NORTHEAST DAYTON NEIGHBORHOODS VISION

PREPARED FOR
The City of Dayton

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INTRODUCTION

A robust community engagement process in the first half of 2020 led to an emerging vision for the neighborhoods of Northeast Dayton. Corridor and strategic reinvestment in housing, local businesses, and placemaking along key corridors support an asset-based strategy.

SUMMARY

A range of planning efforts have been completed for the Northeast neighborhoods, some with years of evolving plans, while others have had almost none. Understanding the existing initiatives and identifying where opportunities for all neighborhoods to become stronger provides the basis for this document’s vision. The strategy for revitalization mirrors that of a place- and asset-based investment strategy: build on assets, focus on highest and best use, apply specific solutions with place-making, and prioritize nodes. The purpose of this document is to integrate all planning efforts in Northeast Dayton, identify gaps in the planning, and provide a singular vision that allows for flexibility and a multitude of redevelopment opportunities.

Applying Dayton’s place- and asset-based investment approach to Northeast Dayton results in several imperatives that are specific to each particular community. New development and adaptive reuse should be paired with open space and trail extensions such as the proposed Flight Line. Commercial corridors East Third Street and Troy Street which serve the immediate neighborhood will support local and small business owners. Opportunity sites for new mixed-income housing, for both ownership and rental, is increasingly important in the wake of the tornadoes of May 2019. Strengthening connections between these identified neighborhoods, opportunity sites, open space amenities, and flexible space for employment centers of the future becomes an essential component of catalyzing redevelopment and unifying all the plans and proposals of these larger communities.

The Study Area Boundary

The Northeast Dayton study area encapsulates a geographically disparate grouping of neighborhoods. Some are well connected, such as the Historic Inner East neighborhoods to those south of the Mad River, while others, such as McCook Field are separated by significant barriers such as the Miami River and industrial land uses.

- City boundaries to the east
- U.S. Highway 35 to the south
- Stillwater and Miami Rivers to the west
- City boundaries to the north

NORTHEAST DAYTON NEIGHBORHOODS

- Burkhardt
- DeWeese
- Eastern Hills
- Forest Ridge/Quail Hollow
- Gateway
- Kittyhawk
- McCook Field
- Newcom Plain
- Northridge Estates
- Old North Dayton
- Pheasant Hill
- Saint Anne’s Hill
- Springfield
- Wright View

Uniting the existing plans and understanding how they relate is a crucial first step.

The Northeast Dayton study area is comprised of 15 neighborhoods.

An aerial view of DeWeese, McCook Field, and Old North Dayton illustrating the barriers to connectivity between neighborhoods, but also the opportunities to better integrate all neighborhoods.
The History of Dayton’s Northeast Neighborhoods

INTRODUCTION
The fifteen neighborhoods that comprise Dayton’s Northeastern neighborhoods are bounded by I-35 to the south, the Stillwater River to the west, and to the easternmost city limits. This region’s expansive extents offers a diverse and comprehensive history of the city, from the tightly-knit immigrant communities in Old North Dayton and the comfortable mid-century suburbs of DeWeese and Eastern Hills to the industrial hub in McCook Field. These neighborhoods feature some of Dayton’s finest natural and recreational amenities, which have been the latest focus of redevelopment in the last few decades.

HISTORY
In the mid-nineteenth century, Dayton began to spread from its downtown center primarily towards the east, following parallel sets of arterial roads like First, Third, and Fifth Streets. This area south of the Mad River consisted primarily of relatively high-density single-family detached houses built in the popular Queen Anne, Gothic Revival, Italianate, and Second Empire styles. Between the wide east-west arterials and the now-decommissioned rail line connecting Downtown to the City of Kettering that bisected the area, these neighborhoods boasted vibrant commercial corridors and beautiful residential streets.

Development further to the east began to boom once veterans from World War II returned to the city, starting families and building new houses in neighborhoods like Wright View and Eastern Hills. These areas feel much more suburban than adjacent Burkhart or Historic Inner East, with winding roads that largely abandon Dayton’s street grid, smaller houses with larger lots, and more green space.

