

AUSTIN INTERCHANGE LAND USE AND DEVELOPMENT PLAN

Prepared for

**Montgomery County Transportation Improvement
District**

and

City of Centerville
City of Miamisburg
City of Springboro
Miami Township, Montgomery County
Washington Township, Montgomery County

May 13, 2004



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Austin Interchange Land Use and Development Plan

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CHAPTER 1

INTRODUCTION

The Austin Center Land Use and Development Plan sets a bold and ambitious vision created by the Montgomery County Transportation Improvement District (MCTID) in collaboration with five partnering local governments to develop an interchange at Interstate 75 (I-75) and Miamisburg Springboro Pike / Austin Pike in southern Montgomery County, Ohio.

The complexity of the planned interchange project necessitated a single, multi-jurisdictional land use and development plan that each local government participant would adopt and implement. To encourage full participation and implementation, an Intergovernmental Agreement dated January 1, 2003 between the City of Centerville, City of Miamisburg, City of Springboro, Miami Township and Washington Township was established. The Intergovernmental Agreement is attached in Appendix A.

Funding for this project was provided by the Montgomery County Economic Development / Government Equity Grant (ED/GE) program.

A. Study Area Branding

A primary objective in developing a new interchange on I-75 at Miamisburg Springboro Pike is to promote economic development in the southern Montgomery County and northern Warren County. It is recognized that success in achieving this objective will depend in part on aggressive promotion of the location within the region and nationally. Such a promotional effort will be more effective if the area being promoted has an identifiable name and image. For that reason, the area in the immediate vicinity of the proposed interchange will be referred to as “Austin Center” in this report.

B. Plan Goals

MCTID and the partnering local governments developed three primary goals to guide the development of this plan. These goals, promulgated in the Intergovernmental Agreement, are listed below.

- **Goal 1 - Land Use.** Prepare a single, multi-jurisdictional land use plan for the development of property near the proposed interchange and its principal roadway connections.

The complexity of the planned interchange project necessitated a single, multi-jurisdictional land use and development plan that each local government participant would adopt and implement.



- **Goal 2 - Infrastructure.** Prepare a single; multi-jurisdictional infrastructure and utility plan upon which the partnering governments and other relevant regulatory authorities agree to guide and stimulate desired development of property near the interchange and its principal roadway connections.
- **Goal 3 - Financing.** Produce an equitable financing plan to garner local financial support for the construction of the proposed interchange and its principal arterial roadway connections.

Numerous secondary goals will likely be realized after the interchange is built. These secondary goals are driven by the vast potential and desire for regional employment and economic growth, while others relate to improving the quality of life in a fast growing sub-region of Montgomery County. Salient examples of these secondary goals include, but are not limited to:

- Provide an alternative means of access to the interstate highway system to decrease traffic loads at proximate, existing interchanges and decrease congestion in the SR 725 and SR 741 corridors near the Dayton Mall.
- Attract a corporate headquarters of national importance.
- Turn the City of Dayton Wright Brothers Airport into a business amenity and an economic development engine.
- Provide direct interstate access via an improved arterial connection to the Miamisburg Advanced Technology Center in western Miamisburg.
- Maximize the economic development potential of Austin Center by providing interstate access to large tracts of “development ready” parcels.
- Preserve substantial green space for the perpetual use and enjoyment of Austin Center employees and residents.
- Promote intergovernmental cooperation after this plan is adopted.
- Achieve consistent and high quality site design throughout Austin Center to create a planned and unified image.

Numerous secondary goals, driven by the vast potential and desire for regional employment and economic growth, will likely be realized after the interchange is constructed.



C. Planning Participants

MCTID served as the lead agency and as project manager. A thirteen member Oversight Committee was formed with representation from: Miami Township, Washington Township, City of Centerville, City of Springboro, City of Miamisburg, City of Dayton, Montgomery County Engineering Department, Montgomery County Community and Economic Development Department, Miami Valley Regional Planning Commission (MVRPC), and the South Metro Chamber of Commerce. MCTID retained the services of McKenna Associates and LJB as project planning and engineering consultants to facilitate the planning process. MCTID also retained the services of Gem Public Sector Services as the project real estate market analyst. Project legal representation was provided by Sebali Shillito + Dyer and Squires Sanders and Dempsey.

D. Planning Process

Local officials from each jurisdiction were interviewed early in the planning process to identify common concerns and consensus items. Regularly scheduled Oversight Committee meetings were held between March 2003 and October 2003 in an effort to build consensus on the multi-jurisdictional land use and infrastructure plans. A working group consisting of one person from each participating jurisdiction met monthly to review final draft plan recommendations between October 2003 and March 2004. The full Oversight Committee reviewed the working group's recommendations in March 2004 and unanimously recommended plan approval. The TID Executive Director met with partnering jurisdictions throughout the planning process.

E. Legal Authority to Plan

Ohio townships and municipalities are given legal authority to plan the general development of their jurisdictions through Section 519.02 and Section 713.02 respectively of the Ohio Revised Code. Each jurisdiction is expected to adopt and implement the Austin Center Land Use and Development Plan as agreed upon in the Intergovernmental Agreement and as permitted under state law.

F. Need for Interchange

Land development in Southwest Ohio frequently occurs adjacent to interstate highways with a noticeable concentration adjacent to interchanges. This development pattern mirrors national trends as businesses seek highly visible and accessible locations to meet the logistical demands of suppliers, customers, and employees. Austin Center is ideally located in the "I-75 growth corridor" (between Dayton and Cincinnati) to capitalize on these market forces. An



interchange at Austin Center is requisite for Austin Center to realize its full development potential.

The participating Austin Center jurisdictions determined the interchange is essential for the long-term health and vitality of their communities and region. This objective stems from obvious need to mitigate regional traffic congestion and to diversify retail orientated economic base.

These traffic relief and economic development objectives are substantiated in a report released by MVRPC in 2002. The MVRPC report concluded that a new interchange on I-75 at Miamisburg-Springboro Pike /Austin Pike was the best option to simultaneously reduce automobile congestion and increase economic development opportunities in the Austin Center region. An interchange at Austin Center will aid the participating local governments in meeting their objectives.

The participating Austin Center jurisdictions determined that the proposed interchange is essential for the long-term health and vitality of their communities and region.

G. Study Area Boundaries and Orientation

Austin Center encompasses over 2,000 acres located in southern Montgomery County and northern Warren County (see *Figure 1*). Political and study area boundaries are shown on *Figure 2*. As *Figure 2* shows, the project boundaries are: the I-75 and I-675 split to the north; roughly Penny Royal Road to the south in the City of Springboro, Warren County; Cincinnati-Dayton Road to the west; and State Route 48 to the east.

Austin Center is further delineated into primary and secondary study areas. The primary study area is utilized for detailed mapping for each of the four interchange quadrants. The secondary study areas are linear and include the primary roadways that connect to the primary study area and the planned interchange. These roadways include Austin Pike and Social Row Road to the east and Miamisburg-Springboro Pike and Benner Road to the west.

Notable developments and amenities in or proximate to Austin Center include the Dayton Wright Brothers Airport, Mound Advanced Technology Center, and the national headquarters for LexisNexis. The Yankee Trace and Pipe Stone Golf Courses are partially in or close to Austin Center.

H. Policy and Planning Context

Existing zoning codes, land use plans, and transportation plans that impact Austin Center were reviewed to identify the policy framework that currently governs the study area. These codes and plans include:



Access Management Plan. The Montgomery County Engineer's office retained the services of DLZ, Inc., to prepare an access management study for the major arterials in Austin Center. MVRPC managed the project on the County Engineer's behalf. This plan establishes the County's minimum driveway spacing requirements from other driveways and intersections in Austin Center.

Major Investment Study: SR 892 and Austin Road (MIS). A multi-year, multi-task planning initiative was commissioned by MVRPC to determine the feasibility of developing a western beltway connecting I-75 to I-70 through western Montgomery County. The feasibility of developing an interchange at Austin Road was prepared simultaneously. The interchange portion of the MIS was approved and was moved forward for implementation.

Major Investment Study: Austin Pike Area Transportation Study (MIS). This study emphasizes the need to provide safe and efficient access to southern Montgomery County and northern Warren County via I-75 to improve travel efficiency on SR 73, SR 741, and SR 725 and promote economic development for the region. Study completion is anticipated by December 2003.

Austin Interchange Justification Study (IJS). As required by the Ohio Department of Transportation, an IJS is being prepared to demonstrate that a new interchange is warranted at Austin Center. This study will be submitted to ODOT for their review and approval by the end of 2003.

Community Plans. Pertinent plans submitted by the partnering local governments were reviewed to identify existing development goals and land use policies including the 1990 Miamisburg Land Use Plan, the 1990 Miami Township, Montgomery County Comprehensive Development Plan, the 2001 Springboro Streetscape and Identity Plan, and the 1998 Comprehensive Land Use Master Plan for Springboro.

The City of Centerville and Washington Township joined forces in 2002 to prepare a collaborative and multi-jurisdictional comprehensive land use plan. The communities employed an extensive background investigation including several steering committee and public participation meetings to receive public support and feedback before finalizing land use and development strategies. Plan adoption is anticipated sometime in the Spring of 2004.



Miamisburg Mound Comprehensive Reuse Plan. The Miamisburg Mound Community Improvement Corporation prepared a redevelopment plan to create a leading industrial and technology park on a former Department of Energy facility. The Mound Advanced Technology Park is located at the western extent of the study area on Benner Road and Dayton Cincinnati Pike in Miamisburg.

North South Transportation Initiative. The Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and MVRPC are currently preparing a comprehensive evaluation of the I-75 corridor from Northern Kentucky to Miami County, Ohio. Though the plan is not finished, initial recommendations include adding northbound and southbound lanes through Montgomery and Warren Counties.



Austin Interchange Land Use and Development Plan

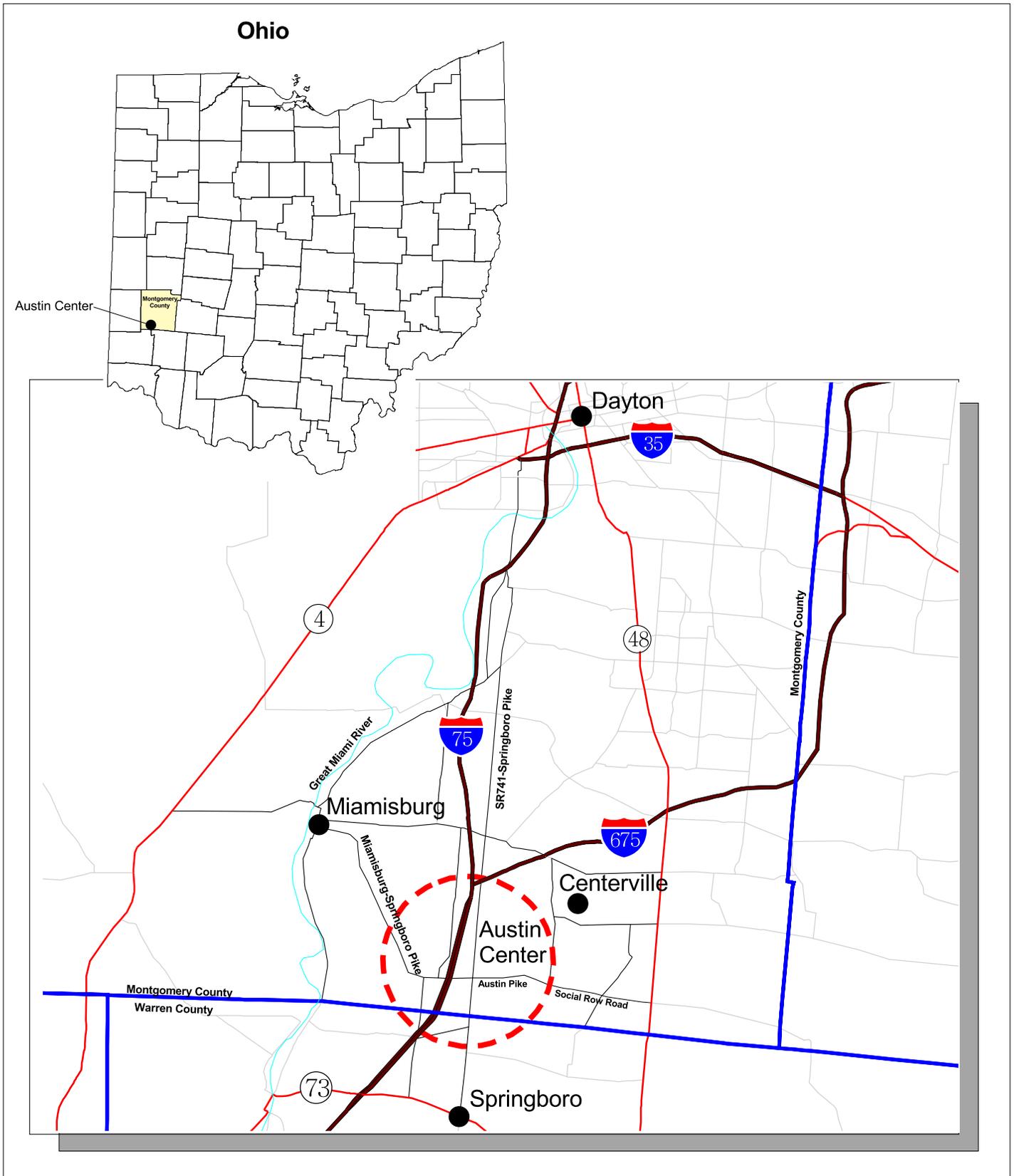


Figure 1
Regional Location

Base Map Source: U. S. Census Bureau
Tiger Files, 2000

0 5000 10000 Feet



11/17/2003

Austin Interchange Land Use and Development Plan

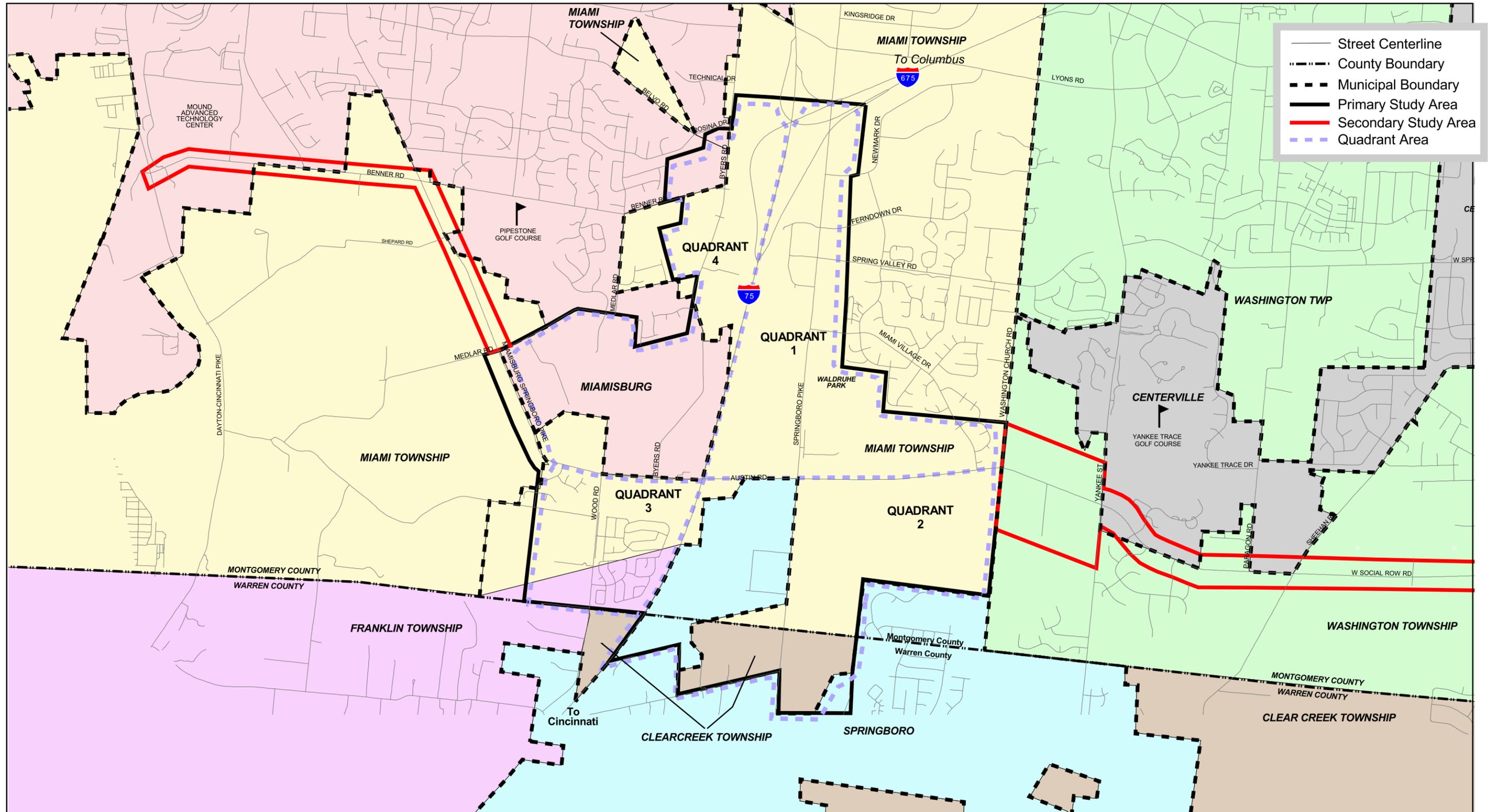


Figure 2
Boundary Identification Map

Base Source: Miami Valley Regional Planning Commission 2002

CHAPTER 2 EXISTING CONDITIONS

A. Existing Land Use and Development Patterns

Figure 3 Existing Conditions Map identifies existing land use and land cover within the Austin Center primary study area. Land use classifications and their corresponding colors on *Figure 3* include Residential (yellow and orange); Commercial (red), Institutional/Public (blue), Office (light blue), Airport/Parking (tan), Parks/Woodlands (dark green), Vacant/Agricultural (light green).

As *Figure 3* demonstrates, Vacant/Agricultural is the largest land use category within the study area. The Vacant/Agricultural and Parks/Woodlands designations combined punctuate Austin Center's unique development opportunity with over 1,000 "development ready" acres. Airport/Parking comprises the second largest land use in the study area and it demonstrates the large land area needed for corporate office parking in Quadrant 1 and the Dayton Wright Brothers Airport in Quadrant 2.

Residential is limited to three higher density developments located in Quadrants 1 and 3. Low-density Residential is limited to scattered site development consistent with strip residential development typically found in rural areas. Quadrant 1 contains the largest concentration of Office uses including LexisNexis' corporate headquarters and Met Life's regional office complex. Chisano Marketing, located in Quadrant 4 between Byers Road and I-75, is another prominent office use. Additional Office designated structures are located in Quadrant 2, west of SR 741. Commercial uses are limited to two mini-warehouse facilities in Quadrants 1 and 4 and a private athletic facility located in Quadrant 2.

Industrial uses are located mainly in Quadrant 2 on either side of SR 741. The airport facilities located in Quadrant 2 are classified as Industrial to reflect the intensity of airport operations including maintenance and repair, fuel storage and handling, and loud noise associated with aircraft. Planes Moving and Storage, located adjacent to I-75 in Quadrant 4, is classified as industrial because of the large amount of truck traffic the site generates.

The development patterns immediately surrounding Austin Center is best characterized as suburban residential to the east and northwest. A few adjacent areas are vacant or agricultural, particularly west of the study area where the residential density diminishes substantially. The land use pattern changes remarkably from low density suburban

With over 1,000 acres of vacant land available for high quality development, Austin Center represents a unique economic development opportunity within the region that will likely have a profound positive impact for decades to come.



at Austin Center to high density, interchange commercial north of the study area. The Dayton Mall and its environs, located north of Austin Center at SR 741 and SR 725, contain the largest concentration of retail development in Montgomery County with over four million square feet of retail space.

Higher density development in the Dayton Mall area is consistent with interchange development in affluent suburbs. Development in the Dayton Mall area is the result of steady, southerly growth emerging from the City of Dayton along the I-75. Austin Center is now at the leading edge of this development trend.

B. Natural Features

Austin Center's natural features are best characterized as gently sloping agricultural or vacant lands that are broken up by several dense wooded areas and a series of hedgerows that define the historic field patterns (see *Figure 3*). Within the regional context, the study area is located in a relatively high area, with drainage patterns flowing generally west and south to the Great Miami River, which is located roughly three miles to the west.

The majority of the study area consists of one to five percent slopes, which is suitable for development. Soils in Austin Center generally do not have major development limitations according to the Soil Survey of Montgomery County, Ohio. The entire west side of the study area contains Miamian-Celina soils, which are gently sloping to moderately steep, well drained to moderately well drained soils. The east side of the primary study area has soils predominately in the Xenia-Russell Association that are deep, nearly level to gently sloping, moderately drained and well drained soils. Other soil associations with development limitations are found in the study area in smaller amounts. Wet areas do exist but are not mapped.

All four-interchange quadrants contain small wood stands consisting of mature deciduous trees that are mainly found in depressions, along drains, and fencerows. Standing water bodies are limited to small ponds located in Quadrants 1 and 3. Wooded areas, hedgerows, and drains should be preserved to the extent practical to maintain the character and ecological integrity of Austin Center.

C. Current Zoning

Figure 4 Composite Zoning Map indicates the zoning classifications designated by the partnering local governments for the study area. Descriptions of each zoning classifications follow:



PD Planned Development. Planned Development, shown as orange on *Figure 4*, is the largest zoning designation in Austin Center and it is located extensively in all four-interchange quadrants. PD zoning is typically utilized to encourage higher quality developments than could be achieved under conventional zoning. Developers are often given greater flexibility in return for meeting desired performance standards such as complying with architectural controls or for preserving natural features.

Specific and often unique development requirements and restrictions are negotiated between the community and developer during the PD review and approval process. Because PDs permit deviations from base zoning standards, the uses permitted in each of the several PDs located in Austin Center are not known. Most of the land area zoned as PD is vacant. Each PD should be evaluated to determine compliance with the land use recommendations made in Chapter 5.

