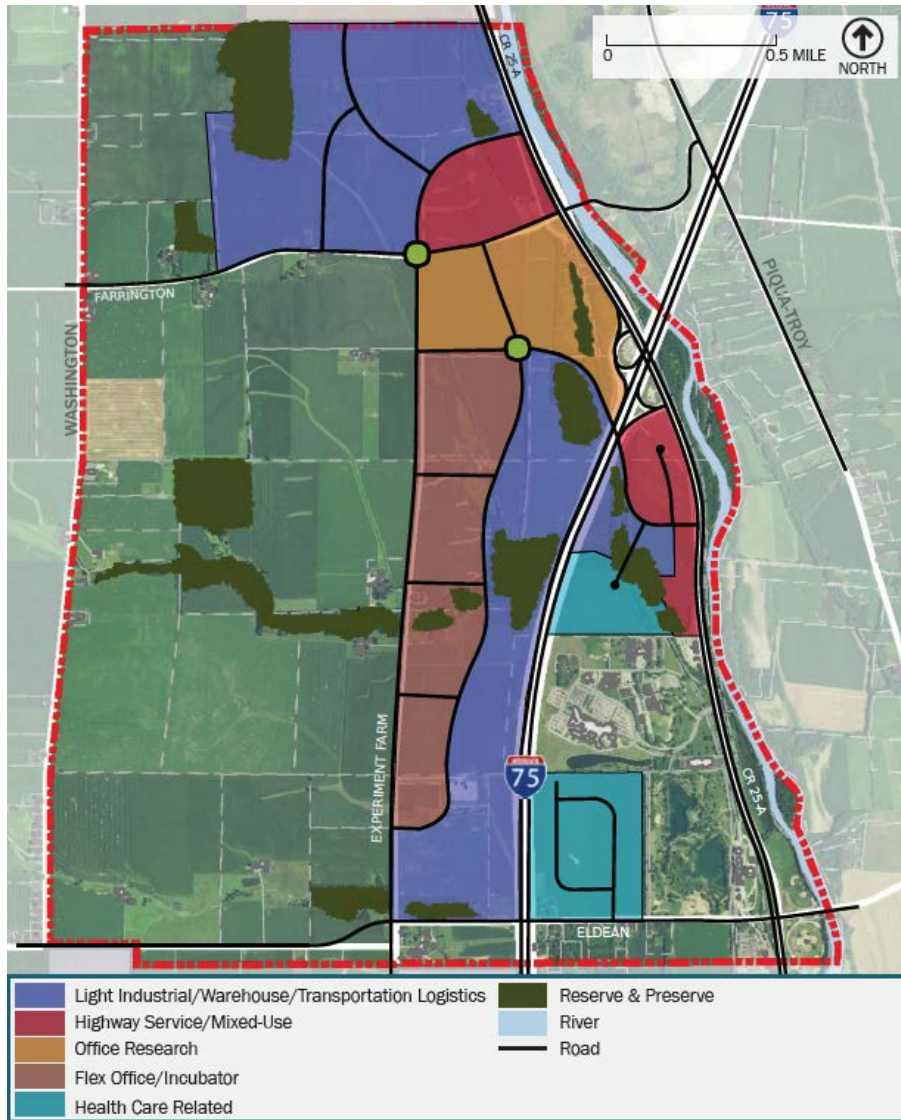


- Conserve
  - Non-residential
  - Residential
- Preserve
  - Historical
  - Agricultural
- Interconnect
  - Roadway network
  - Bike and trail network
- Phase