Springfield, the neighborhood lining the southern edge of the Mad River and ending at East Third Street, was the train depot for the B&O and Erie Railroads as well as associated light industrial buildings. Only three roads cross through the Springfield industrial area and bridge over the Mad River, at Webster Street, Keowee Street, and Findlay Street. Springfield, the neighborhood lining the southern edge of the Mad River and ending at East Third Street, was the train depot for the B&O and Erie Railroads as well as associated light industrial buildings. Only three roads cross through the Springfield industrial area and bridge over the Mad River, at Webster Street, Keowee Street, and Findlay Street.

Historically, the areas along the edges of rivers were industrial and featured very few residences; this condition is still evident on the northern edge of the Mad River. Connecting to the east, Ohio State Route 4 was built to parallel the river in 1959 and meets I-75 just north of Deeds Point MetroPark.

Residential development in the Old North Dayton neighborhood is mostly relegated between I-75 to the west, Valley Street and Rt. 4 to the south, and Stanley Ave to the north and features a rich history. German and Eastern European immigrants first settled in the neighborhood in the early 1900s to work at the venerable firms at the time. Now the Kossuth Smith Car Company, a rail car manufacturer that ranked among Dayton's largest and most venerable firms at the time. The building that houses Amber Rose restaurant in Old North Dayton was built in 1910 and held a general store and deli called Sig’s until the 1980s.

In the latter half of the twentieth century, the industrial giants that attracted immigrants from around the world to the then-bustling city of Dayton began to decline; however, the preceding period of innovation, entrepreneurship, and production was centered in the relatively small neighborhood sandwiched between the Miami River and I-75: McCook Field. The name of this area derived from the airfield established here as the home of the Aviation Service’s Engineering Division in the early 1900s and is one of several important sites in Dayton’s prolific aviation history.

After the airfield closed, the McCook Field neighborhood became a target area for business development due to its proximity to Downtown. The area soon became a commercial and manufacturing hub with more modern single-story structures, with art deco features and ample parking. New business opportunities for McCook Field continued throughout the 1950s as the interstate highway system developed and I-75 was built. Today, the McCook Field area continues to attract business uses and add jobs to the local economy. Despite tornado damage sustained by some businesses in 2019, most have rebuilt and made additional investments continuing McCook Field’s history as a robust business.
and commercial center, second only to Downtown in employment.

While today McCook Field wouldn’t be considered suburban, in 1947, local department store owner Arthur Beerman decided to build a new store outside of Downtown and selected the McCook Field neighborhood, anchoring the McCook Shopping Center with an Elder Beerman store. Although this retail no longer exists, its development is illustrative of this unique neighborhood’s attractiveness for local entrepreneurs. Among the many businesses that continue to thrive in this area is a long-time Dayton favorite, Mike-Sells Potato Chips. In 2012, the company celebrated its 100th year making chips and catering to loyal Dayton customers that make up thirty percent of the business’s sales.

Like many Dayton neighborhoods, residential homes built in McCook Field developed in response to the growing job base. Earlier plans for this neighborhood indicated that housing would diminish as industry and commercial uses increased. Despite the ups and downs of the economy, this remains true as businesses have expanded. Unfortunately, many residential homes in McCook Field are further compromised by the environmental consequences of the Chrysler factory plume.

The two northwestern-most neighborhoods in this region, DeWeese and Northridge Estates, were historically the most rural neighborhoods within city limits and feature Triangle Park, Deweese Park, and Wegerzyn Gardens MetroPark, all picturesque recreational amenities along the Stillwater River. The residences here were built between the 1960s and 1990s as suburban-style, single-family dwellings with one or two stories and large, wooded lots.

The northernmost neighborhoods of Kittyhawk, Forest Ridge/Quail Hollow, and Pheasant Hill are more affluent neighborhoods with larger suburban-style homes. These neighborhoods were not the focus of this study.

Today, the neighborhoods covered in the Northeast region are clearly representative of Dayton’s rich and varied history, telling the story of industry, innovation, immigration, and growth.
Planning Process

COMMUNITY ENGAGEMENT

A three-step planning process was utilized for the neighborhoods of Northeast Dayton. The basis of this process is listening to stakeholders and residents with multiple feedback loops and inviting all partners to participate in the decision-making process. At each stage, we listen, repeat back, and invite input to be incorporated into the urban design and policy recommendations.