IND Industrial District. Land fronting I-75 and Byers Road in Quadrant 4 is zoned as Industrial and shown as purple on *Figure 4*. Small industrially zoned areas are located in Quadrant 2 adjacent to I-75 and in Quadrant 1. Uses permitted in the Industrial District generally include light manufacturing and fabrication and warehousing and distribution. Conditional uses permit more intensive operations such as electroplating and truck and freight terminals. The Mound Advanced Technology Center, located at the extreme western section of the study area, is zoned as Industrial.

Residential Districts. The three Residential zoning designations shown on *Figure 4* are differentiated by required minimum lot sizes being: (1) Residential (20,000 – 40,000 sq. ft.); (2) Residential (8,000 – 19,999 sq. ft.); and (3) Residential (2,500 – 7,999 sq. ft.).

The majority of Austin Center's residentially zoned land is Residential (2,500 – 7,900 sq. ft.) and is designated as light orange on *Figure 4*. This designation permits a range of higher density housing including single-family attached, townhomes, condominiums, and apartments. Manufactured housing is also included in this zoning classification.

Residential (20,000 to 40,000 sq. ft.), designated as light yellow on *Figure 4*, permits single-family homes on half-acre to one-acre lots. Low-density residential zoning is limited in Austin Center, which is typical next to an interstate highway. The Residential (8,000 – 19,999 sq. ft.) designation is not found in the Austin Center primary study area.



The residential zoning designation and minimum lot size requirements for each local government is provided on *Figure 4* in table form. The zoning text designations shown on the map (not the legend) are the actual zoning text designations used by each local government. The table provided on *Figure 4* contains the same text designations, which can be cross-referenced to identify minimum lot size requirements by community and by zoning district.

B1 Business District. The B1 Business District permits a wide range of convenience orientated goods and services to meet the needs of residents in nearby neighborhoods. Such uses include child day care, grocery, bake shops, dry cleaning, retail stations, laundry, barber shops, etc. B-1 zoning is shown as light red on *Figure 4* and is limited to the southeast corner of Quadrant 2.

B2 Business District. The B2 Business District, shown as dark red on *Figure 4*, permits commercial uses that are more intense and provide goods and services to the entire community such as furniture, office supply, home improvement, electronics, and department stores; indoor recreation facilities; and carry out restaurants, etc.

OS Office Service District. Office Service is located in Quadrant 1 and shown as light blue on *Figure 4*. The Office Service District permits professional, service, and institutional offices including, but not limited to: financial, medical, legal, managerial and accounting; nursing homes, hospitals, and veterinary clinics; libraries and schools; and art studies and galleries.

AG Agriculture / Agriculture Residential District. Agriculture/ Agriculture Residential zoning permits farming operations on large lots and preserves prime agriculture land by limiting non-farm development. Other permitted uses are limited to single-family housing on large lots, places of worship, and publicly owned facilities. The Dayton Wright Brothers Airport is the largest area zoned as Agriculture/Agriculture Residential in the primary study area. However, the airport does not support agricultural operations or residential development. Substantial Agricultural zoning exists west of Quadrant 3 in Miami Township. This area contains prime agricultural soils.

RC Recreation and P Public. Waldruhe Park in Quadrant 1 is zoned RC Recreation and shown as green on *Figure 4*. Land zoned as P Public (dark blue) is found at the eastern extent of the study area on the north side of Social Row Road. Uses permitted in the Recreation and Public zoning districts include parks, nature preserves, and public facilities.



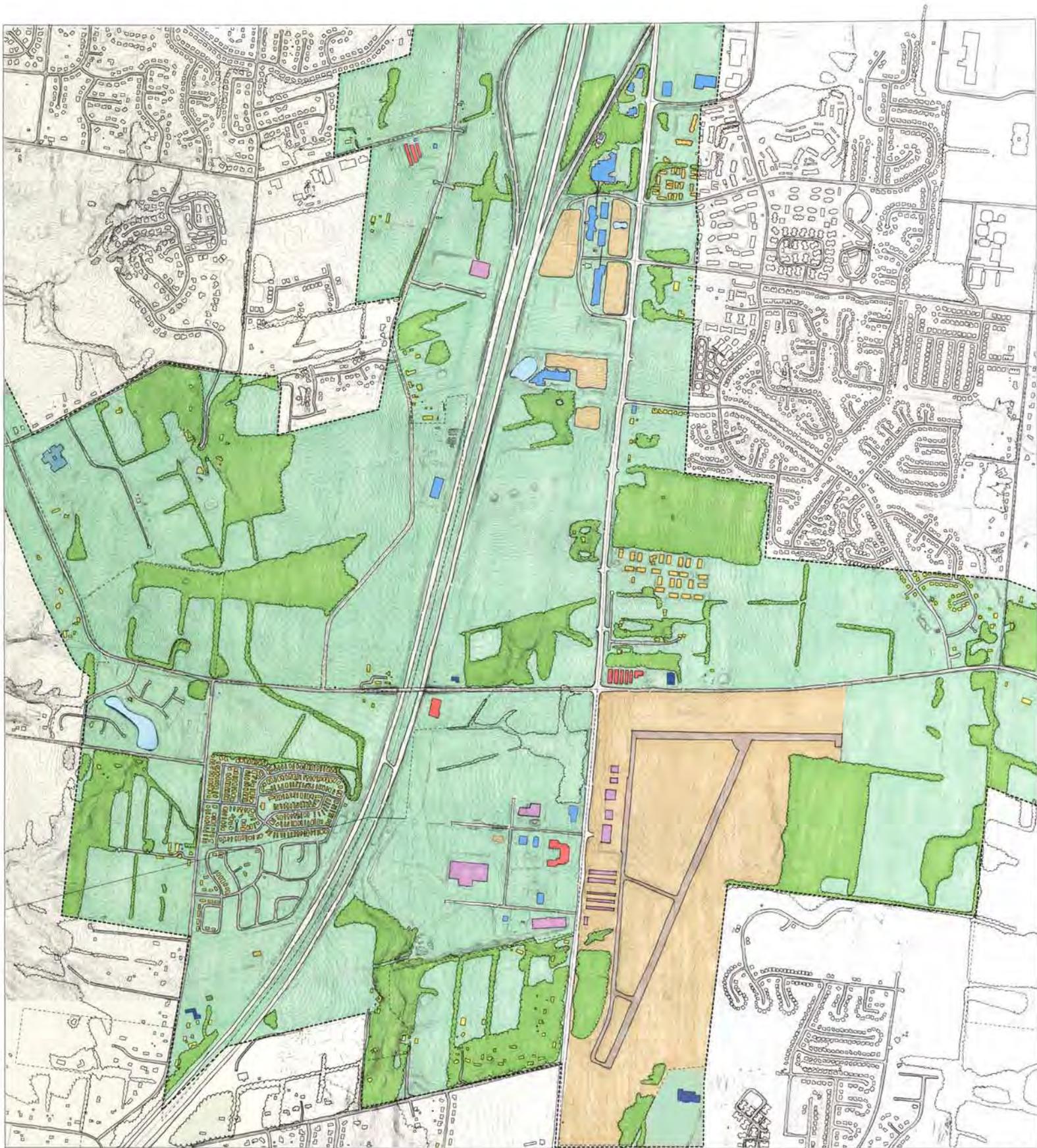


Figure 3

EXISTING CONDITIONS
 Austin Interchange Land Use and
 Development Plan

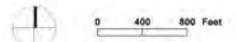
Montgomery County Transportation Improvement District

Dayton, Ohio
 October 6, 2003

Base Map Source: MVRPC, 2002
 Data Source: McKenna Associates, Inc., 2003

LEGEND

- Residential - Low to Medium Density
- Residential - Medium to High Density
- Commercial
- Institutional/ Public
- Parking / Airport Related
- Industrial
- Parks / Woodlands
- Undeveloped Land
- Office



Austin Interchange Land Use and Development Plan

Residential Zoning Districts - Minimum Lot Sizes (In Square Feet)

	AG	R1	R2	R3	R4	R5	R6	R7	R8
Centerville	40,000 sf	40,000 R-1a 30,000 R-1b 20,000 R-1c 15,000 R-1d	7,260 tf	5,445 mf	---	---	---	---	---
Miami Township	20 ac	20,000 sf	15,000 sf	10,000 sf	7,500 sf	8,000 tf	3,000 mf	2,500 mf	3,600 mh
Miamisburg	---	10,000 sf	8,000 sf	7,000 sf 9,000 tf	3,000 mf	---	---	---	---
Springboro	---	20,000 sf	10,000 sf	20% os - mf	---	---	---	---	---
Washington Township	40,000 sf	80,000 sf	40,000 sf	30,000 sf	20,000 sf	10,000 sf	---	---	---

ac - Acres; sf - Single Family; tf - Two Family; mf - Multiple Family; mh - Manufactured Home
os - Open Space

- AG Agriculture/ Agriculture Residential
- r Residential (20,000 - 40,000 Sq. Ft.)
- r Residential (8,000 - 19,999 Sq. Ft.)
- r Residential (2,500 - 7,999 Sq. Ft.)
- PD Planned Development
- B1 Business
- B2 Business
- OS Office Service
- IND Industrial
- FW Floodway
- RC Recreation
- P Public

The residential zoning designations shown on this map (e.g. R1, R2, R3 etc.) represent the actual zoning district designations used by the local jurisdictions.

The provided table identifies the minimum lot size requirements for each residential zoning designation by community.

- ✱ Interchange Location
- Street Centerline
- County Boundary
- Municipal Boundary
- Primary Study Area
- Secondary Study Area

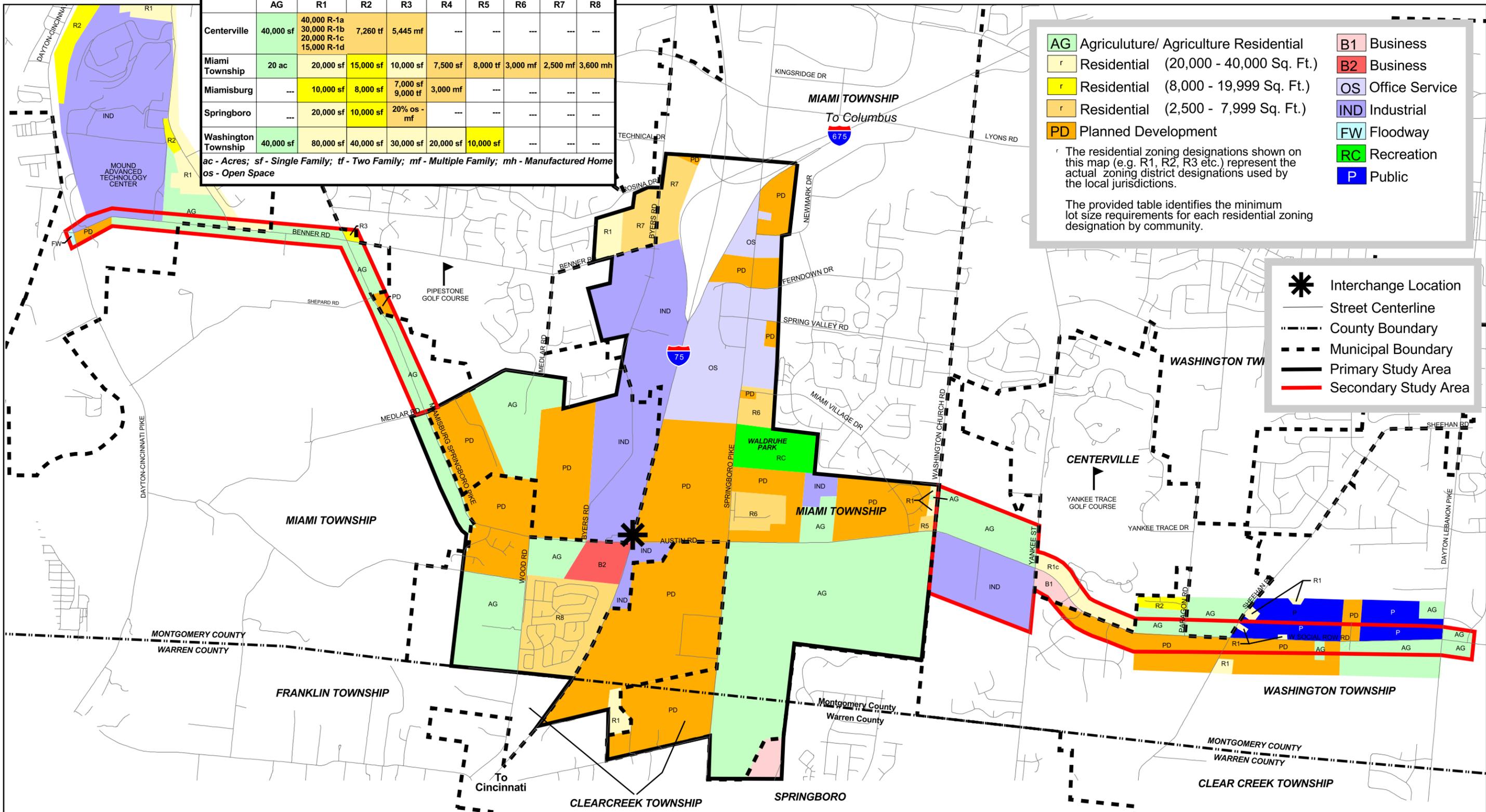


Figure 4
Composite Zoning Map

Base Source: Miami Valley Regional Planning Commission 2002
Data Source: Centerville Zoning Map, City of Miamisburg Zoning Map, Springboro Zoning Map, Miami Township Zoning Map & Washington Township Zoning Map

D. Current Future Land Use

A future land use map expresses a community's land use preference and policy for a particular area. Land use maps guide land use and development decisions, particularly during rezoning cases. The *Composite Future Land Use Map* for Austin Center, shown on *Figure 5*, indicates a strong preference for the development, continued use, and/or expansion of industrial and office uses in Austin Center. This reflects sound planning practice as office and industrial uses are often planned next to interstate and state highways to capitalize on accessibility and visibility.

Industrial. Land planned as Industrial is shown as purple on *Figure 5*. Industrial is the largest future land use designation and it occupies the majority of land located in Quadrants 2 and 4. The Mound Advance Technology Center is also planned as Industrial at the western extent of the study area.

Office. The majority of Quadrant 1 is planned as Office, and the expansion of the corporate office environment established by LexisNexis and Met Life is desired.

Airport. The Airport designation, seen as dark purple on *Figure 5*, supports the continued use of the Dayton Wright Brothers Airport. The narrow section of the Airport designation located on the north side of Austin Pike is a Federal Aviation Administration (FAA) mandated clear flight zone to provide an unobstructed approach to the main runway. The clear zones jutting to the east and west of the main airport campus are no longer required.

Residential. Land planned as Residential is shown as yellow and orange on *Figure 5*. Residentially planned areas shown as yellow calls for lower density, single-family residential development while residentially planned areas shown as orange calls for higher density, single family and multi-family developments. Residential Low to Medium Density is planned in small pockets in Quadrants 1 and 4. Residential Medium to High Density is planned in Quadrants 1, 2, and 4.

The City of Centerville and Washington Township are currently preparing a multi-jurisdictional land use plan including land located between Washington Church Road and SR 48 in the Austin Pike and Social Row Road corridors. Initial discussions between both jurisdictions indicate that the Austin Pike/Social Row corridor will be planned primarily as Residential with an emphasis for Open Space preservation. Adoption of the new, joint plan is anticipated in the Spring of 2004.

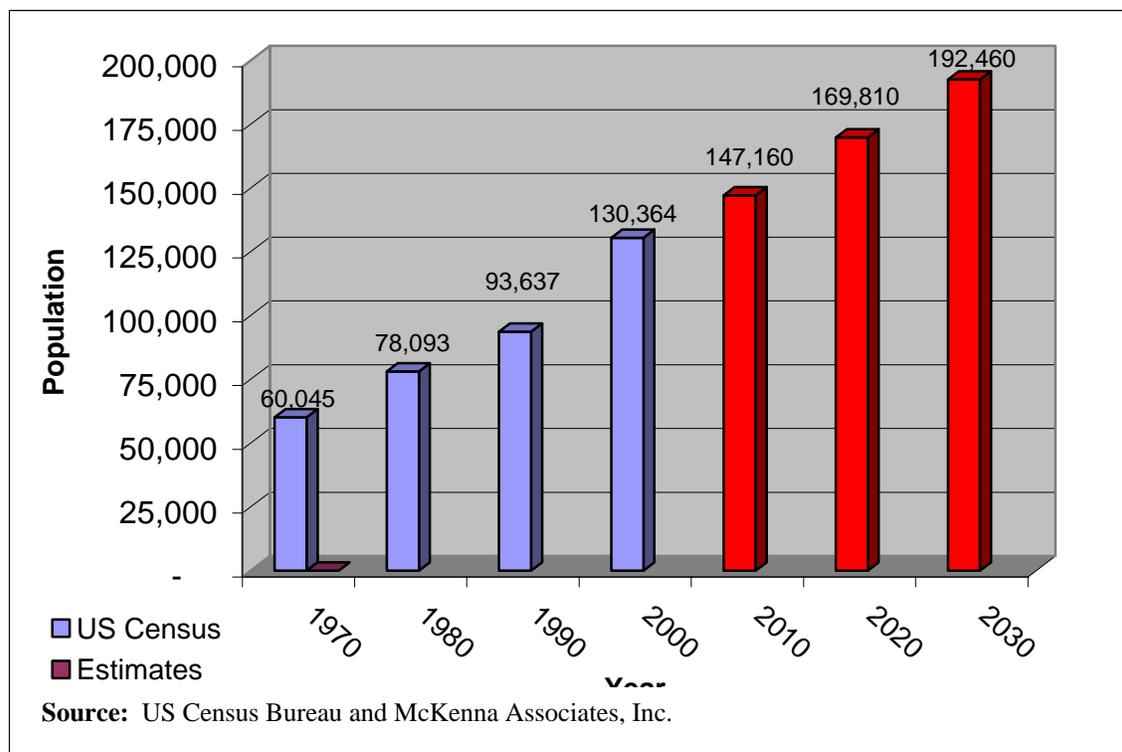
Figure 5 indicates a strong preference for the development, continued use, and/or expansion of industrial and office uses at Austin Center. This position is consistent with the Oversight Committee's desired future land use alternative shown on Figure 7 found in Chapter 4 of this Plan.



Land located west of Wood Road to the Great Miami River is designated as Prime Agricultural Land and is planned as Agriculture accordingly.

E. Population Trends

Austin Center communities collectively experienced steady growth between 1970 and 2000 with an increase of 100,319 people, according to the US Census Bureau. More recently, population grew by 36,727 people or 39.2% between 1990 and 2000 from 93,637 to 130,364 respectively. If current trends continue, Austin Center's population will increase by another 16,796 people (12.9 %) by 2010.



This population growth mirrors the rapid development the Austin Center communities have experienced in southern Montgomery County and northern Warren County over the last three decades. Likewise, an increase in population is characteristic of the desirable and high quality of life the Austin Center area provides.



Austin Interchange Land Use and Development Plan

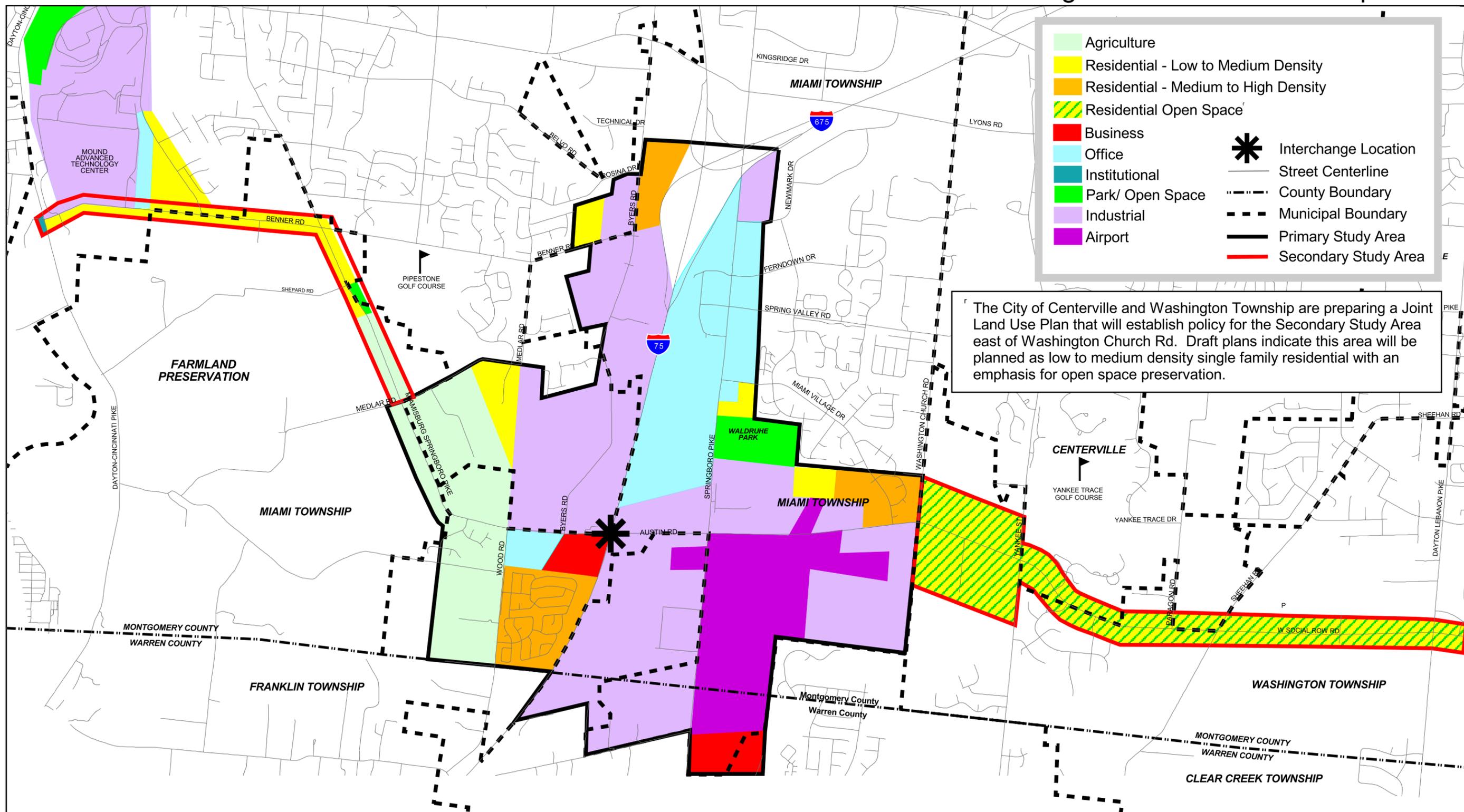


Figure 5
Composite Future Land Use Map

Base Source: Miami Valley Regional Planning Commission 2002
Data Source: Comprehensive Land Use Master Plan for Springboro
Miami Township Land Use Plan
Miami Township/ Montgomery County Comprehensive Plan.