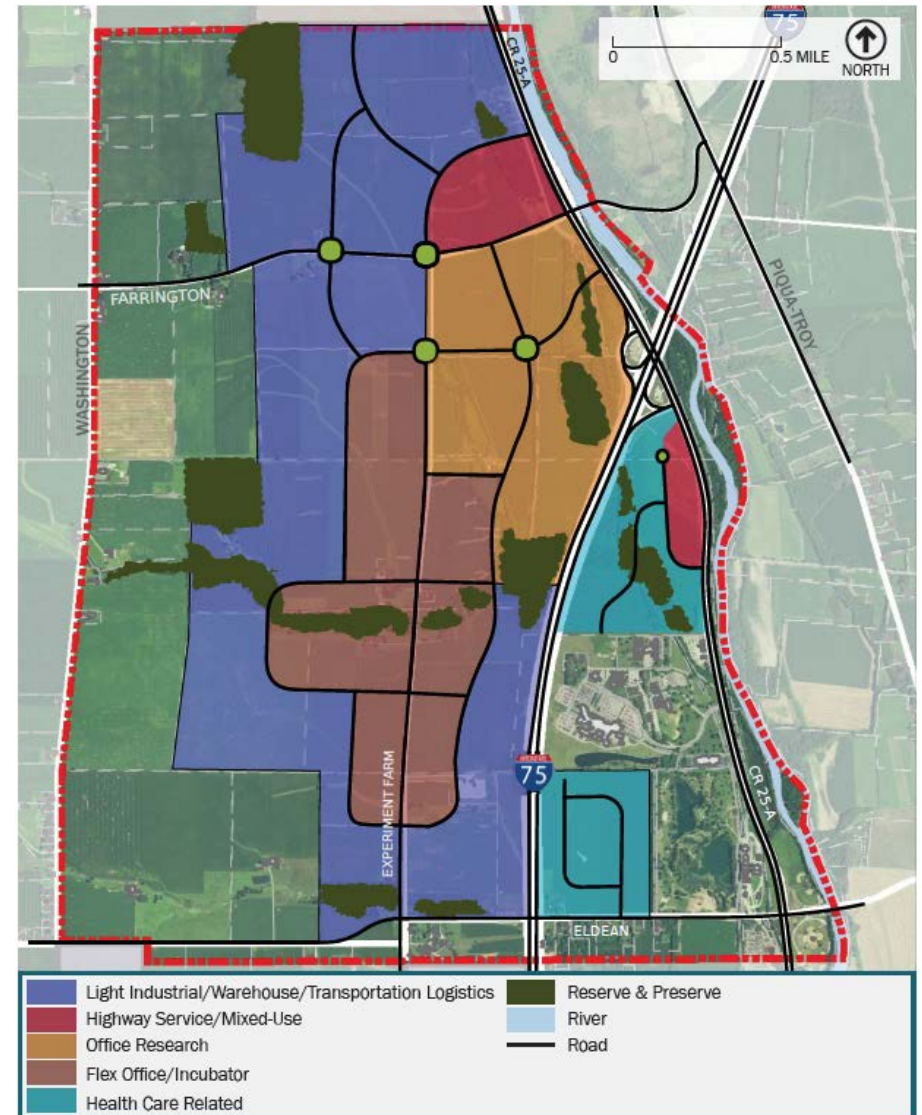


# DEVELOPMENT APPROACH

## A

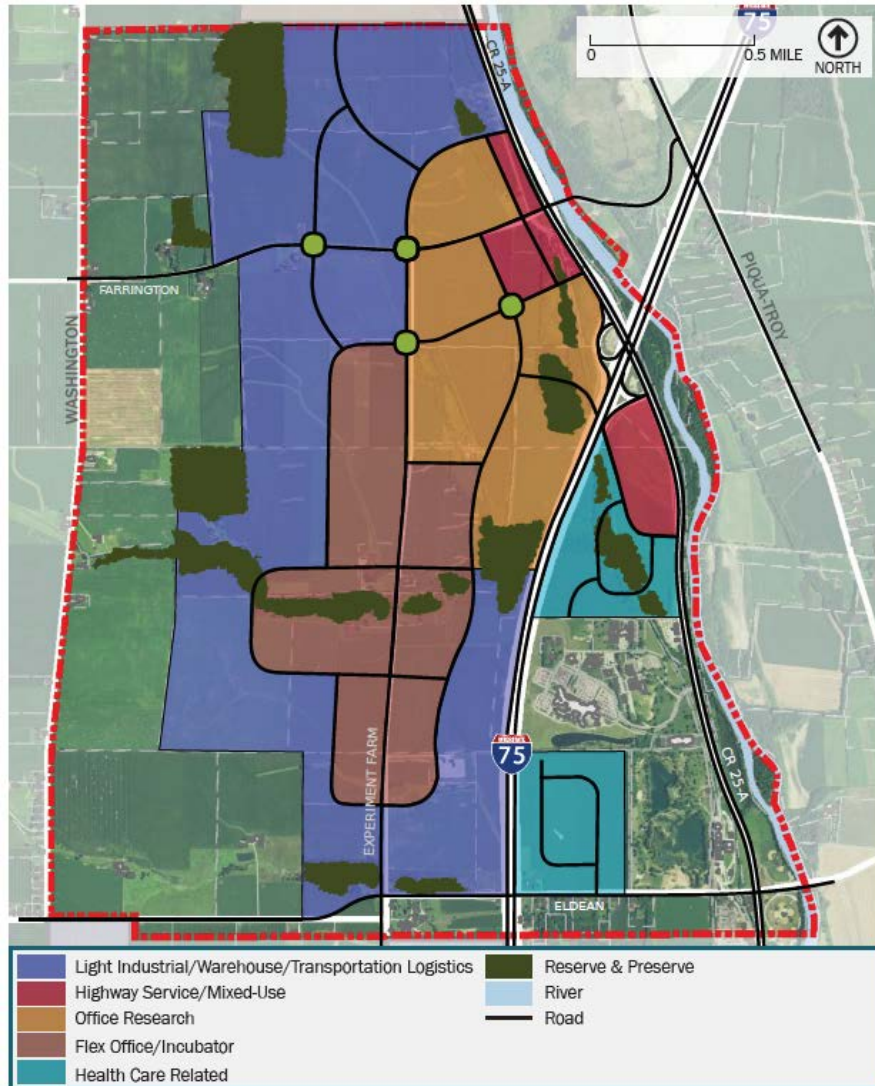


## B



# DEVELOPMENT APPROACH

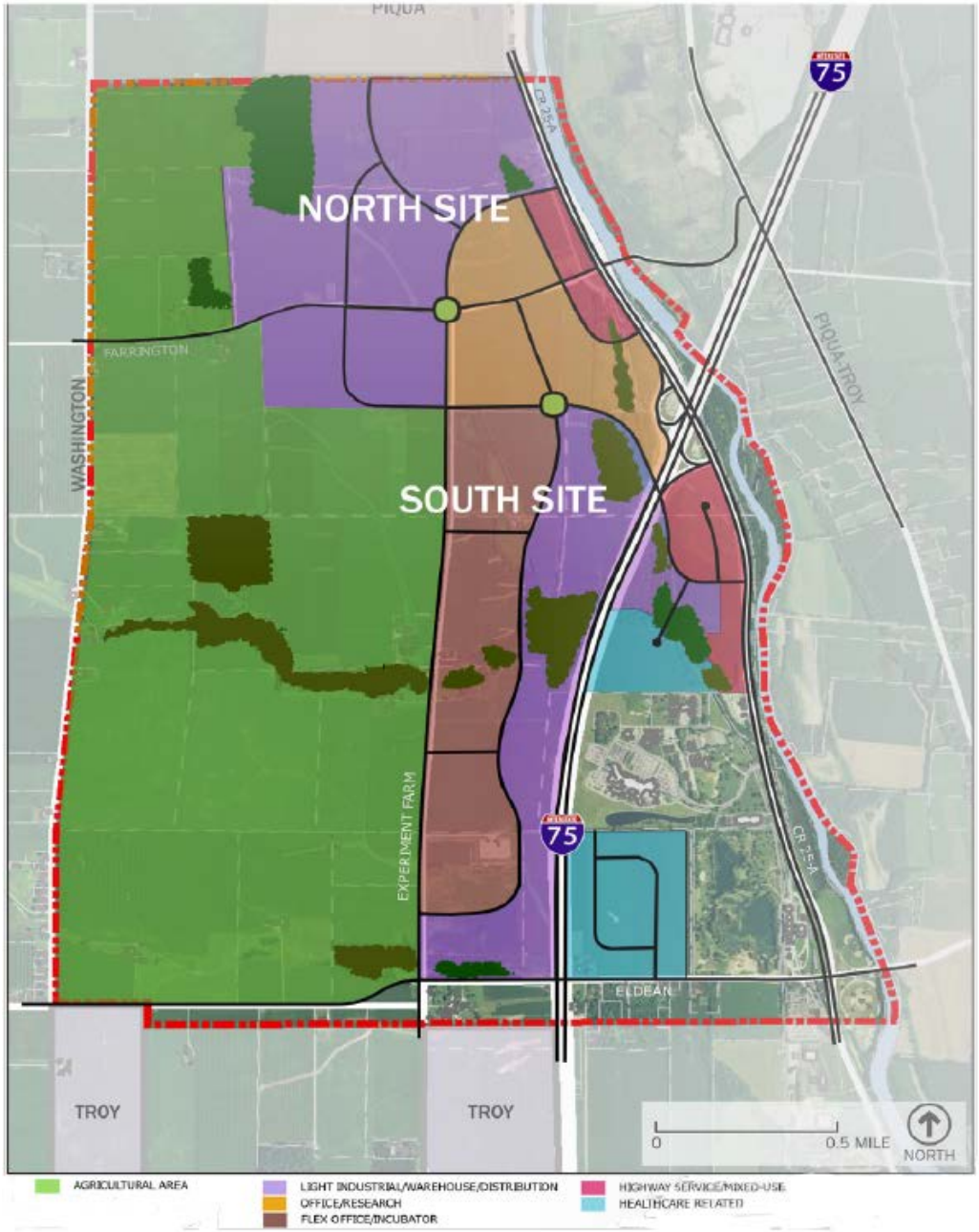
## C



Evaluation Criteria	Alternative A	Alternative B	Alternative C
Follows relevant project goals	◆	◆	◆
Retains agricultural heritage and rural character	◆	◆	◆
Enhances transportation linkages	◆	◆	◆
Addresses market potential	◆	◆	◆
Demonstrates appropriate arrangement of uses	◆	◆	◆

- ◆ = Meets Criteria
- ◆ = Partially Meets Criteria
- ◆ = Does Not Meet Criteria

# Development Concept





# LAND USE ACREAGE



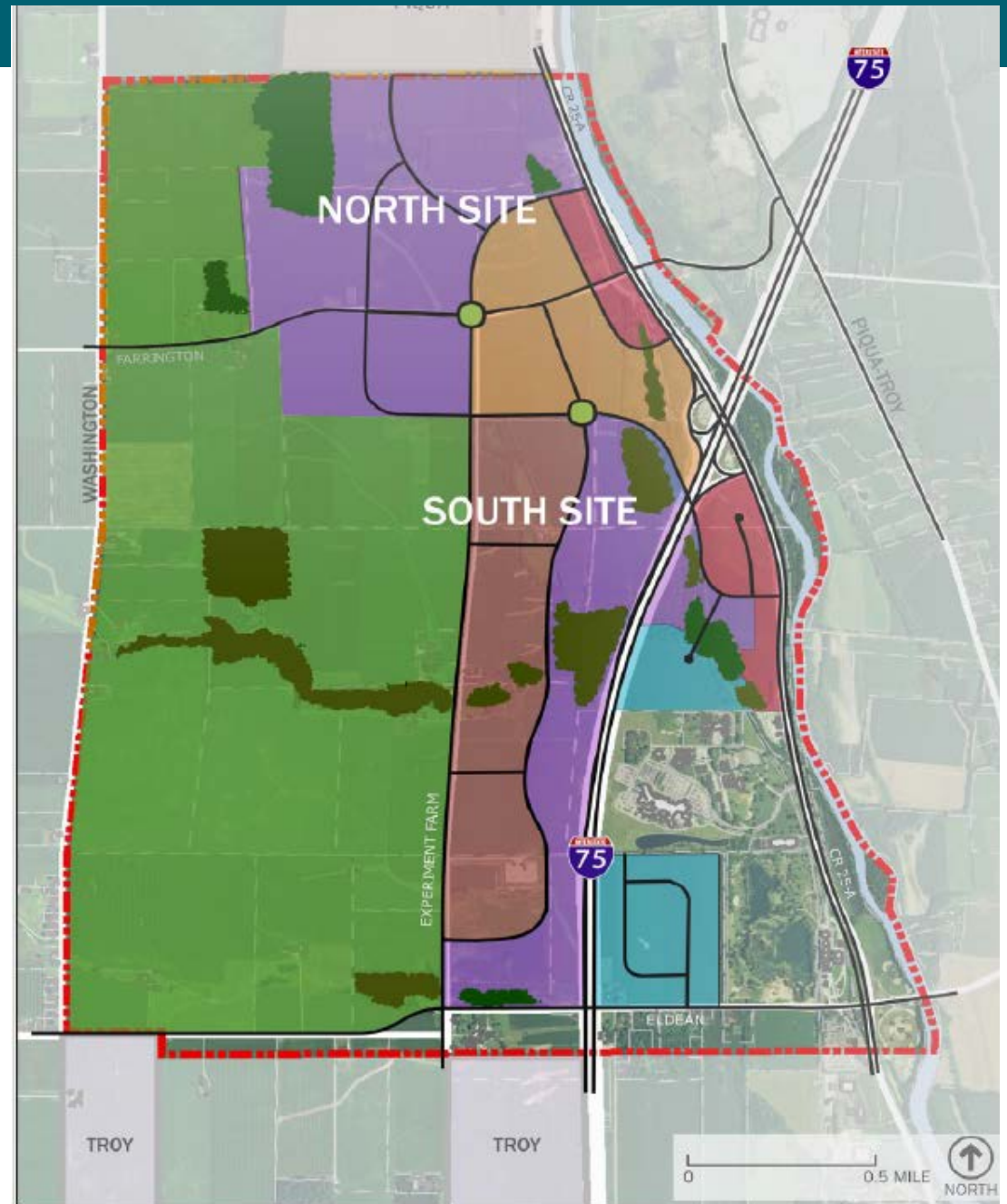
Land Use Acreage				
Land Use	North Site Acres	South Site Acres	Total Acres	Percent of Total Acres
Light Industrial/ Warehouse/ Transportation Logistics	306	317	623	52
Office Research	41	117	158	13
Flex Office/ Incubator	0	221	221	19
Highway Service/ Mixed-Use	12	51	63	5
Health Care Related	0	128	128	11
Total	359	834	1193	100

# BUILDING TYPES

Use	Recommended Building Types	Height (Stories)	Size (square feet)	Example
	<p>Large Size Light Industrial/Warehouse/Transportation Logistics</p>	<p>1*</p>	<p>200,000-500,000</p>	
	<p>Office/Office Research/Medical Office</p>	<p>2</p>	<p>20-40,000</p>	
	<p>Medium Size Flex Office/Incubator/Light Industrial/Warehouse/Transportation</p>	<p>1*</p>	<p>100,000-200,000</p>	
	<p>Highway Service/Mixed-Use</p>	<p>1 - 4</p>	<p>10-50,000</p>	
	<p>Health Care Related/Assisted Living</p>	<p>1 - 4</p>	<p>5-40,000</p>	