Step 1: Kick-off & Understanding
- In-depth download from City and CityWide staff about planning work-to-date
- Sharing of data, base-mapping, and drawings of proposed ideas
- Tour of Northeast Dayton neighborhoods
- Meetings with key stakeholders, such as business owners and neighborhood institutions, who have been active or will be central to executing the vision in the future

Step 2: Building the Vision
Residents, stakeholders, and city staff helped develop the vision in a four-day workshop that included:
- Coordination of existing plans for catalytic projects
- Live illustration of the vision
- Discussions about revitalizing commercial corridors and nodes
- Open house for the community to provide feedback and build support

Step 3: Documenting the Vision
- Incorporation of input from the workshop
- Further refinement of catalytic housing and development strategies

STAKEHOLDERS & PARTNERS
The planning process connected stakeholders and helped to leverage potential partnerships within the neighborhood. The stakeholders and partners who participated are active neighborhood leaders who will be engaged in the implementation of projects.
- City of Dayton
- CityWide
- Miami Valley Trails
- Five Rivers MetroParks
- Miami Valley Regional Planning Commission
- Salvation Army Kroc Center
- Ronald McDonald House
- Dayton’s Children Hospital
- Greater Old North Dayton Business Association and Business Owners
- Residents and Neighborhood Associations
- Philanthropic Community
- McCook Field Neighborhood Association
- Old North Dayton Neighborhood Association
- The Victory Project

ASSEMBLING PREVIOUS PLANS
The plans, projects, and other relevant information were consolidated into a single drawing that served as the base to begin to think about how the neighborhoods could be strategically stitched and linked together. The drawing that resulted from this work is shown on the following page.

MEETING DATES
- Step 1: December 2019 & February 2020
  - December 17: Team Kick-Off Meetings, Tour, and Focused Stakeholder Meeting
  - February 4: Focused Stakeholder Meetings, Team Meetings, and Neighborhood Listening Meeting
  - February 5: Focused Stakeholder Meetings
- Step 2: March 2-5, 2020
  - March 2: Team Kick-Off Meeting, Focused Stakeholder Meetings
  - March 3: Focused Stakeholder Meetings
  - March 4: Community Open House and Focused Stakeholder Meetings
  - March 5: Community Presentation and Feedback Discussion

Community Feedback
Community members were encouraged to make suggestions during the vision workshop.

Open House
Community members and UDA discuss design opportunities in Northeast Dayton.

Safety
Residents and UDA discuss the pedestrian and commercial experience of Troy Street.

Final Workshop Presentation
Early designs are presented for community members’ feedback.
Existing Plans and Projects

**NORTH OF THE MAD RIVER**
- McCook Field, Settlers Field, and Keowee Street
  - Keowee/Webster Corridor Rehab and Market Analysis
  - Keowee Street Improvements
  - McCook Field Neighborhood Strategic Plan
  - NFL Artificial Turf Field
  - New Webster Street Bridge
  - Bank Dayton Thermal VOC Plume Environmental Study
  - Valleycrest Landfill Reuse Assessment
- Old North Dayton:
  - Davinci Plan
  - Davinci Transportation Strategy
  - Old North Dayton Neighborhood Plan
- valley Street Corridor
  - Roncalli-Modena Muse Expansion
  - The Point and Valley Street Realignment
  - Valley Street Streetscape
  - Dayton Children’s Campus Plan
  - Dayton Children’s Child Health Pavilion
  - Street/Avon and Valley Street Landscapes
- Deer Park and E. View Corridor
  - Deer Park Plan
  - Five Rivers MetroParks Island Park Master Plan
  - Deer’s Fight

**SOUTH OF THE MAD RIVER**
- Third Street/Springfield
  - Springfield Streetscape
  - Studies for Third Street Road Diets
- The Flight Line
  - The Flight Line

**PREVIOUS PLANNING EFFORTS**
- Riverfront Master Plan
- Da Vinci Plan
- Da Vinci Transportation Strategy
- Five Rivers MetroParks Island Park Master Plan
- Keowee/Webster Corridor Rehab and Market Analysis
- McCook Field Neighborhood Strategic Plan
- Old North Dayton Neighborhood Plan
- City’s Transportation Plan
- City’s Urban Design Guidelines
- City’s Livable Streets Policy
- Valleycrest Landfill Reuse Assessment
- Behr Dayton Thermal VOC Plume Environmental Study
### Summary of Projects and Recommendations