CHAPTER 3 DEVELOPMENT OPPORTUNITIES AND CONSTRAINTS

Development opportunities and constraints are those attributes that define an area's development potential. Austin Center's development opportunities and constraints are outlined in this Chapter. Many are shown graphically in *Figure 6*.

A. Opportunities

Development Ready Parcels. Austin Center exhibits the characteristics needed to attract future development including large vacant parcels, public utilities, and relatively few land use incompatibilities. The large vacant parcels are under the control of a few property owners. Most notable is the large parcel located in the southwest section of Quadrant 1, which is a prime candidate for a regional or national headquarters office building.

Development Trends. Austin Center is at the leading edge of two converging development fronts including the expanding Dayton metropolitan area and the rapidly developing section of northern Warren County. An interchange at Austin Center will accelerate this convergence by making several hundred acres of land highly accessible.

Premiere Image. Austin Center is one of the true premier locations in the region with affluent neighborhoods, great public schools, top rated golf courses, and headquarters of Fortune 500 companies. A unique opportunity exists to attract additional companies that desire interstate visibility and a high quality of life for their employees.

Expand Existing Corporate Office. The LexisNexis world headquarters campus, located in Quadrant 1 between I-75 and SR 741, serves as the development standard by which future office development will be benchmarked. Opportunity exists to expand this corporate environment south.

Financing. Austin Center's development ready parcels will effectuate change within the study area. Funds can be collected as land is developed to pay for or partially defray the capitol improvement costs associated with constructing the interchange. These payments can take several different forms including assessments and Tax Increment Financing (TIF).

Austin Center exhibits the characteristics needed to attract future development including large vacant parcels, public utilities, and relatively few land use incompatibilities.



Austin Center is one of the true premier locations in the region with affluent neighborhoods, great public schools, top rated golf courses, and Fortune 500 companies.



Regional Gateway. An interchange at Miamisburg-Springboro Pike and I-75 will serve as the primary gateway leading to Austin Center communities. The importance of this new gateway heightens the need to develop an interchange that is both functional and aesthetically pleasing. Exemplary interchanges, such as Polaris in Columbus and Union Center in West Chester, are worthy of emulation at Austin Center. However, the new interchange must embody the unique character of Austin Center and its communities.



Master Planned Development. Large tracts of land are under the control of relatively few people, agencies, and corporations. This reduces land assembly efforts to create viable development parcels. This also increases the opportunity to prepare master development plans. The end goal is to remove chance that often leads to random, haphazard development. Rather, cohesive and environmentally sensitive developments with consistent architectural standards are desired to create ideal campus environments.

Natural Features. Austin Center contains woodlands, wetlands, and undisturbed open space areas. These natural features have a strong influence on the study area's unique image. Preservation of these features is warranted to differentiate Austin Center from existing nearby commercial nodes. Preserved natural areas should be incorporated into development sites as passive recreational amenities and as a means to retain the study area's existing character.

Austin Center contains woodlands, wetlands, and undisturbed open spaces, which combined, have a strong influence on the study area's unique image. Preservation of these features is warranted to differentiate Austin Center from existing nearby commercial nodes and to attract companies and employees and residents that desire a high quality of life.

Multi-modal Transportation. Austin Center has a unique mixture of transportation amenities. This includes a well developed arterial road system, general aviation field, and non-motorized, multi-use paths. The Dayton Wright Brothers Airport, located at SR 741 and Austin Pike, is less than one mile away from the proposed interchange. Rail is also available at the extreme western edge of the study area. New transit facilities are needed to round out Austin Center's multi-modal transportation system. Gaps in the non-motorized, multi-use path network need to be closed to create connections to employment centers, neighborhoods, and recreational amenities.

Maximize Airport Potential. Relocate the segment of Austin Pike that is contiguous to the Dayton Wright Brothers Airport so an additional 500 feet of runway can be utilized. Relocate the existing airport operations to the east side of the runway to open land for commercial development on SR 741. New development should meet the needs of the airport operators and guests along with the employees and residents of Austin Center by providing restaurants, conference facilities, and offices. Development to the east and west of the current airport campus should target companies that desire air service and air freight amenities.



Access Management. Roadway aesthetics, efficiency, and safety generally increase when the number of driveways on arterial roads is restricted. Access management standards should be put in place before the connecting roadway improvements are made and before development begins. Doing so will help to prevent undesirable strip development.

Sustainable Development. Austin Center currently contains a compatible mixture of residential, office, industrial, public, and park land uses. In most cases, this mixture is appropriate and it sets the framework for a future sustainable development pattern where people can work, live, and recreate within the same geographical area.

Economic Diversification. Retail development should be limited at Austin Center to diversify the regional economy and job base and to prevent the dilution of the retail market at the Dayton Mall area at SR 741 and SR 725. Rather, Austin Center should be reserved for office and industrial users that desire interstate visibility and access. Retail should be limited to support uses that serve the businesses of Austin Center such as hotels with conference facilities and standard sit-down restaurants.

B. Constraints

Austin Center exhibits few development constraints. However, the constraints listed below could have an undesirable and lasting negative impact on the study area if left unchecked.

Zoning. The majority of Austin Center is zoned as Planned Development (PD). While PD zoning often indicates a desire by the local communities to encourage high quality development, it does not provide significant insight into the specific uses that are permitted. Each PD in the study area should be reviewed to ensure compatibility between the PD and this plan. PDs that permit uses that are not compatible with this plan should be amended as soon as possible.

Incompatible Land Use. Single-family residential developments exist next to industrial and commercial development in Quadrant 4 along Byers Road. This situation often precludes a site from being desirable from both an industrial or residential use standpoint. Steps must be taken to prevent additional incompatibilities in the future.

Interstate Access. Austin Center currently lacks direct interstate access. The availability of convenient interstate access is needed to provide efficient circulation and to realize the type of development proposed in this plan.



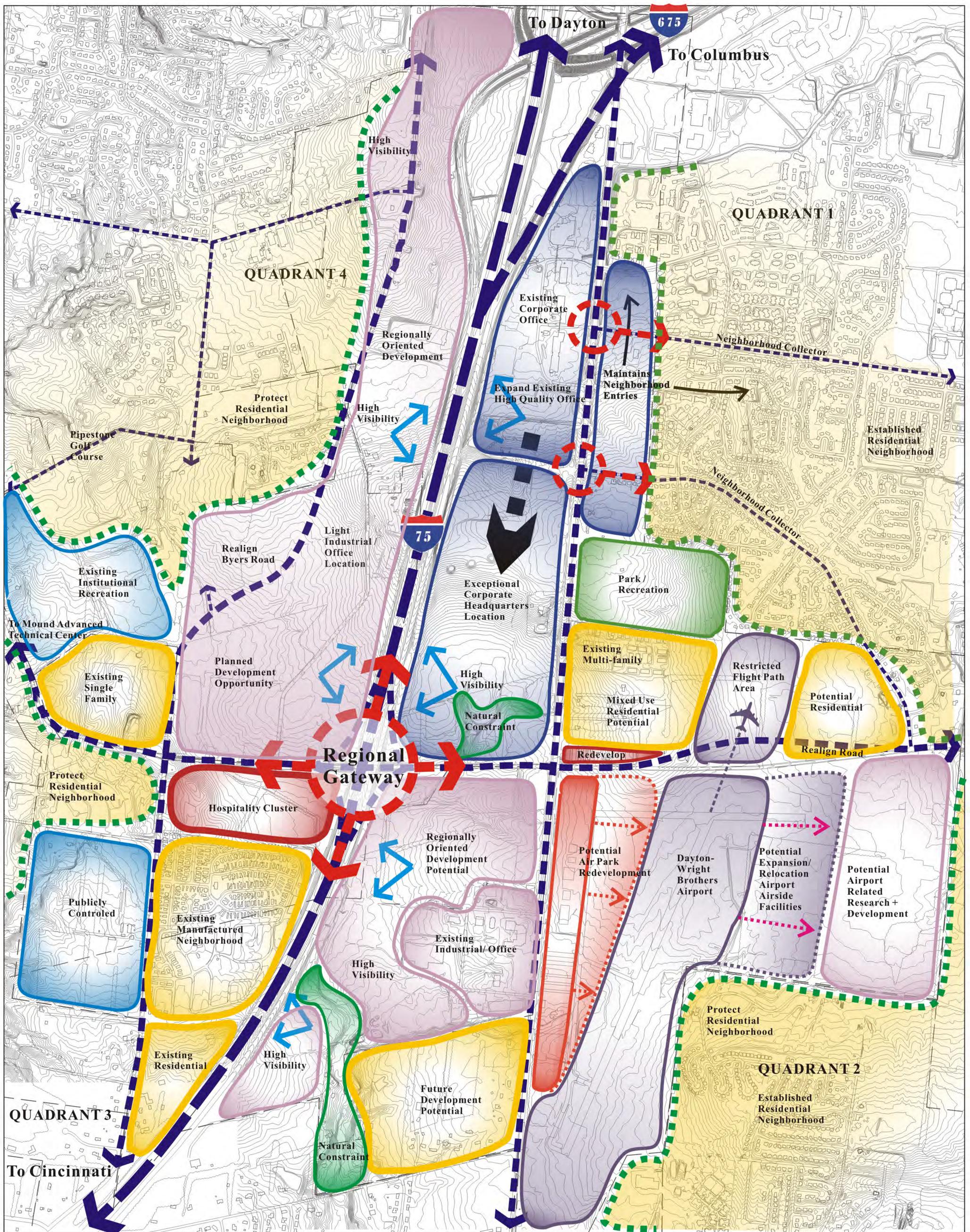


Figure 6. Opportunities and Constraints

CHAPTER 4

FUTURE LAND USE AND DEVELOPMENT PLAN

A. Introduction

Figure 7 Future Land Use Map graphically represents the Oversight Committee's vision for future land use and development within Austin Center. As such, this chapter, with the provided maps, tables, and land use designation descriptions, serves as an area-wide, multi-jurisdictional land use plan and policy document.

Organization. The bulk of this chapter is organized in two distinct but related sections being Section B Future Land Use and Section C Development Results.

Section B Future Land Use outlines the desired development strategy planned for Austin Center. Land use designation descriptions are provided and their locations are shown on *Figure 7 Future Land Use Map*. Recommended implementation steps are provided for local government consideration and a brief overview of the land use strategy is provided. Summarized development results and employment estimates are provided in Section C to identify the potential impact and benefit this plan will have on the region.

Plan Development. In developing the Future Land Use Plan, the Oversight Committee took several key factors into consideration including:

1. Plan goals ascribed in the Intergovernmental Agreement (see Appendix A);
2. Consensus items originating from interviews with officials from the five partnering local jurisdictions;
3. A thorough review of the study area existing conditions such as development patterns, land use, natural features, transportation systems, and development opportunities and constraints; and
4. Sound land use planning principals and techniques.



B. Plan Implementation

Each participating local government is encouraged to adopt this Plan, in order to fulfill the intent of the Intergovernmental Agreement. One objective of this Plan is to create and maintain a highly desirable and prestigious image, by achieving a level of consistency in land use and appearance throughout the Austin Center area. This could be seen as a steep challenge that will be difficult to achieve, or it could be seen as a unique opportunity for continued intergovernmental cooperation for mutually beneficial economic and community development purposes.

A coordinated approach to zoning and development regulation among the various jurisdictions will be important to achieve the desirable level of consistency. Zoning amendments subsequent to plan adoption will be necessary to solidify the recommendations made in this Plan as official land use policy and law at the local level.

To that end, a sample Resolution of Adoption to be used and modified by each participating jurisdiction is provided in this plan under Appendix B. In addition, sample regulatory language, to implement the recommendations cited above, is provided in Appendix C. This language too can be modified by each participating jurisdiction, but its success will be measured as much by its consistency as by its coordination.

Other suggestions for consideration would include an intergovernmental advisory review board or committee, which could provide comments and suggestions to each community as developments are proposed. Such a body, even if advisory, could help to maintain communication, coordination, and cooperation among the participating jurisdictions. Such communication, coordination, and cooperation will in the end be one of the key yardsticks by which success will be measured.

C. Future Land Use Overview

Officials from the partnering local governments were interviewed early in the planning process to identify land use preferences and expectations. The feedback gained from these interviews consistently supported limited retail development as a means to promote and conserve land for high quality office and light industrial development. This land use strategy builds a basis for regional economic growth by providing “development ready parcels” with interstate visibility and accessibility in order to attract and retain companies.

One objective of this Plan is to create and maintain a highly desirable and prestigious image, by achieving a level of consistency in land use and appearance throughout Austin Center. This could be seen as a steep challenge that will be difficult to achieve, or it could be seen as a unique opportunity for continued intergovernmental cooperation for mutually beneficial economic and community development purposes.



Retail uses that provide services primarily to the businesses and employees of Austin Center are planned in special circumstances at restricted locations. Fast food restaurants, big box retail, and regional shopping centers are not planned to avoid the proliferation of strip commercial development that is notorious for creating unsafe traffic conditions and unwanted congestion. Rather, “Light Industrial,” “Office,” and “Mixed Use (office and industrial)” land uses are planned to avoid the strip type of development that may diminish the study area’s appearance as a premier office and industrial park location.

Limiting retail is warranted provided that the Dayton Mall and several shopping centers, big box stores, and restaurants are located immediately north of Austin Center at the I-75/SR 725 interchange. Additional retail and fast food restaurants are widely available and accessible at the I-75/SR 73 interchange in Springboro, which is approximately three miles south of Austin Center. Differentiation at Austin Center is necessary to create a diverse and synergistic mix of land uses and employment opportunities within the region.

Fast food restaurants, big box retail, and regional shopping centers are not planned to avoid the proliferation of strip commercial development that is notorious for creating unsafe traffic conditions and unwanted congestion.

D. Future Land Use Designations

The use designations shown on *Figure 7* are described in detail in this section. As shown on *Figure 7*, there are nine land use designation recommendations. These designations include: (1) Residential (Single Family); (2) Residential (Multi-Family); (3) Corporate Office; (4) Professional Office; (5) Light Industrial; (6) Mixed Use; (7) Airport Operations; (8) Public; (9) Neighborhood Commercial; and (10) Hospitality Commercial.

1. **Residential (Single Family).** The Residential (Single Family) designation plans for the continued use and limited expansion of single family residential developments in Austin Center. Generally, new single family development is not appropriate outside of the yellow areas on *Figure 7* because of potential land use incompatibilities that would be created as the Industrial, Office, and Mixed Use designations develop.

Local zoning regulations shall control the yard, bulk, and density requirements of new single family residential developments. Residentially used or zoned properties must be protected from industrial and/or office development through the judicious use of landscape buffering and screening.



2. **Residential (Multi Family).** The Residential (Multi Family) use designation is shown as orange on *Figure 7*. The intent of the Multi Family designation is to preserve existing multi-family housing and to promote new development adjacent to existing higher density residential areas.

New multi-family developments are planned to provide a wide range of housing choices within close proximity to Austin Center to meet the varying housing needs of local employees. Multi-family developments shall be screened from commercial development.



3. **Corporate Office.** The Corporate Office designation is limited to Quadrant 1 and is shown as dark blue on *Figure 7*. Land located in the southwest section of Quadrant 1 is well suited to a campus style corporate headquarters facility that will further enhance the desirability of Austin Center by providing landmark visibility. Accordingly, the area designated as Corporate Office is reserved for the preferential use of national or regional corporate headquarters office users.

It is anticipated that the corporate precedent set by the presence of LexisNexis and Met Life will extend southward. Other similar uses such as high quality, mid-rise multi-tenant office buildings and possibly a state-of-the-art regional medical facility are less desirable but permissible.

Up to ten percent (10%) of the land area designated as Corporate Office may be used for service support uses including standard, dine-in restaurants, convenience orientated retail (less than 15,000 square feet per store), dry cleaning pick-up and drop-off, child daycare, travel agencies, hotels, conference centers, banquet halls, and other similar amenity related uses. Such uses are planned for the preferential use of Austin Center employers, employees, and guests.



4. **Professional Office.** Professional Office designations, shown as blue on *Figure 7*, are planned adjacent to Interstate 75 and SR 741 to capitalize on highway accessibility and visibility. Professional office uses are desired and appropriate at three locations on the east side of SR 741 and north of Miamisburg-Springboro Pike. Office uses at these locations are planned to provide professional support services to the corporate offices and industrial users located in the study area as well as residents of the region.



Medical, dental, real estate, financial, legal, accounting, engineering, employment, education, administrative and managerial, and other similar professional offices are suitable. The manufacturing and sales of merchandise are not desired at these locations.

5. **Light Industrial.** Light industrial uses, shown as purple on *Figure 7*, are planned at the eastern extent of the Dayton Wright Brothers Airport, on the south side of Austin Pike. This area is anticipated to develop as a master planned light industrial park with clean manufacturing to minimize the impacts on nearby residents.

Industrial uses that discharge obnoxious odors or cause excessive vibration or noise are not appropriate. Likewise, industrial uses that generate excessive truck traffic, such as warehousing and distribution, are not appropriate. New development shall comply with all Federal Aviation Administration (FAA) regulations that apply at this location, if any. An aero-industrial park is highly desirable at this location.

6. **Mixed Use (Office/Light Industrial).** Mixed Use covers the majority of Quadrants 2 and 4. The purpose of the mixed use district is to:
 - a. Encourage a compatible mixture of light industrial and general office uses within the same development parcel in a master planned, business park setting;
 - b. Permit a flexible and synergistic range of land uses to be responsive to the market;
 - c. Allow a limited amount of ancillary service support uses and amenities for the businesses, employees, and guests of Austin Center; and
 - d. Create a diverse employment base that requires varying skill and education levels.

The mixed use development strategy moves away from the prescriptive single use district concept by permitting office or industrial uses anywhere within the Mixed Use designation. However, office uses are preferred adjacent to I-75 and Miamisburg-Springboro Pike in Quadrant 3.

Professional office uses such as those listed in the “Professional Office” land use designation are appropriate, plus managerial offices used in connection with industrial operations, research, prototypical development, data storage, computer centers, and hospitals.



Suitable light industrial uses include: clean manufacturing and fabrication; manufacturing using advanced or leading technology; prototype development and industrial research; or any other industrial use that can harmoniously co-exist with office development.

The potential negative impacts associated with any light industrial use must be mitigated through strict adherence to performance standards and other site controls. Industrial uses producing excessive noise, vibration, odor, or truck traffic are not appropriate. Examples of inappropriate industrial uses include automobile assembly plants, salvage yards, truck terminals, warehouse and distribution centers, oil refineries, and petroleum and chemical bulk storage.

Up to fifteen percent (15%) of the land area designated as Mixed Use may be used for service support uses including dine-in restaurants without drive throughs, convenience orientated retail (with less than 15,000 square feet of floor area per store), dry cleaning pick-up and drop-off, child daycare, travel agencies, hotels, conference centers, banquet halls, and other similar amenity related uses. Such uses are planned for the preferential use of Austin Center employers, employees, and guests.



7. **Airport Operations.** This designation supports the Dayton Wright Brothers Airport's continued operation, within its current boundaries, as an economic development generator for Austin Center. The western one-third of the airport campus is anticipated to be redeveloped as Mixed Use to accommodate office and light industrial users that want need interstate and air access.

To achieve this vision, the facilities that currently house the airport operations are planned to be relocated to the vacant land located on the east side of the main runway consistent with the airport's master plan. Planned Airport related uses are shown as gray on *Figure 7*.

8. **Public.** Government uses of land and government facilities are planned within the three sites designated as Public on *Figure 7*. Planned Public areas are designated as light blue.
9. **Neighborhood Commercial.** A small area located in Quadrant 1 at the northeast corner of the SR 741 and Austin Pike intersection is designated as Neighborhood Commercial. Future development in this area should consist of convenience orientated commercial uses to provide the needed goods and services of residents located in proximate neighborhoods. Big box retail uses, fast food restaurants,



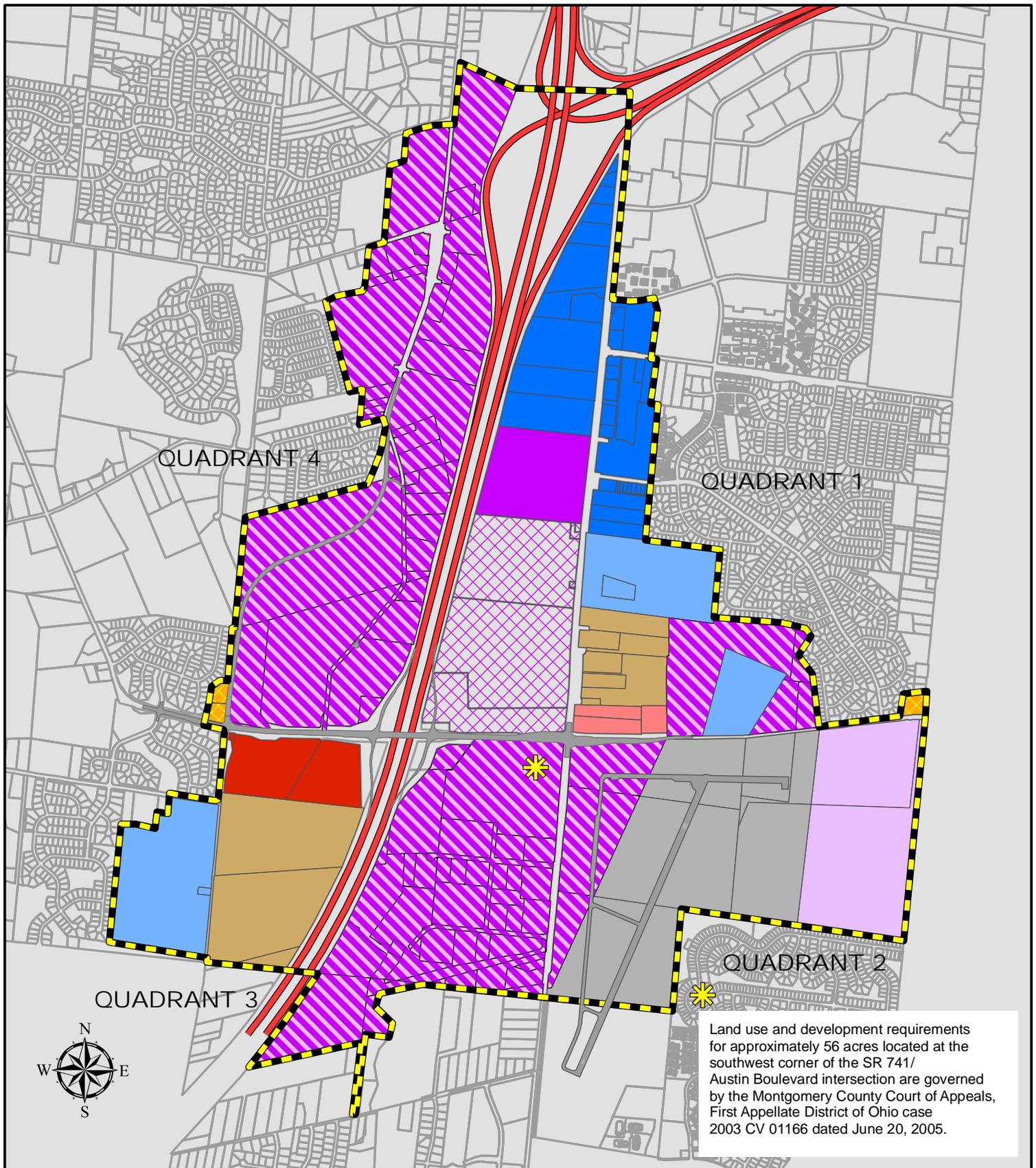
and regional shopping centers are not appropriate at this location. The Planned Neighborhood Commercial area is designated as light red on *Figure 7*.