# TRANSPORTATION IMPROVEMENTS

- Access Management
- Intersection Improvement



# TRANSPORTATION IMPROVEMENTS

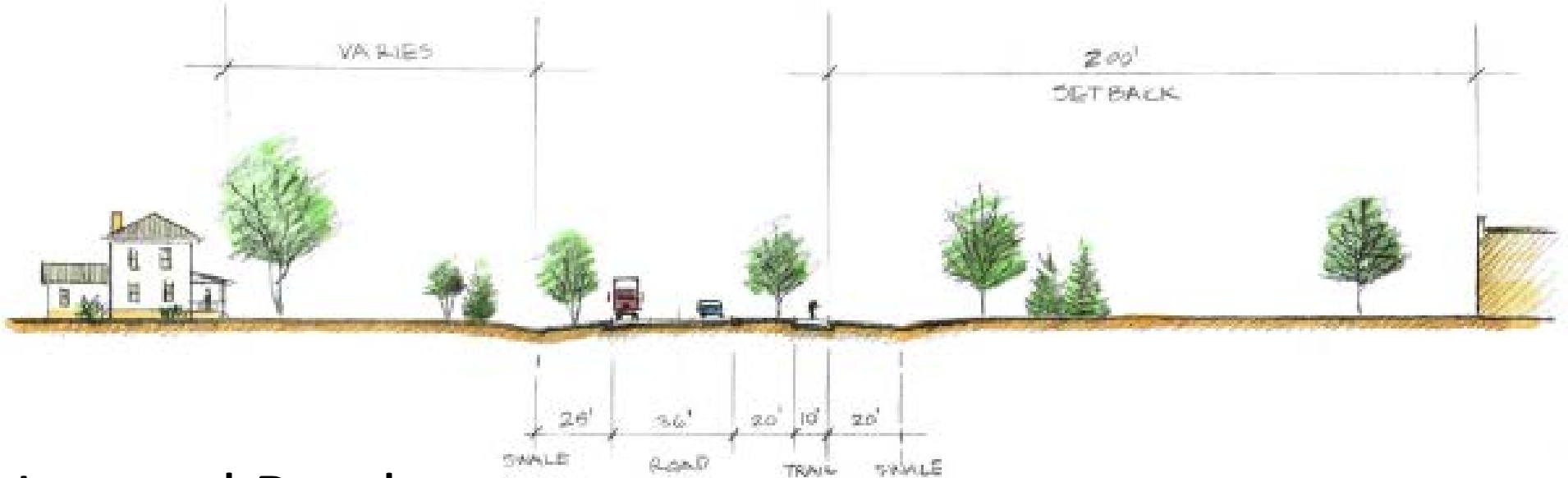
- Active Transportation Improvement
- Connected and Autonomous Vehicle



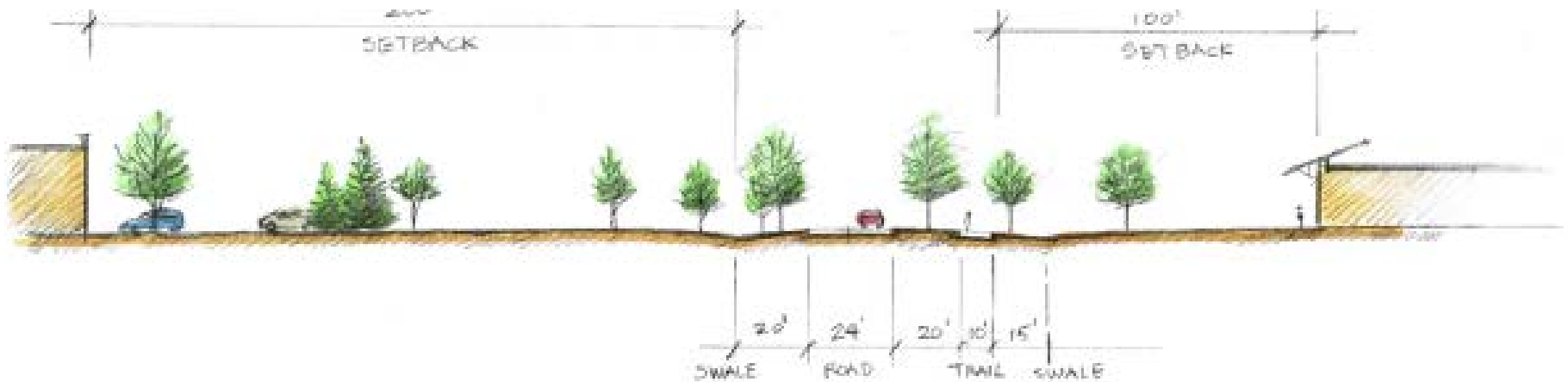
- Proposed Trail
- Existing Great Miami River Trail
- New/Improved Crossing

# TRANSPORTATION IMPROVEMENTS

## Farrington Road



## Internal Road



# TRANSPORTATION IMPROVEMENTS

## Roundabout



# UTILITY ACCESS

- Sewer and Water
- Electricity (microgrid)
- Combined Heat and Power (CHP)
- Power Purchase Agreement
- Renewable Energy Special Improvement District