#### North of the Mad River

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Number</th>
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<tbody>
<tr>
<td><strong>Kettering Field &amp; Keowee Gateway</strong></td>
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<td>1. NFL Artificial Turf Field</td>
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<td>2. Kettering Field Improvements</td>
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<td>3. Keowee Commercial/Cultural Development</td>
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<td>4. Stanley Avenue District Branding</td>
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<td><strong>Webster Street Corridor</strong></td>
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<td>1. Streetcaps Project</td>
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<td>2. Art Hub at the Crystal Rug Building</td>
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<td>3. LED Lighting at the Underpass</td>
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<td>4. Commercial/Residential Incentive Grant Program</td>
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<td>5. Park or Housing at the Corner of Keowee &amp; Webster</td>
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<td><strong>Troy Street Corridor</strong></td>
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<td>1. Streetcaps Project</td>
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<td>2. Commercial/Residential Incentive Grant Program</td>
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<td>3. Main Street Gateway</td>
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<td>4. Builds of Commercial Buildings</td>
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<td>5. New Commercial Building at Warner &amp; Troy St.</td>
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<td>6. Emergency Parachute Landing Gardens</td>
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<td>7. Parking Lot Beautification</td>
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<td>8. Turn Vacant/Undeveloped Lots into Community Amenities</td>
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<td>9. Mixed-Income Housing at St. Stephens St. Sandwich</td>
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<tr>
<td><strong>Valley Street Corridor</strong></td>
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<td>1. Ronald McDonald House Expansion</td>
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<td>2. The Point and Valley Street Realignment</td>
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<td>3. Potential new mixed-income housing across the Dayton Childrens</td>
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<td>4. Renovate the Valley St. Warehouse Building</td>
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<td>5. Mixed-income Housing at the Point</td>
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<td><strong>Sui Generis Corridor</strong></td>
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<tr>
<td>1. Implement the Riverfront Plan</td>
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<td>2. Rogers Park Improvements</td>
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<td>3. Recoup the Rookwood Exit</td>
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<td>4. Post-Tornado Stabilization efforts</td>
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#### South of the Mad River

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<td><strong>Third Street Corridor</strong></td>
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<td>1. Short-Term Road Diet</td>
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<td>2. Long-Term Streetcap Project</td>
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<td>3. Third and 6th St. Inside</td>
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<td>4. Third and Linden Ave. Inside</td>
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<td>5. Third and Under Ave. Inside</td>
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<td><strong>The Flight Line</strong></td>
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<td>1. Trail Construction (Phase 1)</td>
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<td>2. Trail Construction (Phase 2)</td>
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<td>3. Trail Construction (Phase 3)</td>
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<td>4. Outlets V.puts</td>
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<td>5. Neighbored v.puts</td>
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<td>6. Under v.puts</td>
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<td><strong>Neighborhood Stabilization</strong></td>
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<td>1. TBD</td>
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<td>2. TBD</td>
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**INTRODUCTION**

**Common Themes**

**SUPPORT LOCAL AND ETHNIC BUSINESSES**

**Streetscapes and Placemaking**
The neighborhoods in this part of the City are home to many beloved restaurants, cafes, bakeries, and bars. However, many are located along streets that lack on-street parking, safe crosswalks, wide sidewalks, and street trees. Short term and long term placemaking interventions, such as painted art crosswalks, bump-outs for planting, and bicycle lanes would help slow traffic and create safe routes to and places around these businesses for patrons to enjoy.

**Commercial Facade/Renovation Grants**
The properties and businesses along Webster Street and Troy Street could benefit from targeted renovation grant opportunities. These grants could be used for facade improvements, tactical parking lot improvements, pop-up toolkits for outdoor dining, and other uses that help small, local businesses stay flexible and responsive to current needs.

**CONNECT NEIGHBORHOODS TO THE RIVERS AND OPEN SPACE AMENITIES**

**Connect to the Stillwater and Mad Rivers**
As the City implements projects from the Riverfront Plan, there are several connections that can enhance the ability of residents of the Northeast neighborhoods to access the rivers and open space amenities. For example, crosswalks across and bike lanes along E. Third Street, improvements to Kettering Field and along E. Helena Street, and addressing a bike connection for N. Findlay Street would better connect residents to open space.