10. **Hospitality Commercial.** This designation, shown as dark red on *Figure 7*, is planned in the northern section of Quadrant 3 adjacent to the interchange and Miamisburg Springboro Pike. Appropriate uses include hotels, conference/banquet facilities, and sit-down restaurants without drive-throughs that are mixed with complementary retail uses defined in a single landscaped development plan approved by the local government. One anchor retail use that does not exceed 90,000 square feet in gross floor area is permitted. Each additional complementary retail use shall not exceed 15,000 square feet of gross floor area per store. Hospitality uses (hotels/restaurants/conference facilities) shall account for a minimum of 50% of the total land area planned as Hospitality Commercial. Well defined pedestrian paths shall be provided between retail uses, restaurants, and adjacent hotels on the same development parcel.



E. Land Use Proximate to the Primary Study Area

Vacant land located in close proximity to the Primary Study Area is shown as Conservation Development on *Figure 8*. The Conservation Development designation is designed to simultaneously protect natural features and personal property rights. Mature tree stands, wetlands, riparian corridors, view sheds, and interesting topographical relief should be preserved to the greatest extent possible. Buildings should be placed on the least environmentally sensitive sections of a parcel to minimize the impact on the existing rural and natural character.



AUSTIN INTERCHANGE LAND USE PLAN DESIGNATIONS	
	AUSTIN PLAN BOUNDARY
	TO BE DETERMINED
	RESIDENTIAL (SINGLE FAMILY)
	RESIDENTIAL (MULTI-FAMILY)
	PROFESSIONAL OFFICE
	CORPORATE OFFICE
	LIGHT INDUSTRIAL
	PUBLIC
	CORP OFFICE HIGH DENSITY MU
	MIXED USE (OFFICE AND LIGHT INDUSTRIAL)
	NEIGHBORHOOD COMMERCIAL
	HOSPITALITY COMMERCIAL
	AIRPORT OPERATION

Figure 7: Land Use & Boundary Map
Austin Interchange Land Use & Development Plan

Map Produced by Miami Township, City of Miamisburg, City of Springboro, MCTID
 Revised 2010 - Adopted by Resolution of Partners

Austin Interchange Land Use and Development Plan

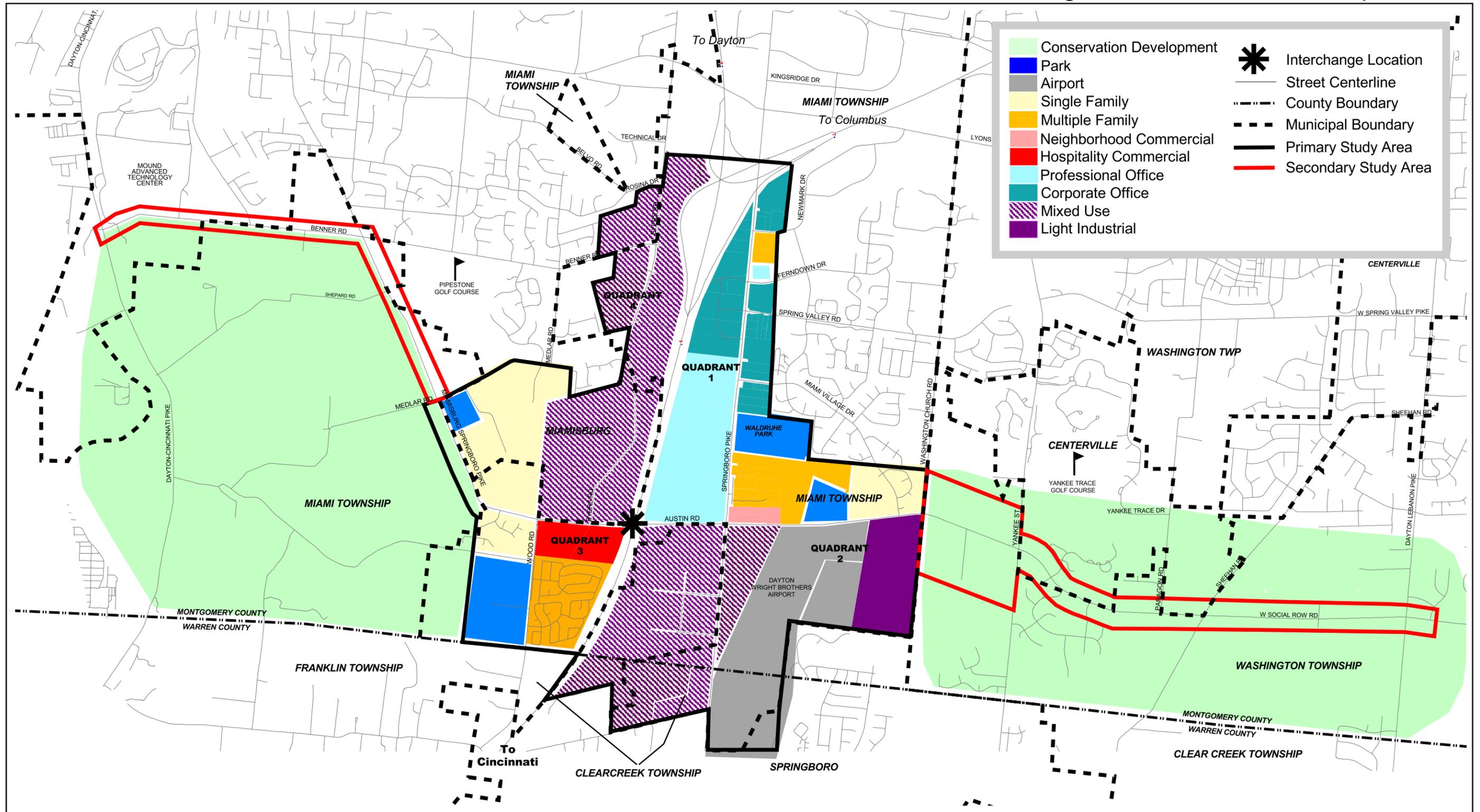


Figure 8
Proximate Future Land Use

Base Source: Miami Valley Regional Planning Commission 2002.
Data Source: Comprehensive Land Use Master Plan for Springboro
Miamisburg Land Use Plan
Miami Township/ Montgomery County Comprehensive Plan.

F. Interchange Quadrant Development Strategies and Results

The Austin Center land use designations are further differentiated in this section based on each interchange quadrant's unique development characteristics. This differentiation serves to outline the development strategies forged by the Oversight Committee and is limited to acreage referred to as "Development Ready Parcels." Emblematic of premier suburban locations, Austin Center's development ready parcels are: (1) accessible to the regional and national highway system; (2) vacant or unencumbered with substantial site improvements; and (3) without large-scale land use incompatibilities. *Figure 9 Development Plan* illustrates the location and use types planned for the "Development Ready Parcels."

Developable land area calculations and employment estimates are provided for the entire primary study area and for each interchange quadrant. Together, the development strategies and the employment estimates provide a planning level view of Austin Center's potential positive impact on the region over the next fifty (50) years.

Development Plan Overview. As shown on Figure 9, development ready parcels are earmarked for Light Industrial, Office, Mixed Use, Hospitality Commercial, Residential (Multi-Family), and Airport Operations uses. These parcels possess the greatest potential to enact change and implement the goals of the Austin Center Land Use, Infrastructure, and Financing Plans. Non-commercial use designations designed to preserve and protect existing residential developments and public lands are not included on Figure 9. Additionally, the Residential (Single Family) and Public use categories are exempt from the financing strategies utilized to fund the interchange and the connecting arterial road improvements.

Emblematic of premier suburban locations, Austin Center's "Development Ready Parcels" are: (1) accessible to the regional and national highway system; (2) vacant or without substantial site improvements; and (3) without large-scale land use incompatibilities. The rest of this section details the land and development strategies created for these properties.



Developable Land Area. According to Table 1, over 1,161.7 acres are vacant or unencumbered with substantial site improvements. Quadrant 2 has the most land available for development with 414.6 acres followed by Quadrant 4 with 408.9 acres. Mixed Use represents the largest Future Land Use designation with approximately 713.7 acres located in Quadrants 2 and 4.

**Table 1
Developable Land Area by Use Designation
Primary Study Area**

	Mixed Use ^{1,2}	Prof. Office	Corporate Office ³	Industrial	Neighborhood Commercial	Hospitality	Multi-family	Total
Quad 1	0	113.5	166	0	12.5	0	10	302.0
Quad 2	304.8	0	0	109.8	0	0	0	414.6
Quad 3	0	0	0	0	0	32.4	3.8	36.2
Quad 4	408.9	0	0	0	0	0	0	408.9
Total	713.7	113.5	166.0	109.8	12.5	32.4	13.8	1,161.7

¹ Assumes even land area distribution between office and industrial uses in the Office / Industrial Mixed Use District.

² 15% of the total area is allocated for ancillary service support uses such as standard restaurants, dry cleaning, copying etc.

³ 10% of the total area is allocated for ancillary service support uses such as standard restaurants, dry cleaning, copying etc.

Austin Center Employment Estimates. As planned, Austin Center has the potential to add and retain an estimated 28,015 jobs when the Development Plan (Figure 9) is fully implemented (see Table 2) over the next 50 years. Mixed Use (Office/Light Industrial) accounts for 15,855 jobs or approximately 56% of the total number of jobs created, followed by Office with approximately 9,055 jobs or approximately 32%. Industrial development will drive an estimated 2,439 jobs (or 8.7%) and the planned Commercial (Hospitality and Neighborhood Commercial) areas account for an estimated 665 positions.



Table 2
Build-out Floor Area and Employment Estimates –
Primary Study Area

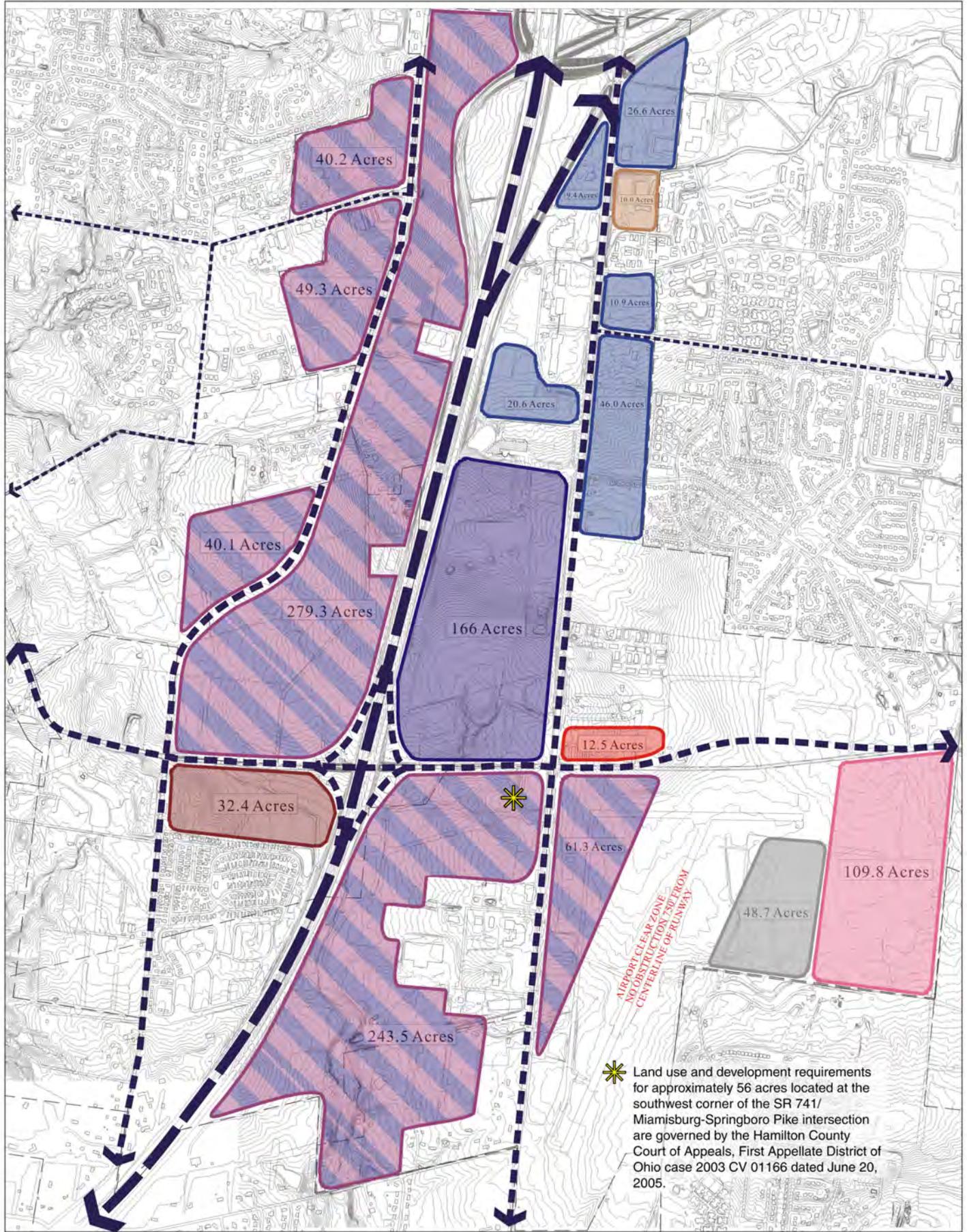
Designations	Gross Land Area	Net Land Area	Floor Area	Employment Estimates ¹
Office	279.50	237.58	2,587,192	9,055
Industrial	109.80	93.33	1,016,364	2,439
Mixed Use	713.70	606.65	6,606,364	15,855
Commercial	44.90	38.17	332,493	665
Totals	1,147.90	975.72	10,542,413	28,015

¹ Service support uses are not taken into account in the employment estimate.

Mixed Use calls for a mixture of office and light industrial uses within the same development parcel. Assuming an even employment distribution within the Mixed Use designation, an additional 7,927.5 industrial jobs and 7,927.5 office jobs will be created, increasing the Office and Industrial employment estimates to 10,366 and 16,982 respectively. Most industrial uses also have dedicated office space for managerial and administrative staff resulting in even higher office employment. Existing Austin Center employment is not accounted for in *Table 2*.

The employment estimates provided in *Table 2* and in the remainder of this section are provided for planning purposes only. Actual employment will be based on items that cannot be accounted for at this time such as the regional and national economies, local government implementation, and build-out densities to name a few. The employment estimates do provide some sense of the magnitude to which this Plan can positively impact the region. *Appendix D* lists the assumptions used to derive the employment estimates.





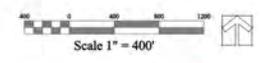
LEGEND

Color/Pattern	ACREAGE
Light Blue	RESIDENTIAL (MULTI-FAMILY) 10.0 Acres
Dark Blue	CORPORATE OFFICE 166.0 Acres
Medium Blue	PROFESSIONAL OFFICE 113.3 Acres
Light Purple	LIGHT INDUSTRIAL 109.8 Acres
Dark Purple	AIRPORT OPERATION 48.7 Acres
Red Hatched	MIXED USE, OFFICE AND LIGHT INDUSTRIAL 713.7 Acres
Orange	NEIGHBORHOOD COMMERCIAL 12.5 Acres
Dark Orange	HOSPITALITY COMMERCIAL 32.4 Acres
TOTAL	1286.6 Acres

Figure 9. Development Plan Map

Austin Interchange Land Use And Development Plan

Montgomery County Transportation Improvement District
Dayton, Ohio
May 4, 2004



Quadrant Development Strategy and Results. Employment estimates and summary land use and development strategies are provided for each interchange quadrant. Figures 10, 11, 12, and 13 illustrate the land use and development strategy recommendations conceived for Austin Center’s four interchange quadrants. Each map contains summary notes and data to augment and support the overall Development Plan text.

Quadrant 1 Development Strategy and Results. Quadrant 1 contains 279.5 acres designated as Office, of which 166 acres are designated for Corporate Office and 113.5 acres as Professional Office (see Table 3). The combined Office land area can accommodate more than 2.5 million square feet of Class A office space and employ approximately 9,000 people. Office employment is anticipated to bring numerous high paying professional and managerial positions to Austin Center in addition to administrative support and entry level professional positions.

The 12.5-acre commercial parcel, designated as Neighborhood Commercial in *Figures 9 and 10*, supports less than 93,000 square feet of retail floor space and employs an estimated 185 people. Quadrant 1 is located in Miami Township.

Table 3
Build-out Floor Area and Employment Estimates –
Quadrant 1

Designations	Gross Land Area	Net Land Area	Floor Area	Employment
Office	279.50	237.58	2,587,192	9,055
Industrial	-	-	-	-
Mixed Use	-	-	-	-
Commercial	12.50	10.63	92,565	185
Totals	292.00	248.20	2,679,756	9,240

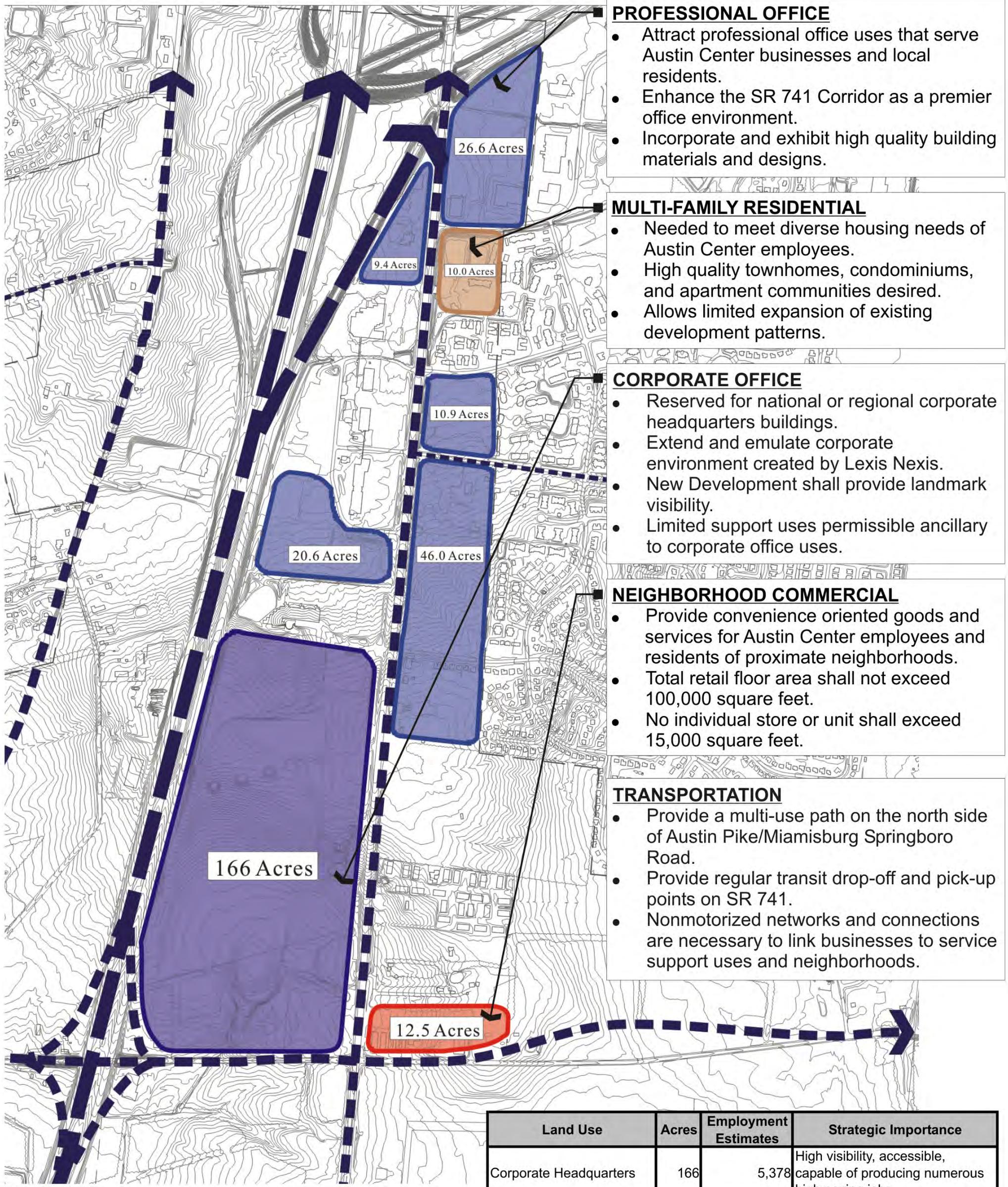
Table 4 summarizes the Quadrant 1 Development Strategy portrayed in *Figure 10*.