# ILLUSTRATIVE PLAN





## Farrington Road Gateway



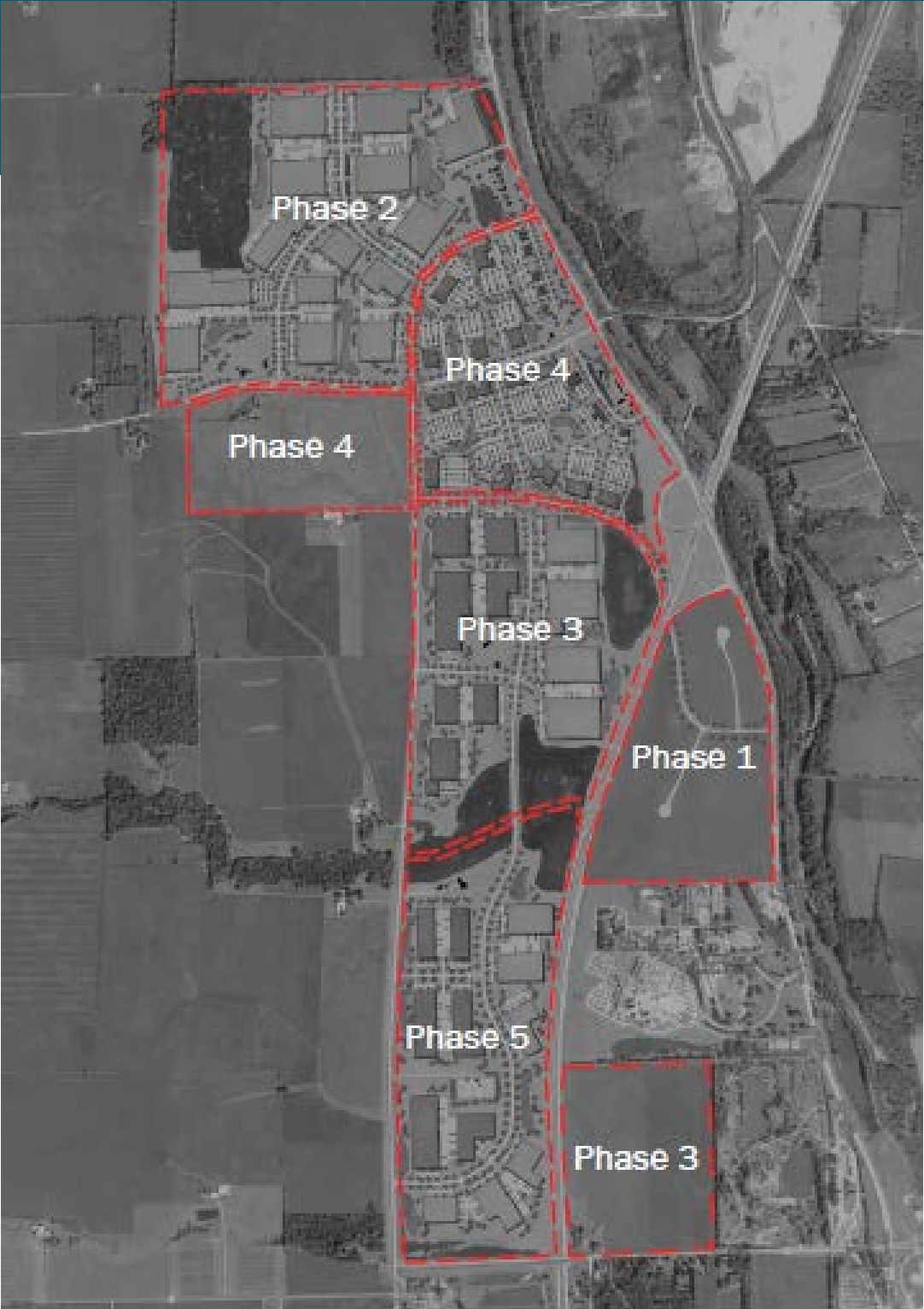
## Birdseye View from Northeast



## Birdseye View from Southwest



# PHASING PLAN



# IMPLEMENTATION GUIDE



# PLAN CR25A



Goal	Objective	Strategy	Timing*			
			Immediate (> 1 year)	Near-Term (2-4 years)	Mid-Term (5-9 years)	Long-Term (10-20 years)
ECONOMY	1.1: Incentive New Commercial and Industrial Development within the Study Area	1.1.1: Establish an Enterprise Zone Location: Entire Study Area		◆		
		1.1.2: Market the use of TIF and other financing methods to interested developers Location: Entire Study Area		◆	◆	◆
	1.2: Establish a Community Improvement Corporation	1.2.1: Engage County and Township leaders about their level of interest in forming a CIC Location: Entire Study Area		◆		
		1.2.2: Research other economic development CIC's in Ohio at the county level to determine their level of success in attracting capital investment Location: Entire Study Area		◆		
	1.3: Market the master plan for the Study Area to prospective developers both regionally and nationally	1.3.1: Contact a realty firm to develop a marketing strategy on how to package the Study Area to interested developers Location: Entire Study Area			◆	
		1.3.2: Develop a site selection mapping platform through the Miami County website Location: Entire Study Area		◆		
	1.4: Encourage the development of hospitality and transportation related services	1.4.1: Contact hotel developers in the region and gauge their level of interest and incentive requirements for developing a hotel near the interchange Location: CR25-A and I-75 interchange area		◆		
	1.5: Encourage the development of flex office and/or distribution warehouse facilities Between Experiment Farm Road and I-75	1.5.1: Research and Contact Industrial Real Estate Investment Trusts (REITs) in the region to gauge their interest in developing facilities within the Study Area Location: Study Area between Experiment Farm Road and I-75.		◆		

- **Economy**

- Incentivize New Commercial and Industrial Development within the Study Area
- Establish a Community Improvement Corporation
- Market the master plan for the Study Area to prospective developers both regionally and nationally.
- Encourage the development of hospitality and transportation related services.
- Encourage the development of flex office and/or distribution warehouse facilities Between Experiment Farm Road and I-75

- **Infrastructure**

- Ensure adequate capacity within City of Troy and City of Piqua sewer and water treatment facilities and extend utility (sewer, water, gas, electric, telephone, and cable) lines and service to serve area
- Promote integrated design of utility placement.

- **Zoning**

- Engage the public in drafting a planned commerce or employment center district to include warehouse, distribution/logistics, retail, office, institutional, and health care related uses.
- Initiate rezoning of entire North and South site area to the planned commerce or employment center district

- **Resiliency**

- Obtain energy through renewable sources, including wind and solar to reduce dependence on fossil fuels for energy.
- Encourage the formation of a micro-grid within the area to allow users to locally generate, distribute, and store energy from renewable sources.

- **Environment**

- Retain natural, riparian corridors for habitat connectivity and require adequate buffers adjacent to parking lots, buildings, and other structures.
- As an alternative to conventional stormwater collection and conveyance systems, treat water as a resource rather than a waster product.
- Encourage the preservation of agriculture through the use of agricultural easements in the Urban Residential and the Agricultural portion of the Study Area.



- **Mobility**

- Accommodate active transportation users with support facilities.
- Assess the impact of additional development on the existing roadway network.
- Manage vehicular access to properties.
- Improve safety and efficiency of roadway intersections.
- Make active transportation improvements to existing roadway facilities.
- Incorporate active transportation improvements to roadways serving future development.