**Connect Neighborhoods to the Flight Line to spur Economic Development**
The neighborhoods of Historic Inner East, Huffman, and Burkhardt will benefit from adjacency to the Flight Line. The City has developed robust plans and visions for the design of the rails-to-trails open space. This plan explores how nodes of neighborhood development can start to form around key intersections with the trail. The trail can play a key role in improving the quality-of-life in these neighborhoods, supporting local businesses, and creating new housing opportunities.

**IMPROVE GATEWAYS**

**Improve gateways to better connect McCook Field and Old North Dayton**
As Downtown continues to thrive, McCook Field and Old North Dayton have an opportunity to draw that vitality across the river. Gateways under US-4 would connect Webster and Troy Street and make those routes more attractive and comfortable for pedestrians, cyclists, and people driving. For example, many people going to the Kroc Center come from Downtown across the Webster Street Bridge. Kettering Field is also a regional destination without an appropriate gateway approach. Lighting under the I-75 underpass, improved multi-use paths, and new flex employment uses would create a front door to Kettering Field on Keowee Street.

**Revive former gateways along Third Street to connect historical neighborhoods**
The Historic Inner East neighborhoods feel disconnected from downtown despite their proximity. As these neighborhoods evolve, reviving these historic corridors with improved streetscapes and active uses can help the Historic Inner East build off the successes of the Oregon District and Downtown.

**BUILD NEW HOUSING OPTIONS**

**Mixed-Income Housing in McCook Field and Old North Dayton**
The neighborhoods to the north of the Mad River have not seen new investment in housing construction in a very long time. These neighborhoods are home to many families, both homeowners and renters. Three key areas are ideal for mixed-income housing – Troy Street at St. Stephens across from Kiser Elementary School, The Point at the Valley Street and Keowee intersection and on Valley St. across from Dayton Children’s. These would bring investment to the neighborhoods north of the Mad River and would increase housing options.

**Housing along the Flight Line**
As the Flight Line becomes a reality, there is an opportunity to build new housing in the highly desirable Historic Inner East neighborhood and in the future, Burkhardt. New housing could be a mix of homeownership and rental, in a mix of building types — lofts, townhouses, and small apartment buildings. Residents would have access to downtown and the regional trail system immediately outside their front doors.
**Place- and Asset-Based Development Framework**

**Asset-Based Development Framework**
Pioneered by the work of Northwestern University academics John McKnight and Jody Kretzman, asset-based development approaches have become the norm for local governments trying to revitalize their communities. Fueled by an interest in their 1993 seminal book, *Building Communities from the Inside Out*, cities across the country began to embrace the authors' emphasis and examples of locally driven, inclusive community development. Using the metaphor of a “glass half full,” cities, including Dayton, began to rethink their approach to neighborhood revitalization.

Asset-based community development’s premise is that local communities can drive the development process by identifying and mobilizing existing—but often unrecognized—assets. These include: the resources of public, private, and non-profit institutions; the physical infrastructure and space in a community; the economic resources and potential of local places; the local history and culture of a neighborhood; the skills of local residents; and the power of local associations and groups.

**The City’s Adoption of Asset-based Development**
In 1998, the City of Dayton began to employ asset-based development strategies to revitalize communities employing the following principles:

- **Assets**: Identifying the strengths of neighborhoods, people, and places.
- **Relationships**: Effectively engaging residents and key stakeholders in meaningful dialogue about their community while clarifying roles, limitations, and opportunities.
- **Strategic partnerships**: Engaging businesses, non-profit institutions, and residents around mutual self-interest and a consensus vision.
- **Leveraged Investment**: Building on public investments and attracting new funding and partners.

The City has played an active role in establishing asset-based community development projects throughout the City. These include: the Genesis Project, the Phoenix Project, the Da Vinci Collaborative, the Greater Wright-Dunbar Collaborative, and Renew Miami Chapel, Dayton’s Choice Neighborhood Development.

Using this approach, over the last decade, hundreds of million dollars in investment has occurred in Northeast Dayton.