**Table 4
Development Strategy Overview – Quadrant 1**

Future Land Use	Location	Intended Uses	Development Strategy
Corporate Office (166 Acres)	Area bound by I-75, Miamisburg-Springboro Road, and SR 741.	<ul style="list-style-type: none"> National and regional corporate headquarters offices preferred. High quality, mid-rise, multi-tenant office is permitted. Ancillary service support uses limited to 10% of the planned "Corporate Headquarters" area. 	<ul style="list-style-type: none"> Rezone to PD-2 Planned Office District or similar district from PD-5 Planned Mixed Use District to reserve the parcel for office only. Extend existing corporate development pattern south. Develop high quality campus that is attractive and visible from I-75. Provide regional landmark.
Professional Office (113.5 Acres)	4 parcels located west of SR 741, 2 parcels east of SR 741, all north of Miamisburg-Springboro Road.	<ul style="list-style-type: none"> Professional offices including medical, dental, real estate, architecture, accounting, legal, employment, administrative and managerial. 	<ul style="list-style-type: none"> Provides needed services to corporate offices and industries located within Austin Center and residents of the region. Landscape screening and buffering required next to residential zones. New buildings should be constructed with high quality building materials to complement the corporate office environment of the SR 741 corridor.
Neighborhood Commercial (12.5 Acres)	Northeast quadrant of the Miamisburg-Springboro Road and SR 741 intersection.	<ul style="list-style-type: none"> Convenience oriented commercial uses such as laundry, dry cleaning, barber, small general store, etc. Big box stores, fast food, and regional shopping centers prohibited. 	<ul style="list-style-type: none"> Provide needed services and goods for Austin Center employees and residents of proximate neighborhoods. Reduce trips to Dayton Mall Region.
Residential (Multi-family) (10 Acres)		<ul style="list-style-type: none"> Town homes. Condominiums. Apartments. 	<ul style="list-style-type: none"> Provide variety to meet the housing needs of Austin Center employees. Permits limited expansion of the existing development pattern.





PROFESSIONAL OFFICE

- Attract professional office uses that serve Austin Center businesses and local residents.
- Enhance the SR 741 Corridor as a premier office environment.
- Incorporate and exhibit high quality building materials and designs.

MULTI-FAMILY RESIDENTIAL

- Needed to meet diverse housing needs of Austin Center employees.
- High quality townhomes, condominiums, and apartment communities desired.
- Allows limited expansion of existing development patterns.

CORPORATE OFFICE

- Reserved for national or regional corporate headquarters buildings.
- Extend and emulate corporate environment created by Lexis Nexis.
- New Development shall provide landmark visibility.
- Limited support uses permissible ancillary to corporate office uses.

NEIGHBORHOOD COMMERCIAL

- Provide convenience oriented goods and services for Austin Center employees and residents of proximate neighborhoods.
- Total retail floor area shall not exceed 100,000 square feet.
- No individual store or unit shall exceed 15,000 square feet.

TRANSPORTATION

- Provide a multi-use path on the north side of Austin Pike/Miamisburg Springboro Road.
- Provide regular transit drop-off and pick-up points on SR 741.
- Nonmotorized networks and connections are necessary to link businesses to service support uses and neighborhoods.

Land Use	Acres	Employment Estimates	Strategic Importance
Corporate Headquarters	166	5,378	High visibility, accessible, capable of producing numerous high paying jobs.
Professional Office	113.5	3,677	Potential to create an Office corridor; professional uses catering to Austin businesses and residents.
Neighborhood Commercial	12.5	185	Supports limited commercial; caters to employees and nearby residents.
Residential	10	--	Meet diverse housing needs of Austin employees.

Figure 10. Quadrant 1
Land Use and Development Plan Strategy
 Austin Interchange Land Use And Development Plan

Quadrant 2 Development Strategy and Results

Quadrant 2 personifies the land use flexibility and synergistic relationship envisioned throughout the planning process with 414.6 acres split between 109.8 Light Industrial acres and 304.8 Mixed Use acres (see *Table 5*). The Light Industrial and Mixed Use designations account for an estimated 9,210 jobs, or 2,439 and 6,771 jobs, respectively.

Quadrant 2's preferred employment base will include a wide variety of professional and general office staff and managerial positions coupled with high tech and leading edge manufacturing and fabrication positions. Ideally, the location, amenities, and services offered at the Dayton Wright Brothers Airport will attract air related industries and employment within Quadrant 2. SR 741 splits Quadrant 2 between the City of Springboro to the west and Miami Township to the east.

Table 5
Build-out Floor Area and Employment Estimates -
Quadrant 2

Designations	Gross Land Area	Net Land Area	Floor Area	Employment
Office	-	-	-	-
Industrial	109.80	93.33	1,016,364	2,439
Mixed Use	304.80	259.08	2,821,381	6,771
Commercial	-	-	-	-
Totals	414.60	352.41	3,837,775	9,210

Table 6 and *Figure 11* collectively summarize the Development Strategy recommended for Quadrant 2.



Table 6
Development Strategy Overview – Quadrant 2

Future Land Use	Location	Intended Uses	Development Strategy
Mixed Use (246.1 Acres)	East of I-75, south of Miamisburg-Springboro Road.	<ul style="list-style-type: none"> • Light Industrial; clean manufacturing and fabrication. • Advanced manufacturing. • Research, prototype development. • Professional and general office. • Ancillary service support uses limited to 15% of the planned mixed use area. 	<ul style="list-style-type: none"> • Market demand shall dictate the appropriate office/industrial mix. • Develop as a high quality, master planned office/industrial park. • Diversify regional employment base. • Potential to attract industries that rely on air shipments or corporate jet service. • Provide limited service uses for the use and convenience of Austin Center employees. • Buffer and screen existing residential uses.
Mixed Use (61.3 Acres)	Adjacent to SR 741 on Dayton Wright Brothers Airport campus.	<ul style="list-style-type: none"> • Same as above. • Dine-in restaurant. • Conference facility. 	<ul style="list-style-type: none"> • Relocate existing airport facilities and operations to the east side of the main runway. • Develop as an office/industrial aeropark for industries that require excellent air and land accessibility. • Provide unique business amenities such as restaurants, conference facilities, and layover facilities for pilots and guests.
Light Industrial (109.8 Acres)	South of Miamisburg-Springboro Road, west of Washington Church Road.	<ul style="list-style-type: none"> • Clean manufacturing and fabrication. • Advanced manufacturing. • Research, prototype development. 	<ul style="list-style-type: none"> • Provide ideal location for industrial users that do not want to co-exist with office uses in mixed use areas. • Nuisance uses that generate excessive noise, vibration, smoke, odor or truck traffic are not desirable. • Screen adjacent residential uses.



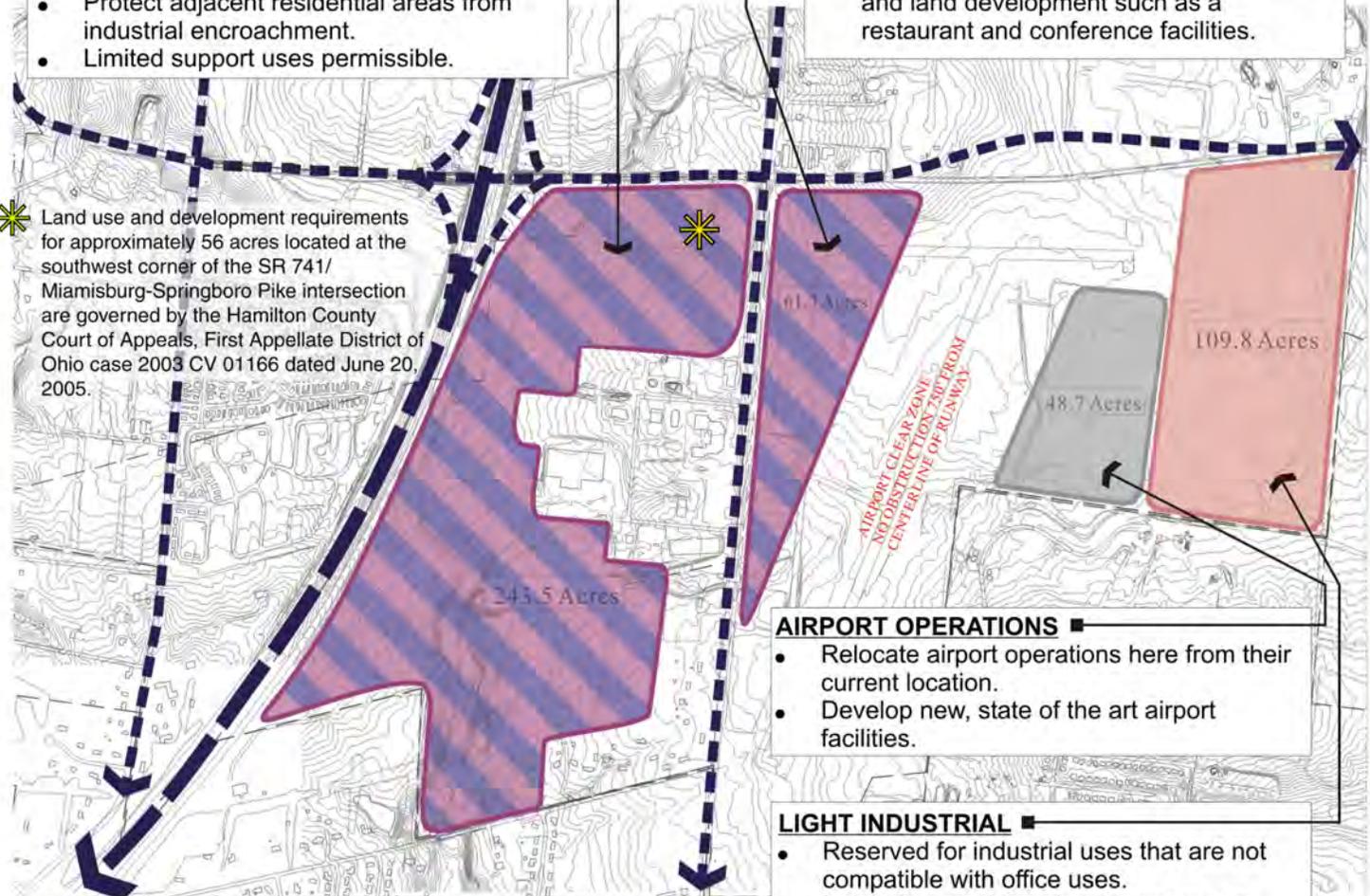
LIGHT INDUSTRIAL AND OFFICE USES

- Develop as a high quality, master planned business park.
- Encourages light industrial and office uses within the same development.
- Market demand shall dictate the appropriate mix of office and industrial uses.
- Clean manufacturing and fabrication appropriate; obnoxious uses not desired.
- Professional and general office uses desired.
- Protect adjacent residential areas from industrial encroachment.
- Limited support uses permissible.

MIXED USE AIRPORT DEVELOPMENT

- Strategically located next to interstate and state highways and a general aviation field.
- Provide transit facilities to further enhance the site as multi-modal transportation center.
- Retain airport character in new building design.
- Relocate existing airport operations and facilities to the east side of the run-away.
- Provide unique amenities to support air and land development such as a restaurant and conference facilities.

* Land use and development requirements for approximately 56 acres located at the southwest corner of the SR 741/ Miamisburg-Springboro Pike intersection are governed by the Hamilton County Court of Appeals, First Appellate District of Ohio case 2003 CV 01166 dated June 20, 2005.



AIRPORT OPERATIONS

- Relocate airport operations here from their current location.
- Develop new, state of the art airport facilities.

LIGHT INDUSTRIAL

- Reserved for industrial uses that are not compatible with office uses.
- Industries requiring airport access and amenities are desired.
- Obnoxious industrial uses generating excessive smoke, vibration, noise, or odor are not permitted.

TRANSPORTATION

- Move Austin Pike north at the end of the runway for full runway utilization.
- Provide regular transit drop-off and pick-up points on SR 741.
- Nonmotorized networks and connections are necessary to link businesses to service support uses and neighborhoods.

Land Use	Acres	Employment Estimates	Strategic Importance
Mixed Use (Office/Light Industrial)	304.8	6,771	Excellent visibility and accessibility; potential to drive regional employment growth in management, manufacturing, administrative, and high tech
Light Industrial	109.8	2,439	Provide venue for more intense industrial uses that cannot coexist with office uses. Attract industries that desire airport presence.
Airport Operations	64.7	--	Needed to relocate existing airport operations and facilities to make land available for land development adjacent to SR 741.



Figure 11. Quadrant 2
Land Use and Development Plan Strategy
 Austin Interchange Land Use And Development Plan

Quadrant 3 Development Strategy and Results. Quadrant 3, located in Miami Township, contains the least amount of developable land, all of which is planned for Hospitality Commercial related uses. 480 jobs are estimated at full build-out on the 32.4 acre parcel (see *Table 7*). These jobs will include a range of service related positions such as food service and custodial along with limited management positions.

**Table 7
Build-out Floor Area and Employment Estimates –
Quadrant 3**

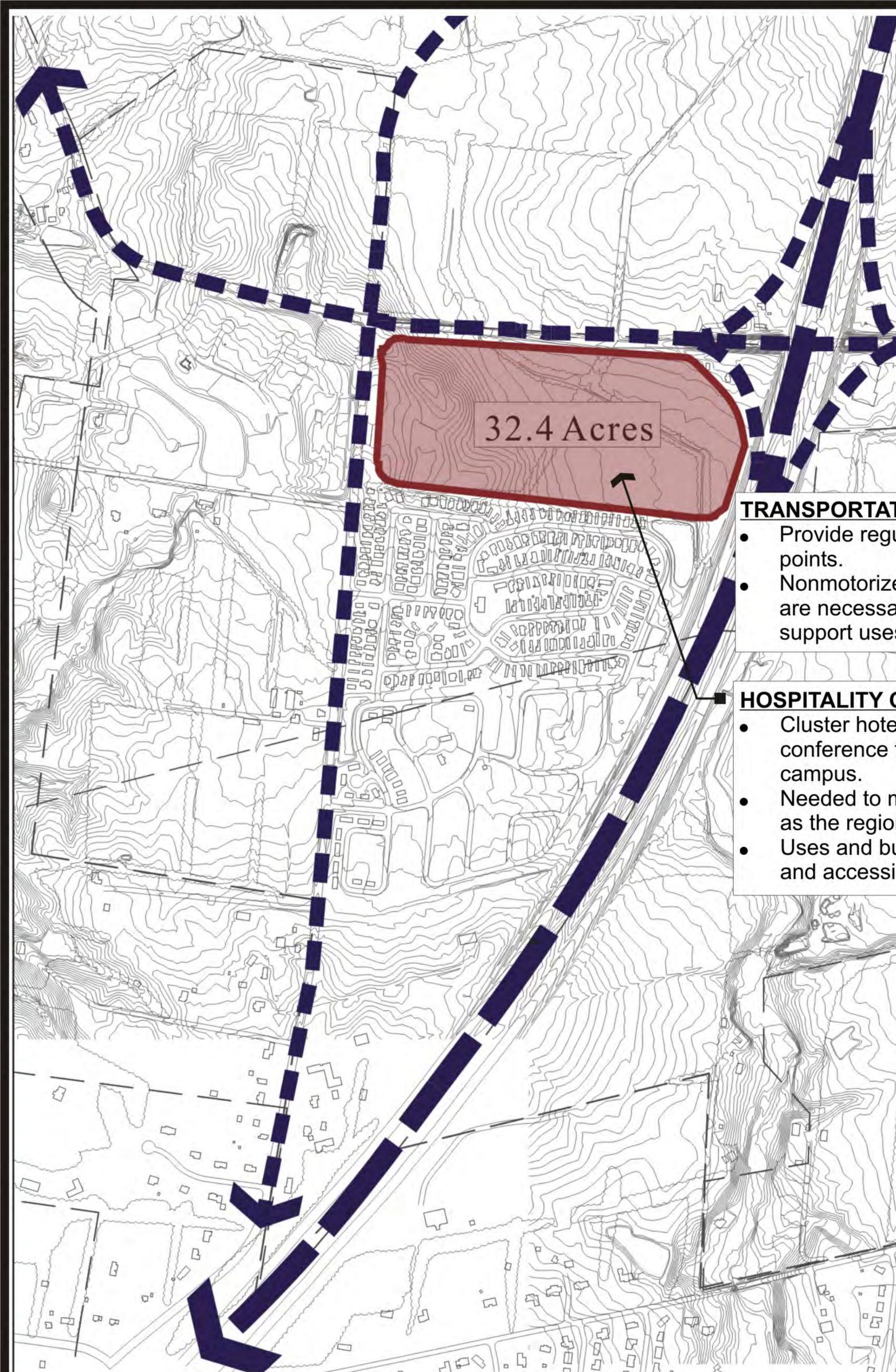
Designations	Gross Land Area	Net Land Area	Floor Area	Employment
Office	-	-	-	-
Industrial	-	-	-	-
Mixed Use	-	-	-	-
Commercial	32.40	27.54	239,928	480
Totals	32.40	27.54	239,928	480

Table 8 and *Figure 12* collectively summarize the Development Strategy recommended for Quadrant 3.

**Table 8
Development Strategy Overview – Quadrant 3**

Future Land Use	Location	Intended Uses	Development Strategy
Residential (Multi-family) (3.8 Acres)	Between I-75 and Wood Road at the southern section of Quadrant 3.	<ul style="list-style-type: none"> • Townhomes. • Condominiums. • Apartments. 	<ul style="list-style-type: none"> • Provide variety to meet the housing needs of Austin Center employees. • Provide a transition between I-75 and lower density housing to the west. • Provide ample landscape buffering and screening between I-75 and future residential development.
Hospitality Commercial (32.4 Acres)	West of I-75, east of Wood Road.	<ul style="list-style-type: none"> • Hotel. • Conference center. • Dine-in restaurant. • Big box stores, fast food, and regional shopping centers prohibited. 	<ul style="list-style-type: none"> • Cluster business amenity uses at a highly accessible and visible location. • Required to make Austin Center the premier business center in the region. • Must set the standard in terms of building design, amenities, and service for the region.





TRANSPORTATION

- Provide regular transit drop-off and pick-up points.
- Nonmotorized networks and connections are necessary to link businesses to service support uses and neighborhoods.

HOSPITALITY COMMERCIAL

- Cluster hotel, dine-in restaurant, and conference facility on a master planned campus.
- Needed to make Austin Center competitive as the regions premiere business center.
- Uses and buildings shall be highly visible and accessible off of I-75.



Figure 12. Quadrant 3
Land Use and Development Plan Strategy
 Austin Interchange Land Use And Development Plan

Land Use	Acres	Employment Estimates	Strategic Importance
Hospitality Commercial	32.4	480	Excellent highway visibility and accessibility; supports Austin Center office and industrial businesses.

Quadrant 4 Development Strategy and Results. Quadrant 4 lies in Miami Township and Miamisburg and comprises 408.9 acres of planned Mixed Use with an estimated employment base of 9,084 jobs (see Table 8). Though adequate land area exists to accommodate several large office and industrial users, several small users requiring between two-to-ten acres are more likely to locate in Quadrant 4.

Office is generally more desirable adjacent to I-75 and Miamisburg-Springboro Pike. All other planned Mixed Use areas in Quadrant 4 are subject to market and industry demand. As in Quadrant 2, a wide range of professional and general office and managerial positions commingled with skilled labor and high tech/leading edge manufacturing and fabrication positions are anticipated. *Table 9* and *Figure 13* collectively summarize the Development Strategy recommended for Quadrant 4.

**Table 9
Build-out Floor Area and Employment Estimates –
Quadrant 4**

Designations	Gross Land Area	Net Land Area	Floor Area	Employment
Office		-	-	-
Industrial		-	-	-
Mixed Use	408.90	347.57	3,784,983	9,084
Commercial		-	-	-
Totals	408.90	347.57	3,784,983	9,084



Table 10
Development Strategy Overview – Quadrant 4

Future Land Use	Location	Intended Uses	Development Strategy
Mixed Use (279.3 Acres)	Between I-75 and Byers Road.	<ul style="list-style-type: none"> • Light Industrial; clean manufacturing and fabrication. • Advanced manufacturing. • Research, prototype development. • Professional and general office. • Ancillary service support uses limited to 15% of the planned mixed use area. 	<ul style="list-style-type: none"> • Office preferred adjacent to I-75 and Miamisburg-Springboro Road. • Market demand shall dictate the appropriate office/industrial mix. • Develop as high quality, master planned office/industrial park. • Diversify regional employment base. • Provide limited service uses for the use and convenience of Austin Center employees.
Mixed Use (40.2 Acres) (49.3 Acres) (40.1 Acres)	West side of Byers Road.	<ul style="list-style-type: none"> • Same as above. 	<ul style="list-style-type: none"> • Same as above. • Buffer and screen residential uses.



LIGHT INDUSTRIAL AND OFFICE USES

- Develop as a high quality, master planned business park.
- Encourages light industrial and office uses within the same development.
- Market demand shall dictate the appropriate mix of office and industrial uses.
- Clean manufacturing and fabrication appropriate; obnoxious uses not desired.
- Professional and general office uses desired.
- Limited support uses permissible ancillary to office and industrial uses.
- Protect adjacent residential areas from industrial encroachment.

OFFICE ORIENTATION

- Office preferred next to I-75 and Miamisburg-Springboro Road.
- Capitalize on Interstate visibility and accessibility.

TRANSPORTATION

- Realign Byers Road to create a large development parcel adjacent to the interchange.
- Provide a multi-use path on the north side of Miamisburg-Springboro Pike.
- Require regular transit drop-off and pick-up points on Byers Road.
- Nonmotorized networks and connections are necessary to link businesses to service support uses and neighborhoods.