- **Housing**

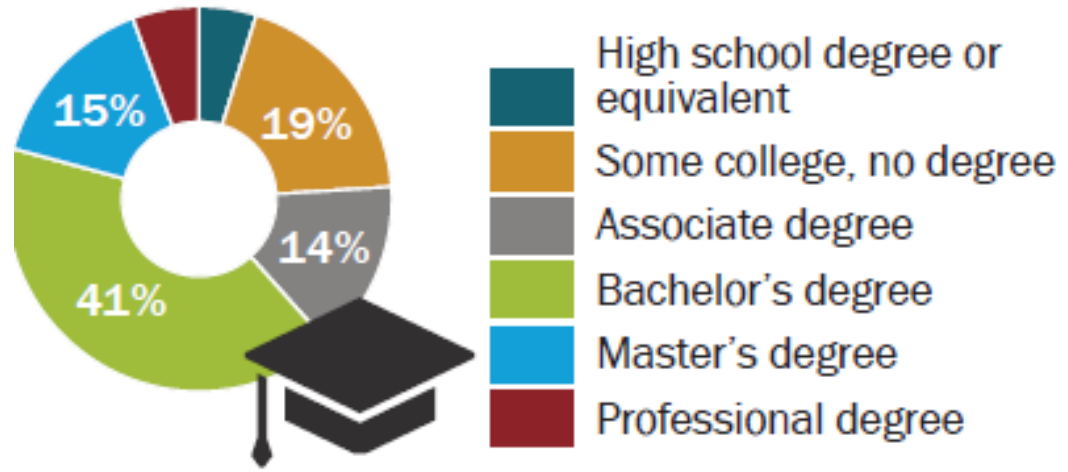
- Encourage the Development of Health Care and Senior Living Related Uses North and South of the Upper Valley Medical Center



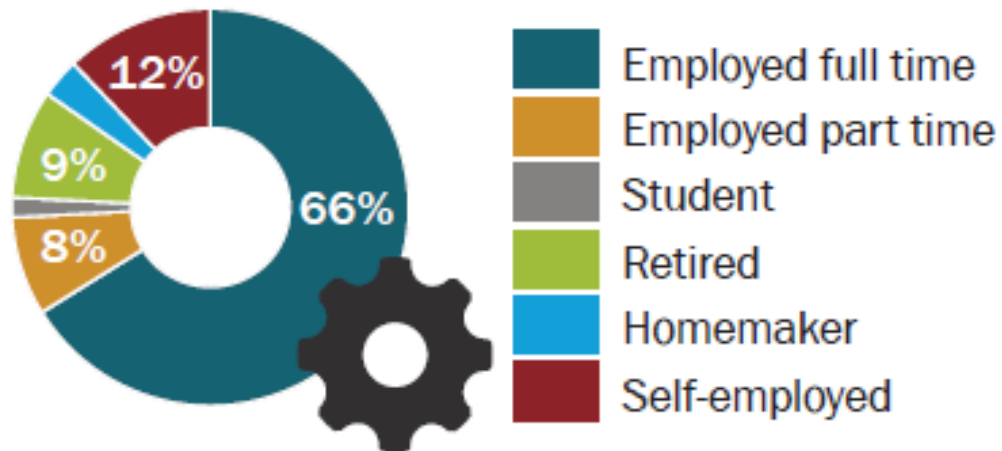
THANK YOU!