**KEY NODES IN NORTHEAST DAYTON**
- Kettering Field and Keowee Street
- Webster Street and Keowee Street
- Keowee Street and Valley Street
- Troy Street and Dell Street
- Troy Street and Chapel Street
- Troy Street and Warner Avenue
- Third Street and Dutoit Street
- Third Street and June Street
- Third Street and Linden Street
15-YEAR VISION FOR NORTHEAST DAYTON

Strengthening corridors, supporting local businesses through placemaking, building on institutional strengths, and connecting to new greenways makes up the strategy for Northeast Dayton.

This plan is based on a strong foundation of planning, partnership, and collaboration in the Northeast neighborhoods. This vision pulled together many efforts that were already underway, such as the DaVinci Project, and explored visions for placemaking, housing, and small business support along major active corridors. The opportunities in these neighborhoods require fine-grained partnerships with existing owners.

NEIGHBORHOODS NORTH OF THE RIVER

Keowee and Webster Street Corridors
These corridors bring visitors from the region or from Downtown into McCook Field. Opportunities include aesthetic and placemaking improvements and supporting businesses:
- Employment uses at Helena St. & Keowee St.
- Improvements to Kettering Field and the pedestrian connection to the Kroc Center
- Webster streetscape and renovation grants

Troy Street Corridor
Troy Street is the neighborhood center of Old North Dayton. Growth and success on the Troy Street corridor could be supported by:
- New housing across from Kiser Elementary
- Building reuse between Dell and Leo Street
- A revitalized node at Dell Street the draws energy and pedestrians from The Point

Valley Street Corridor
On Valley Street, opportunities include:
- New housing across from Dayton Children’s Hospital
- New housing and public space at The Point (Valley Street realignment at Keowee St.)

NEIGHBORHOODS SOUTH OF THE RIVER

East Third Street Corridor
Residents and business owners are in consensus that Third Street is wider than it needs to be and that additional width could be used to create pedestrian crossings, landscaping, bike lanes, and on-street parking.

Flight Line Corridor
The conversion of the Norfolk Southern rail right-of-way into a signature trail and linear park presents growth and quality-of-life opportunities for the neighborhoods that connect to the trail.

IMPLEMENTATION
The final section of this Vision Plan focuses on the sequencing necessary to achieve each project and initiative described in the plan. Projects are categorized as public or private. The Implementation section outlines project leads, time frames, and potential funding sources.
NEIGHBORHOODS NORTH OF THE MAD RIVER

Revitalizing corridors with streetscapes, vibrant local retail nodes, and new housing options builds on the anchors and investments already being made.

INTRODUCTION

The Neighborhoods immediately north of the Mad River are well positioned to draw the economic strength of downtown across to the neighborhood commercial corridors of Webster Street, Troy Street, and Valley Street.

Old North Dayton and McCook Field have been the focus of the DaVinci Project, led by CityWide with the partners — Dayton Children’s Hospital, The Salvation Army, the City of Dayton, the Greater Old North Dayton Business Association, St. Mary Development, Vectren, and Five Rivers MetroParks. The adopted plan for community improvement focuses on target zones including: strategic acquisition and demolition of blighted structures, improved wayfinding and corridors, placemaking, and community organizing. Several investments identified through the DaVinci Project are already underway and catalyzing growth — the Valley Street realignment at The Point, improvements on Valley, Keowee, and Troy Streets, wayfinding and signage, and the Children’s Garden.

Over the past decade, these neighborhoods have diversified, with immigrant populations investing in homeownership, renovations, and small businesses. Continuing to build on these strengths is the basis of the asset-based strategy. Unfortunately, these neighborhoods have also faced difficult environmental challenges, from the plume contamination to damage from the 2019 Memorial Day EF4 tornadoes. Improved gateways, new housing, and local nodes of activity are examples of initiatives that are achievable in the short- to mid-term.

Neighborhoods further north and east from the Mad River include DeWeese, Northridge Estates, Gateway, Forest Ridge/Quail Hollow, and Pheasant Hill. For the most part, these neighborhoods are stable residential communities that feature unique, well-maintained housing stock and numerous natural and recreational amenities. Home to Wegerzyn Gardens MetroPark and its Children’s Garden, the Dayton Playhouse, Howell Field, the Jim Evans Bakery at Troy and Warner Avenue and other small, locally owned businesses anchor Old North - Troy Street is the neighborhood main street.