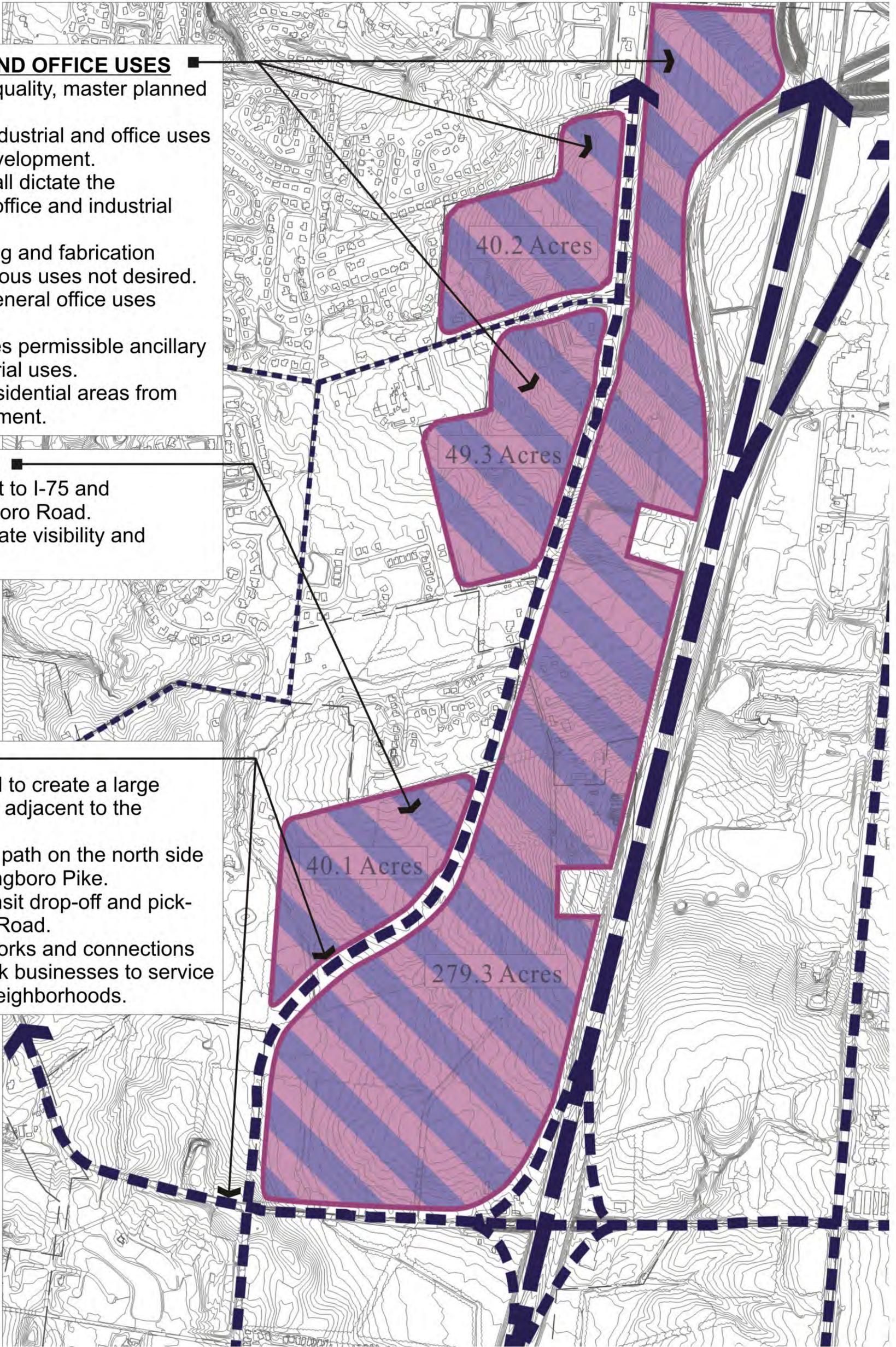


Figure 13. Quadrant 4
Land Use and Development Plan Strategy
 Austin Interchange Land Use And Development Plan

Land Use	Acres	Employment Estimates	Strategic Importance
Mixed Use(Office/Light Industrial)	408.9	9,084	Excellent visibility and accessibility; potential to drive regional employment growth in management, manufacturing, administrative, and high tech

CHAPTER 5

SITE DEVELOPMENT STANDARDS

A. Introduction

The Oversight Committee and participating local governments desire a unique but unified image for Austin Center. The desired outcome requires high quality, mixed use developments that are campus like in design with integrated open spaces, streets, and pedestrian facilities. To that end, the site development standards recommended in this chapter are designed to:

- Promote a unified image that transcends political boundaries;
- Promote high quality site design and building architecture to enhance the character and value of Austin Center;
- Expand Austin Center's regional and national prominence as an ideal corporate environment and employment center;
- Promote site design that benefits public safety;
- Mitigate the negative impacts associated with industrial uses;
- Promote efficient access management and preserve the capacity of the road network;
- Integrate natural features such as existing vegetation into site designs to preserve Austin Center's unique natural heritage for future generations;
- Provide enough flexibility so that architects, site designers, and developers can produce viable projects that meet both development and community objectives.

B. Summary of Site Development Standards

1. Utilize durable, long lasting building materials such as brick, stone and decorative masonry block on all building walls facing I-75, Miamisburg Springboro Pike, Austin Pike, and SR 741, with possible exceptions for buildings deemed to be of otherwise exceptional architectural quality, as determined by the local governments.
2. Develop unique buildings that fit into the overall character and design theme of Austin Center by requiring decorative architectural elements and varied roof lines.
3. Place office and industrial buildings close to I-75 and all surface streets, to create an identifiable image unique to Austin Center with adequate room for tree preservation zones and/or landscape buffers between buildings and road rights-of-way.



4. With all lots with I-75 and surface street frontages considered as having dual front lot lines, place parking lots in rear or side yards to make Austin Center's structures the focal point of every development site.
5. Preserve and integrate existing tree stands, open spaces, and scenic views on development parcels and along corridors to maintain Austin Center's natural heritage.
6. Provide and require a nonmotorized transportation system for the exclusive use of pedestrians and bicyclists that provides safe linkages between neighborhoods, businesses, recreational, and open space areas.
7. Incorporate sound design techniques to minimize the intrusion on existing residential neighborhoods by saving existing vegetation where possible, placing buildings and parking lots in appropriate locations, and providing landscape buffer areas.
8. Restrict access to development parcels adjacent to Miamisburg Springboro Pike, Austin Pike, and SR 741 by requiring shared service drives, parallel access, or access off of nearby cross streets on roads that are internal to office and industrial parks.
9. Encourage low profile monument signage along all surface streets throughout Austin Center, and encourage architecturally compatible wall identification signs on the I-75 facing sides of buildings located on lots with I-75 frontage. Monument signs should simultaneously complement the building it advertises and its surroundings by using high quality building materials and providing interesting landscaping around the sign base.

C. Architectural Standards

Any side of any structure facing I-75, Miamisburg-Springboro Pike, SR 741 and/or Byers Road shall be considered as a "front" side or façade for design purposes.

1. **Building Materials.** Building facades shall be constructed with permanent materials that provide long-term durability and require low maintenance, such as brick, stone, decorative masonry, or other natural materials. Due to the nature of industrial businesses, split-face block is an acceptable building material. Building materials that are generally not acceptable as the primary material include the following:



- Exterior insulation finish systems (EIFS), such as Dryvit, Sto-Wall and other brands;
 - Imitation wood, such as T-111 and other brands;
 - Plain concrete block and unadorned tilt up panel.
2. **Glass.** The use of glass is required but limited to fifty percent (50%) on facades to avoid the excessive use of this material and a dated appearance. The first floor of buildings should have a minimum of 25 percent glass to provide variety, interest, and openness. Glass with a reflection greater than 20 percent is prohibited. Exceptions should be considered for buildings deemed to be of otherwise exceptional architectural quality, as determined by the local governments.
 3. **Entrances.** Public entrances shall be inviting and pronounced with lighting; high quality building materials; and architectural elements that draw the eye to the opening such as decorative transoms, columns, recesses, or protrusions. Combine different colors, textures and the before mentioned architectural elements to emphasize entrances and to break the monotony of large vertical surfaces. Public entrance vistas shall be established or preserved by framing the area leading to the entrance with landscaping. It is not the intent of the landscaping or screening requirements found in this chapter to block the view of the primary building entrances. Also, entrances should be designed with attention to pedestrian use, as well as automobile drop-off convenience.
 4. **Architectural Details.** Encourage use of recesses, off-sets, arches, colonnades, columns, pilasters, detailed trim, brick bands, and contrasting courses of material, cornices, or porches to vary building facades. Vary roof lines with cantilevers, gables, parapets, and cornice lines. Screen rooftop mechanical equipment with the roof form when possible.
 5. **Accents.** Use canopies, overhangs, raised parapets over the door, archways, awnings, larger openings and display windows, accent colors, and details such as tile work, moldings, pedestrian-scale lighting, and distinctive door pulls to add detail and additional interest to building designs.
 6. **Break Long, Flat Walls.** Where buildings with long continuous walls are oriented to the street, use contrasting architectural features to provide visual relief and break the building mass at regular intervals no greater than 100 feet by utilizing the architectural features suggested in the above items.



D. Yard and Bulk Requirements

It is desirable for setback requirements to be coordinated to maintain consistency in building placement along Austin Center's major thoroughfares. Building height and bulk should be the highest adjacent to the interchange and decline gradually as the distance away from the interchange increases.

1. **Recommend Uniform Setback.** A uniform front yard setback of 60 feet is recommended for buildings with frontage on Miamisburg-Springboro Pike, Austin Pike, SR 741 and Byers Road. This setback is sufficient to provide the required area for tree preservation zones or landscaped buffer yards next road rights-of-way yet does not create an excessively large setback. Side and rear yards, and front setbacks from other roads within Austin Center shall be as governed by each government's zoning district standards. Excessive setbacks should be avoided. Buildings should be close to the front property line to create a consistent building wall and a unified appearance, unique to Austin Center.
2. **Placement of Long Buildings.** The placement of very long buildings (200+ feet) with continuous unbroken walls along I-75, SR 741, Austin Pike, Miamisburg Springboro Pike, and Byers Road is highly discouraged. Place long building walls within the interior of development area and away from arterial road frontage to allow smaller buildings or regionally oriented office buildings with a more desirable appearance and scale to be located on the frontage.
3. **Setback from Residential Districts.** All commercial or industrial buildings and associated parking lots and loading facilities shall be located not less than one hundred (100) feet from land zoned or used for residential purposes. All office and other nonresidential buildings and associated parking and loading facilities shall be located not less than fifty (50) feet from land zoned or used for residential purposes.
4. **Maximum Lot Coverage and Open Space.** Not more than seventy five (75) percent of the area of any lot shall be covered with any combination of buildings, pavement, or other impervious surfaces. Detention ponds, retention ponds, or wetlands shall not account for more than 50% of the total required open space area.
5. **Building Height and Bulk.** Building height and bulk should be the highest and greatest adjacent to the interchange and decline gradually as the distance away from the interchange increases. Multi-story structures, with at least



four floors, should be developed within approximately 1,000 feet of either side of Miamisburg-Springboro Pike between Wood Road and SR 741.

E. Landscaping Standards

Landscaping has a significant impact on the quality of the environment. In addition to visual appeal, landscaping provides an essential buffer and screen for undesirable features such as parking lots and utility structures.

1. **General Requirement.** As a general guideline, a consistent landscape program is required throughout Austin Center including a mix of evergreen trees, canopy trees, ornamental trees, shrubs, and flowering ground covers to provide an inviting environment.
2. **Treatment of Existing Vegetation.** Existing site topography and areas with substantial plant material, such as mature tree stands, should be preserved to the greatest extent possible and integrated into the overall site design to preserve Austin Center's character and sense of place. The Oversight Committee and the participating governments expect to see green space preserved along primary thoroughfares and elsewhere to maintain Austin Center's natural character.
3. **Landscaping Adjacent to Rights-of-Way.** At a minimum, a thirty (30) foot wide tree preservation zone or landscaped buffer yard shall be provided adjacent to the Miamisburg Springboro Pike, Austin Pike, and Byers Road, as well as I-75 rights-of-way planted with mixture of shade trees, ornamental trees, bushes and ground cover. Where existing vegetation is substantial adjacent to road rights-of-way, trees shall be preserved to retain Austin Center's natural heritage. Preserving trees in the tree preservation zone may diminish the need for parking lot screening, parking lot landscaping, and foundation plantings as determined by the local governments.
4. **Foundation Plantings.** Buildings constructed in Austin Center shall include generous foundation plantings around all elevations visible from the public right-of-way and one tree shall be planted around the building and in the adjacent yards for every 1,500 square feet of gross floor area. This requirement may be waived in part or in whole when substantial wood stands are preserved on the development site.



5. **Parking Lot Interior.** Curbed landscape islands internal to parking lots are required to separate parking aisles, direct traffic, and break large expanses of asphalt. Each island shall contain shade trees, shrubs, ground cover and/or mulch. Ideally, a continuous landscape island should be provided between every other parking aisle or at the ends of each parking aisle and between every twelve (12) parking spaces.
6. **Planting Standards.** The following guidelines shall be followed:
- The plant palette should emphasize native trees, shrubs, ground cover which is hardy to this region. The objective is to be consistent with the existing landscape so the entire area possesses a cohesive, unified image.
 - Deciduous trees shall have a DBH (diameter at breast height) of at least two (2) inches and evergreen trees shall be at least five feet high at the time of planting.
 - Plants shall be salt-spray tolerant, compatible with existing soil conditions and tolerant of a wide range of conditions.
 - The planting design shall use massing or groupings of materials to create a stronger visual impact for high speed areas, use plant diversity for long term health of the plants, use repetition for continuity and create visual interest by incorporating spring and summer flowers and fall color.
 - Creativity is encouraged in the selection and placement of new plant materials and hardscape elements. New landscapes should be naturalistic looking by being sensitive to Austin Center's existing natural features. New landscaping should blend with existing vegetation and topography.
 - Plants shall not be located where they might interfere with overhead utilities or block visibility for pedestrians and motorists.
 - Landscape areas must be routinely maintained; dead and diseased plant material shall be replaced; and irrigation to landscape areas is strongly recommended.



F. Screening Standards

Proper placement of utilitarian features enhances the effectiveness of screening. Mechanical equipment, trash receptacles, and loading areas shall be located to the rear of the site and should not be visible from any public right-of-way. Roof-top mechanical equipment shall also be located or screened so that it is not visible from the road.

1. **Trash Receptacles.** Trash receptacles shall be screened on three (3) sides with durable building materials consistent in appearance and materials with that of the principal building. The fourth side shall be screened with an opaque gate
2. **Incompatible Uses.** Landscape screening consisting of a mixture of evergreen and shade trees on a raised earth mound shall be located on the property perimeter to buffer a different and incompatible land use (e.g., an industrial use next to a residential use).
3. **Use of Existing Plant Material.** Use existing vegetation and woodlands as buffers and screens between residential and non-residential uses. Require additional landscaping where existing plant material is not adequate.
4. **Parking Lots.** Parking lots shall be screened from view from road rights-of-way and residential districts by one or more of the following methods: existing vegetation, evergreen screening, two and one-half (2.5) foot high landscaped earth mound, not exceeding a three to one (3:1) slope, or decorative masonry wall with landscaping or any combination thereof. The required **Landscaping Adjacent to Rights-of-Way** may be used to partially fulfill the parking lot screening requirement when parking lots are located in the front or side yard. In such case, the local governments may require that the Landscaping Adjacent to Rights-of-Way be augmented with additional plantings and an earth mound or decorative screen wall.

G. Signs

Consistent business signage throughout Austin Center is necessary for ease of way finding and visual continuity. Low profile monument signs, rather than pole or pylon signs, shall be used throughout Austin Center. Such signs should be integrated into the overall site design, consistent in architectural style with the building it advertises. The following sign standards are recommended:



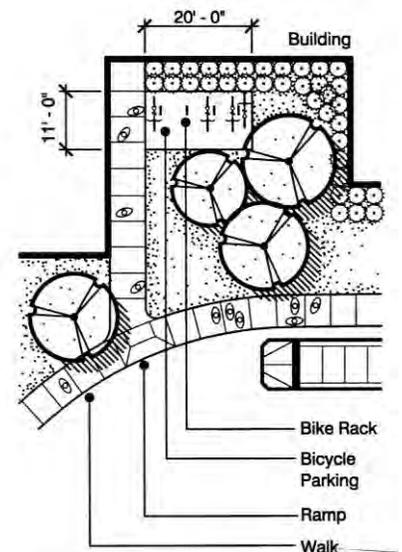
1. **Permitted and Prohibited Signs.** Monument signs shall be used to advertise the location of Austin Center businesses. Roofs signs, pole signs, pylon signs, and billboards are prohibited. Walls signs, canopy signs, window signs and marquees shall meet the local governments zoning code requirements. One signature wall sign is permitted at the top of the building wall that faces I-75, provided that such sign does not extend beyond the roof line or exceed two hundred (200) square feet in area.
2. **Monument Sign Requirements.** Monument signs shall not exceed eight (8) feet in height or eighty (80) square feet in area next to Miamisburg-Springboro Pike, Austin Pike, SR 741, and Byers Road. Monument signs located adjacent to local roads shall not exceed six (6) feet in height or sixty four (64) square feet in area. Monument entranceway signage advertising a subdivision name and located at an industrial/office park entrances shall not exceed eight (8) feet high or one hundred twenty (120) square feet in area. Monument signs shall be setback a minimum of ten (10) feet from any road right-of-way. The maximum number of monument signs permitted per lot shall be based on each government's zoning standards.
3. **Landscaping.** Landscaping consisting of shrubs, flowers, and accent stones shall be provided around the base of all monument signs.
4. **Building Materials.** The sign base shall be constructed of the same materials as the building, and the sign style shall be consistent with the architecture of the building.
5. **Lighting.** Ground lighting should be flush with the grade or obscured by landscaping. Internally illuminated signs are discouraged.
6. **Directory Signage.** Directory signs are permitted within office/industrial parks that list tenants of the park or occupants of a building, with unit numbers, arrows, or other directional information, subject to the following:
 - One directory sign may be located at the entrance of an office or industrial park provided that the directory sign cannot be seen from road right-of-way that is external to the office or industrial park.
 - Such sign shall be located where drivers can conveniently pull up to and read the directory sign without impeding traffic on any road, driveway, or entrance serving the office or industrial park.



- Such sign may contain an unlimited number of pieces of information, but letters shall not be more than two inches in height and shall not be legible from any public right-of-way.

H. Parking and Loading

1. **Prohibited Parking Lot Locations.** Parking lots are prohibited between the principal structure on each lot and Interstate 75 or Miamisburg Springboro Pike or Austin Pike.
2. **Permitted Parking Lot Locations.** Parking lots should be located in side and rear yards. The placement of parking lots in the front yard is discouraged. It is recommended that not more than two rows of parking aisles be placed in the front yard. If site characteristics require parking to be placed along the street frontage, the amount of front yard parking should be minimized and limited so that the combined area of the parking lot and drive aisles do not exceed 20% of the total front yard area. Parking lots located in front and side yards shall be screened in accordance with Section F above.
3. **Entrances.** Entrances and exits shall be designed to enhance the flow of traffic into or out of the parking lot, thereby reducing congestion or traffic hazards. There shall be sufficient maneuvering room for vehicles to enter and leave the lot.
4. **Pedestrian Circulation.** A safe transition shall be provided for people walking from their vehicles to the building, or for pedestrians or bicyclists using a public pathway to the building entrance. The design of the parking lot should minimize areas where vehicular traffic moves in the same space with pedestrians. Walkways should always be curbed to put them at a higher, safer level than vehicle traffic. Boldly marked crosswalks should be used where pedestrians must cross vehicular routes at the same grade. Identify at grade pedestrian cross walk by using different pavements colors, textures, or materials.
5. **Loading Bays.** Loading bays shall not face I-75, Miamisburg Springboro Pike, Austin Pike, SR 741 or Byers Road or be visible from any other right-of-way or residential district. Loading areas shall be screened from view from local streets and residential districts by an opaque barrier consisting of a decorative screen wall consistent in appearance and materials with that of the principal building, continuous evergreen planting, or some combination thereof.



BICYCLE PARKING NEAR BUILDING ENTRANCE PLAN



6. **Bicycle Parking.** Multi-use paths are planned throughout Austin Center. Bicycle parking should be provided next to building entrances or at safe and convenient locations within parking lots.

I. Pedestrian Circulation

1. **Sidewalks/Pathways.** Integrate bike paths and sidewalks into large parcel master development plans and in smaller area site plans to provide non-motorized connections to established and planned pathways/walkways. By doing so, the corridor will offer a range of non-motorized commuting and recreational options for employees, residents and visitors. This is accomplished by:

- Linking buildings and main entrances to the public sidewalk system and multi-use paths.
- Connecting office and industrial buildings to nearby common areas, open spaces, and retail areas.
- Establishing pedestrian connections between employment centers and adjacent neighborhoods.



2. **Quasi-public Spaces.** Incorporate plazas, courtyards, and arcades into developments with a variety of furniture, fountains, landscaping, decorative lighting, art, and clock towers, etc., to promote activity during breaks. Such spaces should be linked to building entrances, parking lots, and the public sidewalk/path system. Such areas can be constructed on individual lots or in common areas.



J. Storm Drainage

1. **Site Amenity.** “Wet” retention/detention ponds should be encouraged as community site amenities. Such ponds shall be designed with a gradual slope (6:1) and naturalistic shape. A gradual slope promotes greater environmental value and eliminates the need for unattractive fencing. The edge of ponds should be lined with stone to minimize erosion caused by wind rippling. “Dry” detention areas, where required, should be located on the site to reduce their visibility and/or obscured with landscaping.
2. **Common Facilities.** Common drainage facilities should be encouraged whenever possible to avoid multiple, small facilities that are unattractive and that result in long-term maintenance problems. The location and common drainage features should be identified early in the development stage of large sites so that sufficient area is reserved in advance of development.



3. **Maintenance Agreements.** Common drainage facilities will necessitate the submission of common maintenance agreements to provide for equitable contributions by each separate land owner using the facility. Such agreements should be required and reviewed during the site plan review process to ensure that maintenance responsibilities are properly defined and that common area fees are sufficient.



K. Office/Industrial Park Amenities

1. **Open Space.** Open space areas that define Austin Center should be preserved to the greatest extent possible and practical on each development parcel. Examples may include mature tree stands, existing vegetation adjacent to road rights-of-way, and scenic views, etc. Such areas should be shown as permanent open space on development plans submitted to the local governments.
2. **Natural Features.** Integrate Austin Center's mature wood stands, riparian corridors, and topography into the overall site design using creative site engineering.
3. **Retail Business Support Uses.** Cluster permitted retail support uses at conveniently located intersections within industrial office/industrial parks. Such uses should not be located adjacent to I-75, Miamisburg Springboro Pike, and SR 741.