## Education



## Employment

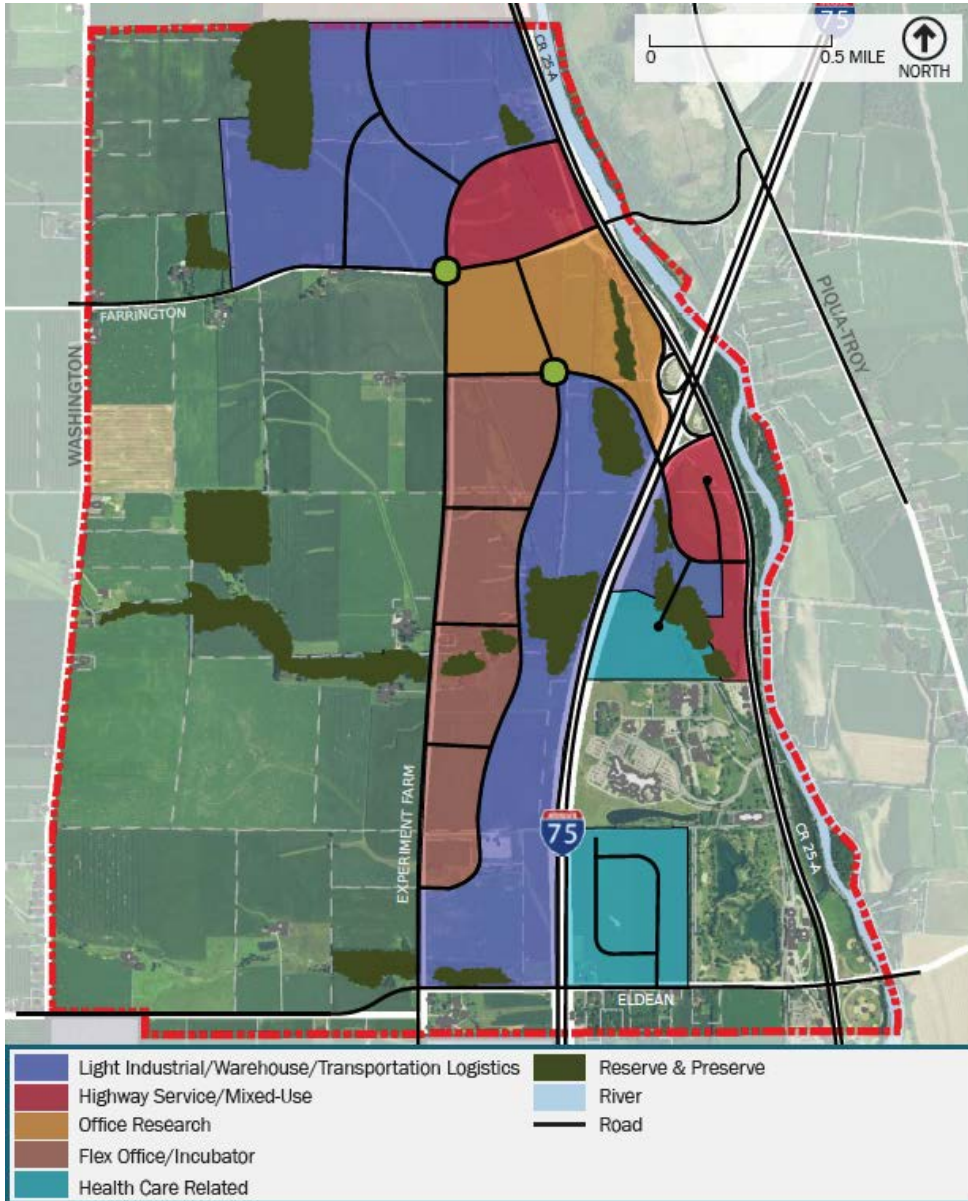


## Most Like to See

- I enjoy the existing agriculture and do not believe every acre must be developed.
- Leave it as farmland. Let landowners decide what to do with their property.
- There is already great wildlife in the area with the proximity to the bike path.
- Leaving it farm land would be the best improvement.
- Keeping most of its natural habitat.
- Responsibly-planned development is a must to retain natural beauty of river and farmland with new structures and infrastructure.
- I like seeing the farmland and the bike path.
- Leave it as it is.
- Recreation, tourism, health, scenery, sports, family-oriented activity.
- Green space natural space recreational opportunities.