The Children’s Garden on Valley Street, across from Dayton Children’s Hospital.

The historic Duncarrick Mansion was restored and serves as the administrative offices for the Ray and Joan Kroc Corps Community Center.

View from Kelly Avenue, looking towards Farr Drive and the Sunoco site. Housing in this area was damaged by the tornado.

Map of the DaVinci Project Focus Area
Nichols Tennis Complex, and the Boonshoft Museum of Discovery, DeWeese is a highly desirable neighborhood. Despite this wealth of amenities, there remains some disconnect to the rest of the city. Connectivity to emerging neighborhoods in this region is imperative.

Some areas in DeWeese were also affected by the 2019 Memorial Day EF4 tornadoes, damaging trees and some houses in and around the Wegerzyn Gardens MetroPark. Although the damage sustained from the tornadoes was not as severe as that of Old North Dayton, the scattered nature of damage to trees and homes requires a more piecemeal solution.

The neighborhoods at the north and east edge of this study area should continue to enhance their residential character. Drawing out existing strengths and connecting to emerging areas in nearby neighborhoods will benefit the entire region, creating more vibrant retail nodes and inviting connections to open space.

The following pages will describe several strategic initiatives in McCook Field, Old North Dayton, and DeWeese.
McCook Field: Kettering Field and Keowee Street

OVERVIEW

This segment of the McCook Field neighborhood is home to two regional recreation destinations - Kettering Field and The Salvation Army Kroc Center. Additionally, the City invested $10.5 million in streetscape improvements on N. Keowee Street from E. Helena to Stanley Avenue — new sidewalks, street lights, and signage.

Challenges

- N. Keowee Street walkability and the lack of pedestrian access along the I-75 underpass between the Kroc Center and Kettering Field
- Several large properties are currently vacant or underutilized
- The entry to Kettering Field is not very clear or celebrated

Opportunities

- A new NFL field has been installed at the corner of N. Keowee Street and E. Helena Street. This presents a new opportunity to create a new entrance to and parking for Kettering Field
- The existing riverfront trail provides good access to the park and the Riverfront Plan proposed that North Bend Drive be turned into a pedestrian promenade
- Redevelop vacant buildings and parcels with employment uses

RECOMMENDATIONS

A New Gateway to Kettering Field

The corner of N. Keowee and E. Helena Street should become the new entrance to the Kettering Field area. A new monument sign for the park, connection into an off-street multi-use path, and re-organized parking off E. Helena Street would re-orient and improve the entry experience of visitors coming to the park. Development uses across E. Helena would provide retail amenities for park-goers. Additional park improvements were explored in the Riverfront Plan and could include:

- Multi-use sports courts
- Natural grassland and habitat areas
- Boardwalks and trails through the park

Aerial of existing conditions.

The recently completed NFL artificial turf field at Kettering Field is a critical investment for the neighborhood.
• Relocate parking to be accessed from E. Helena Street, rather than N. Bend Road
• Create panels with historic images and information about McCook Field and its significance in Dayton's history.

**Flex Employment Uses**
The two large vacant parcels and buildings on Keowee present a unique opportunity. An art deco movie theater, formerly McCook's theater (on the northwest corner of Keowee and Bannock), and the first indoor shopping mall in Dayton (on the northwest corner of Keowee and Helena) could be redeveloped as flex employment uses.

As building construction costs rise, there is a need to find less onerous building types and materials. At the same time, there are entrepreneurs, small manufacturers, and start-ups looking for flexible space. This sector is often referred to as Production, Distribution, and Repair (PDR). They are uses that often don’t fit into standard retail commercial areas and require different kinds of spaces, but also can create a unique maker character and culture. These two sites are ideal for PDR because similar uses are already clustered in the Stanley Avenue corridor — florists, printing and design companies, and small manufacturers.

Redevelopment could be done in partnership with Sinclair Community College and the Entrepreneurs Center in Tech Town to provide affordable space for emerging businesses. The design of this new development could help reinforce the needs of these types of tenants while keeping construction costs as low as possible:

• Hybrid pre-engineered metal buildings with masonry storefronts
• Art-deco and mid-century architectural style influences
• Open floorplates without columns interrupting the flow of the space
• Shed roofs, raised loading docks flush with the work space, optional mezzanines
• Retail frontage and visibility into manufacturing space

**Stanley Avenue Industrial District**
The Stanley Avenue Loop east of Keowee has a unique character, with manufacturing and small light industrial uses clustered together. Many of the buildings were developed in the 1950s and 1960s, with a mid-century style that is in high demand.