L. Access management

The access management standards recommended in the Access Management Plan for SR 741 and Miamisburg-Springboro/Austin Pike shall apply.

M. Site Lighting

The provision of sufficient lighting is an important design feature that affects the overall appearance of a site during the day and provides significant impact on the safety of property at night.

1. **Lamp Type.** The two most common types of lamps are sodium and metal halide. The metal halide lamps, which generate a clean, white light and truer color rendition than sodium lamps, are required for the corridors and for individual sites.



2. **Pole Height.** Excessive pole height is unattractive and causes light spread over too large an area with uneven intensity. Light poles shall not exceed 30 feet in height.
3. **Light Intensity.** The security value of lighting must be balanced with the concern to minimize impact on adjacent properties. Overall lighting levels shall be compatible with the surrounding area and meet or improve upon the standards in the community's zoning ordinance. Lighting should be uniform without spots with too little or too much light. Area lighting should be predominantly directed downward and shall be designed so that no light is directed off the site. All lamp fixtures, including building mounted lights, shall be cut-off fixtures that do not allow light to shine above the horizontal plane. A photometric grid plan can be requested to ensure that lighting is evenly and properly distributed (often provided by the light vendor at no cost to the developer).
4. **Special Lighting.** Bollard lighting to illuminate pedestrian walkways and highlight driveways is encouraged to reduce the height and glare associated with higher mounted lights. Decorative lighting and fixtures should be encouraged on commercial sites such as retail and hotels. Ornamental fixtures should have a design that is consistent with the architectural style of the building. "Modernistic" styles that quickly become dated in appearance or that are not easily maintained should be avoided.
5. **Building Lighting.** Soft and diffused exterior illumination of façade elevations is encouraged. Such lighting shall be directed onto the building so as to prevent glare or night glow. Exterior building lighting should be considered and approved as part of a photometric plan.



Appendix A Intergovernmental Agreement



**INTERGOVERNMENTAL AGREEMENT
AUSTIN INTERCHANGE LAND USE AND DEVELOPMENT PLAN**

This Intergovernmental Agreement (the "Agreement") is made as of January 1, 2003, between the CITY OF MIAMISBURG, an Ohio municipal corporation (the "City of Miamisburg"), MIAMI TOWNSHIP, an Ohio township located in Montgomery County ("Miami Township"), the CITY OF SPRINGBORO, an Ohio municipal corporation (the "City of Springboro"), WASHINGTON TOWNSHIP, an Ohio urban township located in Montgomery County ("Washington Township"), the CITY OF CENTERVILLE, an Ohio municipal corporation (the "City of Centerville") and the MONTGOMERY COUNTY TRANSPORTATION IMPROVEMENT DISTRICT, an Ohio body politic and corporate organized under Section 5540 of the Ohio Revised Code (the "TID") (collectively the "Parties").

INTENT

A. **Intent.** A study recently approved by the Miami Valley Regional Planning Commission has established that the only viable location for a new local interchange on Interstate 75 that can improve traffic flow, reduce congestion, increase safety and enhance current and future economic development in southern Montgomery County and northern Warren County is at the intersection of I-75, Austin Pike and Miamisburg-Springboro Pike. This Agreement is intended to establish the interests and responsibilities of the Parties relating to the development and implementation of: (i) a single multi-jurisdictional land use and development plan to complement and support the proposed construction of a local interchange and connecting arterial roadways (the "Proposed Interchange and Improvements") on U.S. Interstate 75 at Austin Pike and Miamisburg-Springboro Pike (the "Land Use Component"); (ii) a single multi-jurisdictional plan for utilities and other physical infrastructure to complement and support the

Proposed Interchange and Improvements (the “Infrastructure Component”); and (iii) a plan for financing the local share of the Proposed Interchange and Improvements (the “Financing Component”). The Land Use Component, Infrastructure Component and Financing Component shall be individually referred to in this Agreement as a “Component” and collectively referred to in this Agreement as the “Plan.”

NOW, THEREFORE, in consideration of the mutual benefits and obligations contained in this Agreement, the Parties agree as follows:

1. **Development of Plan.** Each of the Parties agrees to cooperate with each other to develop the Plan as follows:

A. Each Party shall appoint one representative to the Oversight Committee, as defined below, and shall devote such other resources to the development of the Plan as the Oversight Committee may reasonably request and to which such Party agrees.

B. The Parties currently intend that the Land Use Component, Infrastructure Component and Financing Component shall be the only Components to the Plan; however, the Oversight Committee, may, with the agreement of the Parties, add additional components as Components to the Plan as the need arises.

2. **Oversight Committee.**

A. The Parties hereby establish a committee to oversee the direction and development of the Plan and assist the Parties with the implementation of

the Plan (the "Oversight Committee"). Each Party to this Agreement shall appoint one member to the Oversight Committee.

- B. The Montgomery County Planning Commission, the Montgomery County Engineer, the South Dayton Regional Metro Chamber of Commerce, the Dayton Area Chamber of Commerce, the Miami Valley Regional Planning Commission, the Dayton-Montgomery County Port Authority, and the Dayton Wright Brothers Airport shall each be entitled to appoint one member to the Oversight Committee.
- C. The Executive Director of the TID or his designee shall chair the Oversight Committee and act as Project Manager (see Paragraph 3, below).
- D. The Oversight Committee shall meet at least once per month, unless the Chair determines that there is not adequate business to justify a meeting. The Project Manager shall establish such other meetings at such times as he determines necessary to carry out the intents and purposes of this Agreement.
- E. Any Party may, after consultation with the Project Manager, replace its representative to the Oversight Committee at any time.
- F. As part of its duties, the Oversight Committee, with the assistance of the Project Team (as defined below), will identify the specific land area to be incorporated into the Plan.

3. **Project Manager.** The Executive Director of the TID will act as project manager for the development of the Plan (the "Project Manager") and shall also be the TID's representative on the Oversight Committee. The Project Manager or his designee shall attend each meeting of the Oversight Committee. The Project Manager's responsibilities shall include the day-to-day management of the development of the Plan, including the hiring of legal counsel, planning, engineering, real estate and other consultants as the TID Board of Trustees and the Oversight Committee deem necessary to assist in the development of the Plan (the "Project Team"). The scope of the Project Team's activities shall include, but are not limited to, those items attached to this Agreement as Exhibit A. The Project Manager shall present and/or deliver all results and work product of the Project Team to the Oversight Committee.

4. **Goals.** The goal of the Land Use Component is to produce a single area-wide plan upon which the Parties agree for land use and development of property in the vicinity of the Proposed Interchange and Improvements. The goal of the Infrastructure Component is to produce a single area-wide infrastructure and utility plan upon which the Parties and other relevant regulating authorities agree in the vicinity of the Proposed Interchange and Improvements. The goal of the Financing Component is to produce a plan upon which the Parties agree that is capable of providing local financial support for the construction of the Proposed Interchange and Improvements. It is expressly understood and agreed that, approval of this Agreement and participation in the development of the Plan, obligates no Party to implement the Plan or any Component of the Plan, including providing financial support for the construction of the Proposed Interchange and Improvements and for supporting infrastructure and utilities, and only the adoption of a Component and/or the Plan as provided in Section 5 of

this Agreement shall require any action on the adopting Party's part to implement such Component and/or the Plan in accordance with Section 6 of this Agreement.

5. **Adoption of Plan.** The Parties may develop the Components of the Plan concurrently or sequentially. After the Oversight Committee approves a Component, each of the Parties to this Agreement shall submit such Component to its governing body for adoption. At such time as all the Parties' governing bodies have adopted the Component (an "Adopted Component"), the Adopted Component will be attached hereto and made a part hereof as Exhibit B.

6. **Implementation of Plan.** Each Party to this Agreement acknowledges that the intent of this Agreement is for the Parties to implement the Plan through their respective powers authorized to them under the Ohio Revised Code and the home rule powers under the Ohio Constitution, as applicable, in their respective jurisdictions. Each of the Parties agrees that upon an Adopted Component being attached as Exhibit B hereto, that such Party will use its best efforts to implement such Component; provided a Party shall not be deemed to have failed to use its best efforts to implement a portion of a Component if, limits of available funds, subsequent legal action or other material change in circumstance makes it impossible or impracticable to do so.

7. **Montgomery County ED/GE Grant.** The City of Miamisburg will receive Montgomery County ED/GE funds in the amount of \$200,000 from Montgomery County to hire the Project Team and for the TID's fee for acting as Project Manager. Under the terms of the Montgomery County ED/GE grant and the ED/GE budget attached to this Agreement as Exhibit C, the City of Miamisburg will tender to the TID such funds to assist with its costs as Project

Manager and to hire the Project Team. The City of Miamisburg agrees to tender such funds to the TID upon receipt of such funds by the City of Miamisburg from Montgomery County.

8. **Relationship of Parties.** The Parties agree that each of them is acting as an independent contractor in connection with its respective responsibilities under this Agreement. Nothing contained in this Agreement shall be construed to indicate that the Parties are entering into any kind of joint venture or partnership.

9. **Term.** The Agreement shall be effective upon the later of: March 1, 2003 and the date the last Party adopts this Agreement and shall terminate upon December 31, 2003 (the "Initial Term"). This Agreement will automatically renew for successive one year renewal periods (each, a "Renewal Term"), unless any Party to this Agreement delivers to all other Parties notice of non-renewal at least thirty (30) days prior to the end of the then current Initial Term or Renewal Term. The provisions of Section 7 shall survive any termination or non-renewal of this Agreement.

10. **Partial Invalidity.** If any term or provision of this Agreement or the application thereof to any entity, person or circumstance shall, to any extent be held invalid or unenforceable, the remainder of this Agreement, or the application of such term or provision to entities, persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each remaining term and provision of this Agreement shall be valid and enforceable to the fullest extent permitted by law.

11. **Entire Agreement.** This instrument embodies the entire agreement of the Parties. There are no promises, terms, conditions or obligations other than those contained herein; and this Agreement shall supersede all previous communications, representations or

agreements, either written or oral, between the Parties to this Agreement. Also, this Agreement shall not be modified in any manner except by an instrument, in writing, executed by the Parties to this Agreement and approved by proper action of the Parties, if necessary.

12. **Governing Law.** This Agreement and any modifications, amendments, or alterations, shall be governed, construed, and enforced under the laws of the State of Ohio.

13. **Authority.** Each Party represents to the all other Parties that it has authority to enter into this Agreement, and that the same has been duly authorized, and that all provisions of this Agreement are legal and binding upon such Party.

IN WITNESS WHEREOF, the Parties have hereunto set their hands this 31st day of March, 2002.

**MONTGOMERY COUNTY TRANSPORTATION
IMPROVEMENT DISTRICT**

By: Kathleen K. Hoyng
Kathleen K. Hoyng, Chairperson

Date: 3/31/03

Witness: [Signature]

Witness: Hele Skillings

CITY OF MIAMISBURG, OHIO

By: [Signature]
Its: City Manager

Date: 3/26/03

Witness: Kim Combs

Witness: [Signature]

MIAMI TOWNSHIP, MONTGOMERY COUNTY, OHIO

By: David E. Coffey

Date: 3-25-03

Its: President, BOT

Witness: [Signature]

Witness: [Signature]

CITY OF SPRINGBORO, OHIO

By: [Signature]

Date: 3/31/03

Its: CITY MANAGER

Witness: [Signature]

Witness: [Signature]

WASHINGTON TOWNSHIP, MONTGOMERY COUNTY, OHIO

By: [Signature]

Date: 3/25/2003

Its: TOWNSHIP ADMINISTRATOR

Witness: [Signature]

Witness: Sharon Denny

CITY OF CENTERVILLE, OHIO

By: [Signature]

Date: 3/31/03

Its: CITY MANAGER

Witness: [Signature]

Witness: Janita L. Schraack

PARTIAL SCOPE OF PROJECT TEAM ACTIVITIES

1. **Identify Specific Area.** The Oversight Committee will identify the specific area to be incorporated in the Austin Interchange Land Use and Development Plan with the assistance of the Project Team.
2. **Analyze and Categorize Existing Zoning, Development, Infrastructure and Utilities.** The Project Team will review the existing land use plans and zoning codes of the five local jurisdictions involved in the project and create a suitable method to categorize various land use designations and existing development within a single schema. The Project Team will prepare maps and written descriptions for use by the Oversight Committee that illustrate existing zoning and development within that schema for the area identified by the Oversight Committee to be incorporated in the Austin Interchange Land Use and Development Plan. The Project Team will also prepare similar maps that identify existing infrastructure and utilities serving the area to be incorporated in the Austin Interchange Land Use and Development Plan.
3. **Prepare Preliminary Future Land Use and Development Plan.** The Project Team will develop a preliminary future land use and development plan for the specific area identified by the Oversight Committee to be incorporated in the Austin Interchange Land Use and Development Plan, using the schema adopted for existing zoning and land use. The Project Team will prepare maps and written descriptions for use by the Oversight Committee that illustrate proposed future land use and development within that schema.
4. **Prepare Preliminary Future Infrastructure and Utility Plan.** The Project Team will develop a preliminary future infrastructure and utility plan for the specific area identified by the Oversight Committee to be incorporated in the Austin Interchange Land Use and Development Plan. The Project Team will prepare maps and written descriptions for use by the Oversight Committee that illustrate proposed future infrastructure and utilities for the area incorporated in the Austin Interchange Land Use and Development Plan.
5. **Prepare Final Future Land Use and Development Plan and Infrastructure and Utility Plan.** Following comments from the Oversight Committee, the Project Team will develop a final future land use and development plan and a final infrastructure and utility plan to be presented to the Oversight Committee and the participating local governments. The Project Team will update prepared maps and written descriptions.
6. **Assist Preparation of Preliminary and Final Financing Plans.** The Project Team will, in consultation with the appropriate staff and/or officials of the Parties, prepare a preliminary plan for financing local support for the construction of the Proposed Interchange and Improvements. The Project Team will prepare maps for use by the Oversight Committee that illustrate various alternatives developed. Following comments

from the Oversight Committee, the Project Team will prepare a final financing plan to be presented to the Oversight Committee and the participating local governments.

7. **Subsequent Assistance to Local Governments.** Within budgeted constraints, the Project Team will assist the TID and participating local governments in the process of local consideration and adoption of the Austin Interchange Land Use and Development Plan, including incorporating its final land use and zoning recommendations into local zoning ordinances and resolutions.
8. **General Consultation and Project Management.** The Project Team will be available for continuing consultation with the TID Executive Director concerning various elements of the management of the project.

**ADOPTED COMPONENTS
(RESERVED)**

PROJECT BUDGET

LINE ITEM	ED/GE	OTHER	TOTAL	NOTES
Planning & Zoning Consultant (To be selected)	\$125,000		\$125,000	See attached RFP
Real Estate Consultant (Gem Public Sector Services)	\$25,000	\$5,000	\$30,000	Already engaged by TID
Attorney Fees (Sebaly, Shillito & Dyer and Squire Sanders & Dempsey)	\$25,000	\$25,000	\$50,000	Already engaged by TID, 50/50 split between project and TID
Transportation Engineering Consultant (DLZ Engineers)		\$150,000	\$150,000	County Engineer's Contract for Interchange Justification Study & NEPA
TID Project Management	\$25,000	\$25,000	\$50,000	50/50 split between project and TID
TOTALS	\$200,000	\$205,000	\$405,000	

Upon execution of this Agreement by both parties, the City of Miamisburg agrees to tender to the TID the sum of Thirty Three Thousand Dollars (\$33,000.00) which is approximately equal to the amount required by the TID for the first sixty (60) days of the ED/GE project. Thereafter, payment by the City to the TID will be made on a reimbursement basis as more fully explained herein. The TID agrees to supply all Parties with monthly statements, or invoices, indicating therein the amount of monies expended by the TID in the furtherance of the ED/GE Scope of Work described in Exhibit A. This statement, or invoice, shall contain therein the date of individual expenditures, the name of the person or business enterprise paid, and the goods or services provided warranting the payment. The City will, within thirty (30) calendar days of the receipt by the City of such a statement, or invoice, reimburse the TID the amount stated in the TID's statement or invoice. Should the City determine that any amount of monies identified in the TID's invoice were expended for purposes other than the ED/GE Scope of Work described in Exhibit A, the City may, after consulting with the other Parties (other than the TID), reduce such payment by the amount of the alleged misapplication, or if already paid out seek reimbursement. The parties also agree that the Director of the Montgomery County Office of Economic Development and/or representatives of the City have the authority to meet with the TID

Executive Director and/or other representatives of the TID, and review the TID's documentation as the City deems necessary to determine that the TID's funds are being expended for the purposes set forth in the ED/GE Scope of Work described in Exhibit A.

Appendix B

Sample Resolution of Adoption



CITY OF *[INSERT CITY NAME]*

COUNTY OF MONTGOMERY

STATE OF OHIO

RESOLUTION NO.

A RESOLUTION TO ADOPT
THE AUSTIN CENTER LAND USE AND DEVELOPMENT PLAN

WHEREAS, the Montgomery County Transportation Improvement District (the "TID") has prepared a plan, including maps, tables, and descriptive matter, entitled the Austin Center Land Use and Development Plan; and

WHEREAS, in preparing the Plan, the TID made careful, comprehensive surveys and studies of the present conditions and future needs of the Plan's study area; and

WHEREAS, the Plan's study area includes land located in the City of *[INSERT CITY NAME]* (the "City"), as well as several other communities surrounding the Plan's study area; and

WHEREAS, the TID afforded the City and the other affected communities the opportunity for full and active participation in the preparation of the Plan; and

WHEREAS, the City's Planning Commission (the "Commission") has had the opportunity to review the Plan; and

WHEREAS, on *[INSERT DATE]* the Commission held a Public Hearing at *[INSERT LOCATION]*, attended by many residents and other interested persons; and

WHEREAS, on *[INSERT DATE]* the Commission satisfied itself as to the form and content of the Plan, voted to forward the Plan to the City Council (the "Council") and recommend adoption, with the final form and content noted in a *final* DRAFT Plan dated *[INSERT DATE]*; and

WHEREAS, on *[INSERT DATE]* the Council held a Public Hearing at *[INSERT LOCATION]*, attended by many residents and other interested persons; and

WHEREAS, on *[INSERT DATE]* the Council satisfied itself as to the form and content of the Plan, with the final form and content noted in a *final* DRAFT Plan dated *[INSERT DATE]*;

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of *[INSERT CITY NAME]*, County of Montgomery, State of Ohio:



SECTION 1. Adoption. The Council hereby adopts the Austin Center Land Use and Development Plan in its entirety including maps and text, with modifications included in the *final* DRAFT Plan dated ***[INSERT DATE]***.

SECTION 2. Transmittal. The Clerk of Council is hereby authorized to certify and transmit one attested copy of this Resolution to the Montgomery County Transportation Improvement District, for inclusion in the final bound copies of the Plan.

This Resolution is hereby declared to have been adopted by the Council of the City of ***[INSERT NAME OF CITY]***, County of Montgomery, State of Ohio, at a Meeting, called and held on the ***[INSERT DATE]***.

YEAS: ***[INSERT NAMES OR "NONE"]***
 NEAS: ***[INSERT NAMES OR "NONE"]***
 ABSENT: ***[INSERT NAMES OR "NONE"]***

CITY OF ***[INSERT NAME OF CITY]***,
 OHIO

[INSERT NAME OF PERSON SIGNING]

CERTIFICATION

I, the undersigned, do hereby certify that the foregoing is a true and correct copy of the resolution adopted by the Council of the City of ***[INSERT NAME OF CITY]***, County of Montgomery, State of Ohio, at a Meeting, called and held on the ***[INSERT DATE]***, and that I am duly authorized to execute this certification.

[INSERT NAME OF PERSON SIGNING]



TOWNSHIP OF *[INSERT TOWNSHIP NAME]*

COUNTY OF MONTGOMERY

STATE OF OHIO

RESOLUTION NO.

A RESOLUTION TO ADOPT
THE AUSTIN CENTER LAND USE AND DEVELOPMENT PLAN

WHEREAS, the Montgomery County Transportation Improvement District (the "TID") has prepared a plan, including maps, tables, and descriptive matter, entitled the Austin Center Land Use and Development Plan; and

WHEREAS, in preparing the Plan, the TID made careful, comprehensive surveys and studies of the present conditions and future needs of the Plan's study area; and

WHEREAS, the Plan's study area includes land located in the Township of *[INSERT TOWNSHIP NAME]* (the "Township"), as well as several other communities surrounding the Plan's study area; and

WHEREAS, the TID afforded the Township and the other affected communities the opportunity for full and active participation in the preparation of the Plan; and

WHEREAS, the Township's Zoning Commission (the "Commission") has had the opportunity to review the Plan; and

WHEREAS, on *[INSERT DATE]* the Commission held a Public Hearing at *[INSERT LOCATION]*, attended by many residents and other interested persons; and

WHEREAS, on *[INSERT DATE]* the Commission satisfied itself as to the form and content of the Plan, voted to forward the Plan to the Board of Trustees (the "Board") and recommend adoption, with the final form and content noted in a *final* DRAFT Plan dated *[INSERT DATE]*; and

WHEREAS, on *[INSERT DATE]* the Board held a Public Hearing at *[INSERT LOCATION]*, attended by many residents and other interested persons; and

WHEREAS, on *[INSERT DATE]* the Board satisfied itself as to the form and content of the Plan, with the final form and content noted in a *final* DRAFT Plan dated *[INSERT DATE]*;

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Township of *[INSERT TOWNSHIP NAME]*, County of Montgomery, State of Ohio:



SECTION 1. Adoption. The Board hereby adopts the Austin Center Land Use and Development Plan in its entirety including maps and text, with modifications included in the *final* DRAFT Plan dated **[INSERT DATE]**.

SECTION 2. Transmittal. The Township Clerk is hereby authorized to certify and transmit one attested copy of this Resolution to the Montgomery County Transportation Improvement District, for inclusion in the final bound copies of the Plan.

This Resolution is hereby declared to have been adopted by the Board of Trustees of the Township of **[INSERT TOWNSHIP NAME]**, County of Montgomery, State of Ohio, at a Meeting, called and held on the **[INSERT DATE]**.