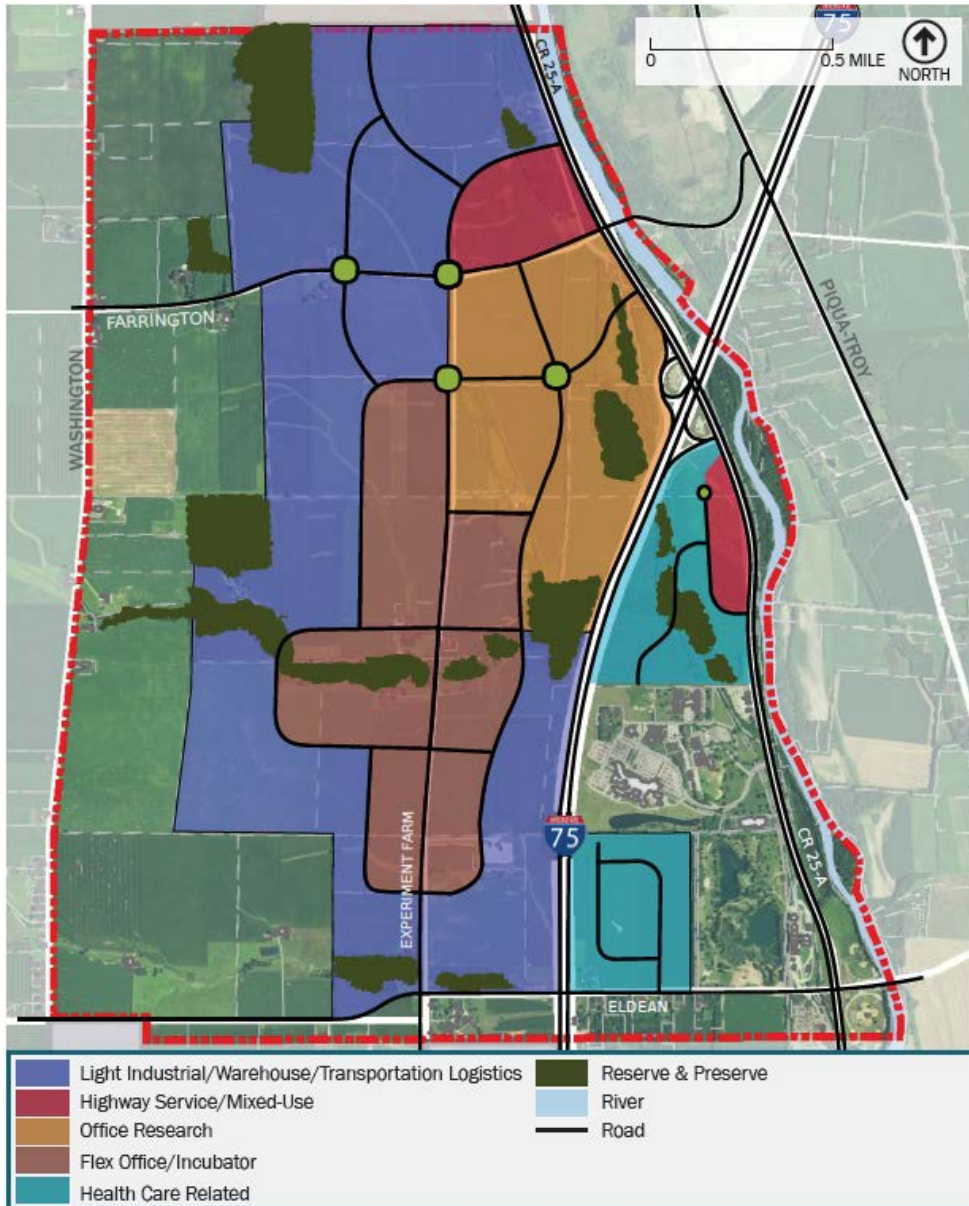
# ALTERNATIVE CONCEPTS

## ALTERNATIVE A



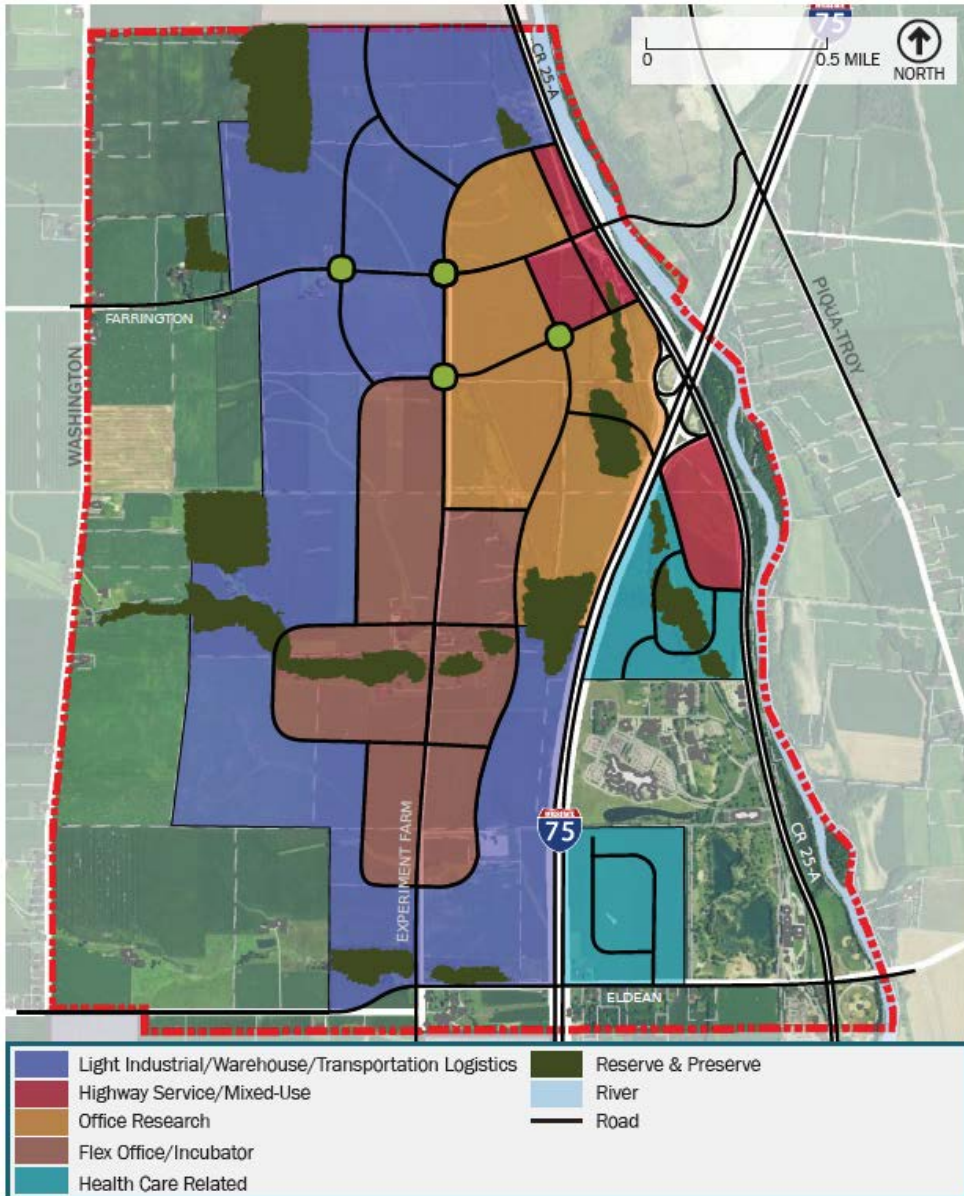
# ALTERNATIVE CONCEPTS

## ALTERNATIVE B



# ALTERNATIVE CONCEPTS

## ALTERNATIVE C



# IMPLEMENTATION GUIDE



# PLAN CR25A

Goal	Objective	Strategy	Timing*			
			Immediate (< 1 year)	Near-Term (2-4 years)	Mid-Term (5-9 years)	Long-Term (10-35 years)
MOBILITY	7.1: Assess the impact of additional development on the existing roadway network.	7.1.1: Utilize land use and building area information generated by the master plan to develop trip generation estimates for use in modeling future traffic flow and distribution in the area. Location: Entire Study Area	◆			
		7.1.2: Monitor traffic volumes and crash data as the area develops to determine if any additional roadway improvements are necessary. Location: Entire Study Area			◆	◆
	7.2: Manage vehicular access to properties.	7.2.1: Minimize direct access to properties and reduce points of conflict from major roadways, including CR 25-A, Farrington Road, Experiment Farm Road, and Eldean Road by constructing an internal street network and providing more indirect and less conflicting access to properties. Location: Entire Study Area			◆	◆
	7.3: Improve safety and efficiency of roadway intersections.	7.3.1: Incorporate more cost-effective round-a-bout solutions to improve future intersection operations and safety. Location: Farrington Road and Experiment Farm Road and within the South Site's major north-south, east-west intersection.			◆	◆
		7.3.2: Realign the intersection of Elden-Road and Experiment Farm Road and by converting two closely spaced intersections into one four-way intersection (see Exhibit 1). Location: Experiment Farm Road and Eldean Road.			◆	◆

Goal	Objective	Strategy	Timing*			
			Immediate (< 1 year)	Near-Term (2-4 years)	Mid-Term (5-9 years)	Long-Term (10-35 years)
MOBILITY (continued)	7.4: Make active transportation improvements to existing roadway facilities.	7.4.1: Improve existing crossing points to access the Great Miami River Trail and connect future development at strategic locations Location: Existing crossing at CR 25-A and Eldean Road, Twin Arch Reserve across from the Upper Valley Medical Center, and the Farrington Road Intersection with CR 25-A.			◆	◆
		7.4.2: Comply with the Americans with Disabilities Act at all existing and future crossings. Location: Existing crossing at CR 25-A and Eldean Road, Twin Arch Reserve across from the Upper Valley Medical Center, and the Farrington Road Intersection with CR 25-A.			◆	◆
	7.5: Incorporate active transportation improvements to roadways serving future development	7.5.1: Provide off-street facilities, such as shared use or side paths where feasible in order to preserve rural character. Location: Entire Study Area.			◆	◆
		7.5.2: Include crossing accommodations for active transportation users at all future intersections Location: North and South Sites			◆	◆
HOUSING	8.1: Encourage the Development of Health Care and Senior Living Related Uses North and South of the Upper Valley Medical Center	8.1.1: Engage both Bruns Development Services and Premier Health about their level of interest in developing health care facilities Location: Southeast portion of Study Area		◆		
		8.1.2: Contact other health care networks and senior living facility operators in the region Location: Entire Study Area			◆	



# BUILDING AREA



Building Use	North Site Building Area (Sq. Ft)	South Site Building Area (Sq. Ft.)	Total Area (Sq. Ft)
Large Size Light Industrial/ Warehouse/ Transportation Logistics	2,059,520	2,196,200	4,255,720
Office/Office Research/Medical Office	252,000	728,000	980,000
Medium Size Flex Office/Incubator/ Light Industrial/ Warehouse/ Transportation Logistics	1,245,000	3,270,000	4,515,000
Highway Service/ Mixed-Use	48,000	88,500	136,500
Health Care Related/ Assisted Living	-	240,000	240,000