YEAS: **[INSERT NAMES OR "NONE"]**
NEAS: **[INSERT NAMES OR "NONE"]**
ABSENT: **[INSERT NAMES OR "NONE"]**

TOWNSHIP OF **[INSERT TOWNSHIP NAME]**,
MONTGOMERY COUNTY, OHIO

[INSERT NAME OF PERSON SIGNING]

CERTIFICATION

I, the undersigned, do hereby certify that the foregoing is a true and correct copy of the resolution adopted by the Board of Trustees of the Township of **[INSERT TOWNSHIP NAME]**, County of Montgomery, State of Ohio, at a Meeting, called and held on the **[INSERT DATE]**, and that I am duly authorized to execute this certification.

[INSERT NAME OF PERSON SIGNING]



Appendix C Sample Regulatory Language



NAME OF JURISDICTION

COUNTY OF MONTGOMERY/WARREN

STATE OF OHIO

ORDINANCE NO. _____

A RESOLUTION/ORDINANCE TO SUPPLEMENT RESOLUTION/ORDINANCE/ ____, OTHERWISE KNOWN AS THE ____, OHIO, TO CREATE AND ESTABLISH LAND USE REGULATIONS TO GOVERN THE AUSTIN CENTER OFFICE/INDUSTRIAL PARK OVERLAY DISTRICT, AND TO AMEND THE OFFICIAL ZONING MAP TO DEFINE THE BOUNDARIES OF THE AUSTIN CENTER OFFICE/INDUSTRIAL PARK OVERLAY DISTRICT

WHEREAS, An Overlay District has been proposed in a manner as provided for in Chapter ____ of the Ohio Revised Code,

WHEREAS, as provided in ____, the ____ Commission has considered said District, including the preliminary development plan therefore, and has forwarded its recommendation on said proposed District and preliminary development concept plan to the Township Trustees/City Council; and

WHEREAS, as provided in Section ____, the Township Trustees/City Council has conducted the necessary public hearing on said District, including the preliminary development concept plan therefore, after receiving the recommendation of ____ Commission;

NOW, THEREFORE, BE IT ORDAINED by the Township Trustees/City Council of the _____, State of Ohio:

SECTION 1. Intent and Purpose. The Township/City hereby declares the intent and purpose of the Overlay District as:

1. To promote the orderly development of industrial and ancillary uses in a manner that is compatible with adjacent land uses and the health, safety and morals/welfare of the community at large.
2. To protect adjacent residential uses from the potentially negative impacts associated with office and industrial development through the use of buffer yards, earth berms, decorative screen walls and landscape screening or any combination thereof.
3. Limiting and controlling the number and location of driveway openings on arterials and requiring alternate means of access through shared driveways, service drives, and access off cross streets.
4. To ensure the development in the Overlay District will not impose an undue burden on public services and facilities, such as fire and police protection.



5. Require low level signage to minimize motorists distraction, avoid blight and clutter, promote aesthetics, unify signage with the overall character desired in the Overlay District while providing property owners and businesses with an appropriate mechanism to identify their location.
6. The location and arrangement of structures, parking areas, walks, lighting, and appurtenant facilities will be compatible with the surrounding land uses, and any part of the Overlay District not used for structures, parking and loading areas, or access ways, will be landscaped or otherwise improved.
7. Natural features such as watercourses, trees, and rock outcrops will be preserved, to the degree possible, so that they can be incorporated into the layout to enhance the overall design of the Overlay District.
8. Development in the Overlay District shall be designed to take advantage of the existing land contours in order to provide satisfactory road gradients and suitable building lots and to facilitate the provision of proposed services.
9. Promote alternative means of transportation through the Overlay District including walks linking places of employment with transit stops and ancillary permitted uses within the Overlay District.
10. Promote architecture and building materials that are both durable and esthetically pleasing creating a unified theme particularly adjacent to I-75 and arterial roads.
11. Promote passive areas for the use and enjoyment for those employed in the Overlay District such common break areas.
12. The final development plan will contain such proposed covenants, easements and other provisions relating to the proposed development standards as may reasonably be required for the public health, safety, and welfare/morals.

SECTION 2. Property Description. A legal description of the Overlay District is attached to this Application as Exhibit "A". A preliminary development concept plan showing the boundaries of the Overlay District and a generalized land use designations and site layout is attached to this Application as Exhibit "B".

SECTION 3. Regulatory Conflicts. Requirements of the Township/ City Zoning Resolution/Code shall apply unless the requirements found herein state otherwise. Where the regulations of this Overlay District are more restrictive, or impose higher standards



than Resolution/Zoning Code, the requirements of this Overlay District shall apply.

SECTION 4. Specific Overlay District Requirements.

- A. All uses listed in Attachment C, with the following additional provisions:
1. **Enclosed Buildings.** Any use, as well as any activity associated with any use, shall occur within a completely enclosed building. Outdoor storage of materials, vehicles, and equipment is prohibited.
 2. **Site Plan Review Required.** All uses shall be subject to site plan review pursuant to Chapter ___ and shall - regardless of conditional use status - conform to the conditional use standards enumerated in Section ____, as well as such additional performance standards as may be deemed appropriate by the Zoning/Planning Commission at the time of site plan review.
 3. **Warehousing Limitations.** Warehousing is a permitted accessory use ancillary to a permitted use of the Overlay District provided that the warehouse floor area does not exceed forty percent (40%) of the gross floor area of the principal structure.
 4. **Truck Terminals Prohibited.** No building shall accommodate the simultaneous loading and unloading of more than one (1) truck per ten thousand (10,000) square feet of gross floor area. Such loading and unloading facilities shall include, but are not limited to: truck docking berths, bays, any space inside or outside of a building, or trans-shipment point designed for loading or unloading trucks.
 5. **Supplemental Conditions.** On any lot or parcel adjacent to or within one hundred (100) feet of land zoned or used for residential purposes, the Zoning/Planning Commission may include, as part of approval of a site plan, supplemental conditions including but not limited to hours of operation, storage of materials and/or vehicles, and off-street parking and loading activity on such lot or parcel.
 6. **Accessory Use Limitations.** No accessory use or combination of accessory uses shall occupy more than fifteen (15) percent of the gross floor area of the building or building housing the principal use or combination of uses to which it relates.
- B. **Parking and Loading.** All uses shall conform to Chapter ___, with the following additional provisions:



1. Loading. Loading and unloading facilities shall not be located on the front of any building or any building wall facing Interstate 75. Further, loading and unloading facilities shall not be visible from any public right-of-way including Interstate 75, shall not be located in any yard or area abutting or within one hundred (100) feet of land zoned or used for residential purposes and shall be screened from view by an opaque barrier consisting of a decorative screen wall consistent in appearance and materials with that of the principal building, continuous evergreen planting, or some combination thereof.
 2. Parking Lot Setbacks. Parking lots shall be located no closer than 50 feet from street rights-of-way and 100 feet from residential districts.
 3. Parking Lot Location. Parking lots should be located in the side or rear yard, but no more than twenty five (25) percent of the approved number of parking spaces shall be located in front yards except for properties that abut Interstate 75. Parking between Interstate 75 and the principal structure is prohibited.
 4. Parking Lot Screening. All off-street parking areas, maneuvering aisles, driveways, and other paved surfaces along any arterial or collector road or adjacent to a residential use or zoning district shall be screened from public rights-of-way with an undulating earth berm with an average height of three (3) feet.
 5. Curbing. All off-street parking areas, maneuvering aisles, driveways, and other paved surfaces shall be completely surrounded by concrete curbing measuring six (6) inches in height.
 6. Islands. Interior landscaped islands shall be provided in all parking areas with twelve (12) or more parking spaces. Such islands shall measure in area not less than five (5) percent of the paved area on a lot or parcel. Each such island shall measure less than three hundred sixty (360) square feet and at least one hundred twenty (120) square feet. Plantings are required in each landscape island and shall include not less than one (1) tree and four (4) shrubs per one hundred eighty (180) square feet of island area or fraction thereof, along with ground cover, protective curbing, and provisions for irrigation and maintenance. Not more than twenty five (25) parking spaces shall be located between such islands.
- C. Area and Yards. All uses shall conform to Sections _____, with the following additional provisions:



1. Yards. All buildings shall be located not less than one hundred (100) feet from land zoned or used for residential purposes, not less than fifty (50) feet from any public right-of-way or other development perimeter line, and not less than twenty five (25) feet from any other lot line.
 2. Height. All buildings within two hundred (200) feet of land zoned or used for residential purposes shall not exceed thirty five (35) feet in height.
 3. Impervious Surface Ratio. Not more than eighty (80) percent of the area of any lot shall be covered with any combination of buildings, pavement, or other impervious surfaces.
- D. Landscaping and Screening. All uses shall conform to Section ____, with the following additional provisions:
1. Screening. All lots and parcels in this district shall be screened from land zoned or used for residential purposes by a berm or earthen mound, not less than six (6) feet in average height, with a slope not exceeding 1:3 (height:width). Not less than one (1) evergreen tree six (6) feet in height or taller planted for every fifteen (15) lineal feet of berm, as well as not less than one (1) deciduous tree two (2) inches in caliber or greater for every forty (40) lineal feet of berm shall be planted. The earthen mound shall undulate in height and all plantings shall be staggered or clustered to create a natural look.
 2. Tree Conservation. Where existing trees are to be conserved, tree conservation easements, in a form suitable for recording, shall be submitted for review and recorded upon approval. The __ Commission may permit existing trees and plant material to be used in lieu of the above screening requirement provided that a perpetual conservation easement is provided. The __ Commission may require additional tree plantings where the natural vegetation is thin or otherwise does not adequately screen the property from view.
 3. Street Trees. One (1) street tree shall be planted for every forty (40) lineal feet of frontage along each arterial or collector road right-of-way.
 4. Foundation and Yard Plantings. All buildings constructed in the district shall include generous foundation plantings on all elevations visible from the public right-of-way and tree shall be planted around the building and in the adjacent yards for every 1,500 square feet of gross floor area, all subject to _____ Commission approval as part of site plan review.
 5. Entrances. All entrances to the district, as well as any lot or parcel in the district, shall be generously landscaped.



6. Landscape Plan. Each development proposal and each lot shall have a landscape plan that proposes landscaping that is complementary to the site and the Overlay District including, but not limited to deciduous and evergreen trees and shrubs. Color should be provided through the use of annual and perennial flower beds.
- E. Signage. All uses shall conform to Chapter ____, with the following additional provisions:
1. Monument Sign. Businesses with frontage on Miamisburg-Springboro Road, Austin Pike or SR 741 shall have one (1) low profile monument sign, a maximum of eight (8) feet in height and ten (10) feet in width. Businesses with frontage on all other roads shall have one (1) low profile monument sign, a maximum of six (6) feet in height and ten (10) feet in width.
- Lots with road frontage greater than 500 feet and corner lots with frontage of at least 250 feet may erect two monument signs. Each business located adjacent and contiguous to I-75 may erect one additional monument sign, visible from I-75 only, with a maximum height of twelve (12) feet and a maximum width of fifteen (15) feet. All signs shall be lit with capped, exterior white ground lights which have a steady, stationary light of reasonable intensity and are shielded from public rights-of-way and residential zoning districts.
- Monument sign design and materials shall complement the construction materials and architectural style of the principal structure on the lot. Landscaping, equal in area to the monument sign, shall be provided around the base of the monument sign to create an aesthetically pleasing identification for the business it advertises.
2. Pole Signs. Pole signs are prohibited.
 3. Wall Sign. One (1) signature wall sign is permitted on the building wall that face I-75, provided that such sign shall not exceed one (1) square foot per lineal foot of lot frontage, not to exceed two-hundred twenty (200) square feet. The wall sign shall not extend above the roof line on the building that it is attached.
- F. Architectural Standards. All uses shall conform to the following additional provisions:
1. Windows. All visible from the road right-of-way elevations shall include window openings at regular intervals. All glass facades are prohibited.



2. **Materials.** Not less than sixty (60) percent of the surface area of all visible elevations shall be constructed of high quality exterior building materials such as brick, jumbo brick, stone, cultured stone, or burnished, scored, or split face block. Metal, vinyl siding, and exposed CMU block shall be prohibited as exterior building materials on all visible elevations.
 3. **Ornamentation.** All visible elevations shall include decorative features such as cornices, pilasters, and contrasting horizontal bands.
 4. **Facade Orientation.** Any lot with frontage on an arterial road shall be considered as a “front” side for design purposes, regardless of whether the lot has additional frontage on another public or private right-of-way.
 5. **Corner, Through, and Double Frontage Lots.** Any street side of any corner, through, or double frontage lot shall be considered as a “front” side for design purposes, regardless of how many public or private rights-of-way the lot fronts.
- G. **Mechanical Equipment and Accessory Structures.** All uses shall conform to the following additional provisions:
1. **Front Yard Prohibition.** Mechanical equipment shall not be located in a front yard or in front of a building.
 2. **Screening.** All mechanical equipment, including both ground-mounted and roof-mounted equipment, shall be screened from view from adjacent public and private rights-of-way, as well as from all property zoned or used for residential purposes, through the use of evergreen plantings or enclosures. Site cross sections and other data may be required to determine conformance to this requirement.
 3. **Trash Receptacles.** Trash receptacles shall be screened on three (3) sides with durable building materials consistent in appearance and materials with that of the principal building. The fourth side shall be screened with an opaque gate with a lockable latch assembly, as well as bollards to protect adjacent vehicles from gate overswing.
- H. **Security.** All uses shall conform to the following additional provisions:
1. **Fences.** No fence is permitted in front yards. Fences shall not include barbed wire or other spikes or hazards. Fences shall not be permitted on corner, through, or double frontage lots.



2. Lighting. Buildings and parking lots shall be illuminated. Light shall not exceed one (1) footcandle along any property line adjacent to land zoned or used for residential purposes. All lighting shall be directed downward and shielded from view.

I. Access Management. The standards contained in the ____ Access Management Study prepared by DLZ, Inc., for Montgomery County shall apply.

SECTION 5. Severability. This Resolution/Ordinance and the various parts, sentences, paragraphs, sections, and clauses thereof are hereby declared to be severable. Should any part, sentence, paragraph, section, or clause be declared unconstitutional, null, or void by a court of competent jurisdiction, such declaration shall not have any effect on the validity of the remaining parts, sentences, paragraphs, sections, and clauses of this Ordinance.

SECTION 6. Effective Date. This Resolution/Ordinance shall become effective thirty (30) days after the date of adoption of this Ordinance, or at the earliest date otherwise provided by law.

This Ordinance is hereby declared to have been adopted by the City Council of the City of /Township Trustees of ____Township, Montgomery County, State of Ohio, at a Meeting called and held on the __ day of _____, __.

YEAS:
NEAS:
ABSENT:

_____TOWNSHIP/CITY OF _____

Authorizing Signature

CERTIFICATION

I, the undersigned, do hereby certify that the foregoing is a true and correct copy of the resolution/ordinance adopted by the Township Trustees/City Council of the _____, State of Ohio, at a Meeting held on the __ day of _____, __, and that I am duly authorized to execute this certification.

Austin.over.lay.2nd.drft.wpd



EXHIBIT "A"

Permanent Parcel Number: *(insert)*

Legal Description: *(insert)*

(Not included in example)



EXHIBIT "B"

Preliminary Site Plan:

(Not included in example)



EXHIBIT "C"**1. Permitted Uses**

Industrial and Research and Development

1. Industrial or scientific research, design, and testing centers, together with related research and engineering laboratories and office buildings to accommodate executive, administrative, professional, accounting, engineering, architectural, and support personnel.
2. Manufacturing that uses advanced or leading technology in the manufacturing process excluding the uses prohibited under Section ____.
3. Food research, pharmaceutical research, and similar operations including pilot or experimental product development,
4. Telecommunications companies engaged in electronic transfer, routing, and processing of information.
5. The manufacture or assembly of general, precision, medical, dental, and optical instruments and goods; plastic, metal, and rubber products; and tools, hardware, and cutlery.
6. The manufacturing, compounding, assembling, or treatment of articles or goods from the previously prepared materials: bone, cellophane, canvas, cloth, cork, feathers, felt, fiber, fur, glass hair, horn, leather, paper, precious or semi-precious metals or stones, shell, textiles, tobacco, yarns, wax, wire, and wood.
7. The manufacturing, compounding, processing, packaging, treatment, or fabrication of such products as: bakery goods, candy, and food products; ceramics and pottery; cosmetics and dies; and clothing, jewelry, and apparel accessories.
8. The manufacture or assembly of electrical appliances, electrical and electronic equipment, electronic instruments or precision devices, including the manufacture of parts for such devices.
9. Printing, lithography, blueprinting, and similar uses.
10. Data processing and computer centers, including electronic data processing and computer equipment service establishments.

Offices

1. Office buildings for any of the following occupations: administrative services,



accounting, clerical, drafting, education, executive, insurance, professional, real estate, research, sales agent, stock broker, technical training, stenographic, or writing.

- a. General office buildings and uses, provided that goods are not manufactured, exchanged, or sold on the premises.
- b. Medical and dental clinics or offices.
- c. Hospitals.
- d. Veterinary Hospitals.
- e. Business schools and colleges, or vocational training schools, dance schools, music and voice schools, and art studios.
- f. Electronic data processing and computer centers.
- g. Photographic studios.

2. Conditional Uses

The following uses may be permitted by the __ Commission, subject to the conditions specified for each use; review and approval of the site plan and application by the __ Commission; the imposition of special conditions which, in the opinion of the __ Commission, are necessary to fulfill the purposes of this Resolution/Ordinance; and, the provision set forth in Section ____.

1. Accessory retail and service uses that are intended to serve the employees and guests of the principal use. The accessory use shall be incidental to the principal use, located within the principal structure, and shall not exceed fifteen (15) percent of the gross floor area of the principal use. Permitted accessory retail and service uses shall be limited to the following:
 - a. Convenience orientated retail uses that cater to the needs of employees and guests of the principal use such as drug stores, convenience stores, uniform supply stores, or similar retail business as determined by ____.
 - b. Personal service establishments such as beauty and barber shops, fitness centers, child care, dry cleaning drop-off and pick-up establishments, travel agencies, tailor shops, or similar service establishments.
 - c. Dine-in restaurants without drive-through facilities.



- d. Financial institutions, including banks, credit unions, and saving and loan associations.
- b. Ancillary business service support uses are permitted independent of a principally permitted use to provide service and amenity related uses for the businesses, employees, and guests of the office / industrial office park. Such uses shall be permitted only as determined by the ____, with the maximum area devoted to any combination of such uses not to exceed fifteen (15) percent of the gross land area of the entire Overlay District. The permitted conditional uses shall be clustered around one (1) or more internal intersections within the development as shown on Attachment B Preliminary Site Development Concept Plan.
- a. Automobile filling and service stations and repair garages, including quick oil change or lubrication stations.
 - b. Financial institutions, including banks, credit unions, and saving and loan associations.
 - c. Hotels, Motels, and Conference Centers
 - d. Retail establishments under 15,000 square feet such as convenience stores, drug stores, uniform supply stores, or similar retail business.
 - e. Personal service establishments which are intended to serve workers or visitors in the district or nearby residents, such as beauty and barber shops, corporate fitness centers, dry cleaning establishments, travel agencies, tailor shops, or similar service establishments.
 - f. Standard restaurants without drive through facilities.



3. Uses Not Permitted

1. Building material sales, including establishments which sell hardware, glass, paint, and lumber, and which may require outdoor retail or wholesale display or sales area. Outdoor storage of materials and equipment shall be prohibited.
2. Any retail establishment larger than 15,000 square of gross floor area.
3. The assembly or manufacture of automobiles and automobile bodies.
4. Machine and tool and die shops; metal buffing, plating and polishing shops; metal and plastic molding and extrusion shops, millwork and planing mills; painting and sheet metal shops; undercoating and rustproofing shops; and welding shops.
5. Warehouse, material handling, packaging and product distribution facilities.
6. Mini-storage or self-storage facilities of any kind or size, whether for rental or sale are not permitted.
7. Truck, tractor, and trailer sales, rental and repair.
8. Truck terminals, truck plazas, truck stops.
9. Food research, handling, preparation and packaging of fish, sauerkraut, vinegar, yeast, and rendering or refining of fats and oils.
10. Heating and electric power generating stations.
11. Drive-in theaters
12. Junk, scrap, wrecking yards, or salvage yards where the operations are for the conversion of saleable materials.
13. Petroleum refining, petroleum storage.
14. Processing, refining, or storage of food and foodstuffs.
15. Sewage disposal plants and landfills.
16. Coal, coke, and fuel yards.



17. Private outdoor recreation uses, such as archery ranges, baseball, football or soccer fields, bicycle motocross (BMX) tracks, court sports facilities, golf driving ranges, swimming pools, and similar outdoor recreation uses except as developed as an accessory use to an approved permitted or conditional use.
18. Cement, lime, gypsum, or plaster manufacturing.
19. Distillation of bone, coal, tar, petroleum, refuse, grain or wood.
20. Explosive manufacturing or storage.
21. Fertilizer manufacturing.
22. Compost or storage of garbage, offal, dead animals, refuse, or rancid fats.
23. Incineration, glue manufacturing, size or gelatin manufacturing where the processes include the refining or recovery of products from animal refuse or offal.
24. Livestock feeding yards, slaughtering of animals, or stock yards.
25. Petroleum or asphalt refining or manufacturing.
26. Smelting or refining of metals from ores.
27. Steam board hammers and forging presses.
28. Storage, curing and tanning of raw, green, or salted hides or skins.
29. Manufacturing involving the use of sulphurous, sulphuric, nitric, picric, carbolic, hydrochloric or other corrosive acids.
30. Commercial television, telecommunication, radio and microwave towers.



Appendix D

Employment Estimate Assumptions

Employment estimates were calculated based on generally accepted employment occupancy/density standards prepared in cooperation with Gem Public Sector Services. Average employment density standards for office, industrial, and commercial uses seldom mirror actual employment. The employment estimates derived in this report were generated using the following steps.

1. Determine the net land area by subtracting 15% from the gross parcel area to account for infrastructure and stormwater management.
2. Estimate Building Floor Area by multiplying the net land area by typical land to building ratios. A 1:4 land to building ratio for office and industrial development and a 1:5 land and building ratio for commercial development was used in this plan.
3. Estimate employment by multiplying the building floor area by typical employment densities by use type for every 1,000 square feet of floor space. The employment densities used in this plan follow: 3.5 employees/1,000 sq ft for office, 2 employees/ 1,000 sq ft for commercial, and 2.4 employees/sq ft for industrial and mixed use.