While GONDBA serves as an organizer all of the businesses in Greater Old North Dayton, there’s an opportunity for the business owners in this Stanley Avenue district to organize and develop a branded identity for the area. Signage and being in a branded district could create value for business owners and help tie existing businesses to new development.

**DEVELOPMENT PROGRAM FOR KEOWEE FLEX EMPLOYMENT**
- 48,000 SF flex/production space
- 6,000 SF Retail
- Multi-use path to replace the bike lanes on E. Helena Street
- On-street parking next to new retail uses

Example of flex employment buildings that can house maker or production space.
HISTORIC IMAGES OF MCCOOK FIELD
McCook Field: Webster Street Corridor

OVERVIEW

Webster Street is an important route in and out of the northern neighborhoods to destinations like the Kroc Center and Kettering Field. The district faces challenges, but also has opportunities to become a more welcoming gateway into the McCook Field neighborhood.

Challenges

• High-speed, dangerous vehicular traffic along Webster and lack of streetscaping make the street challenging and unpleasant for pedestrians.
• While there are several successful businesses on Webster, they are largely industrial and do not activate the street.
• Vehicles, including large shipping trucks, use Herbert Street (via Webster Street) to access OH-4 and I-75.

Opportunities

• Historic buildings on the southern end of the street create a unique sense of place.
• Vacant buildings and lots at the corner of Ewing Street and Webster Street.

RECOMMENDATIONS

Streetscaping

• Build bump-outs at key intersections (as driveways permit) with trees, landscaping.
• Install pedestrian-scaled street lights.
• Work with property owners to plant trees where possible, within the right-of-way and on private property, but on the building side of the sidewalk.
• LED lighting should be installed at the underpass to make a more pedestrian-friendly connection and gateway from the new Webster Street Bridge.

New Parklet at Ewing and Webster Streets

• Several vacant lots and a vacant house at this corner present an opportunity for a new open space.
• This space could serve as gathering space for residents in the McCook Field or outdoor activities related to a possible artist incubator across Ewing Street.
• There is potential for collaboration with Salvation Army.

Reuse of Existing Buildings

• The Crystal Rug building at the intersection of Keowee Street and Ewing Street has a unique character—it is a triangular two-story Spanish Revival building. This building could be curated as an artist hub, with exhibition and co-working space.
• Other commercial buildings along Webster Street should be targeted for renovation and reuse.
• Fund a commercial and residential facade grant program focused on Webster from Herman Avenue to Keowee Street.

Location Map

Corridor Plan for Webster Street.
EXISTING CONDITIONS

EXISTING Street configuration of Webster Street

RECOMMENDED IMPROVEMENTS

Proposed street configuration of Webster Street
Old North Dayton: Troy Street Corridor

OVERVIEW
Troy Street is the primary neighborhood main street for Old North Dayton, with local restaurants, library, ethnic grocery stores, food trucks, and opportunities for building on that local identity.

Challenges
• Troy Street is a mix of commercial and residential properties. Some historic mixed-use commercial buildings are vacant or being occupied by residential ground floor uses. Some people in the neighborhood would like to see those ground floors transitioned back to uses that engage the street.
• Existing buildings need improvements and/or renovations.
• Parking lots along Troy bleed into the sidewalk, without definition or landscaping, making the pedestrian realm dangerous and unattractive.

Opportunities
• Historic buildings and neighborhood icons would be ideal for reuse.
• Cultural diversity.
• Long term and new residents are currently willing to invest.
• Proximity to nearby investment on Valley Street, The Point, and Downtown.

RECOMMENDATIONS
The recommendations for Troy Street are organized into general and streetscape recommendations and initiatives at specific nodes.

General
• Reuse vacant/underutilized commercial buildings along the corridor with uses and designs that engage the street — large storefront windows, retail tenants, etc.
• Formalize places for food trucks along Troy Street and/or create a way-finding signage system that celebrates those small ethnic businesses.
• Celebrate unique neighborhood history, such as the first emergency parachute landing, by creating small memorials and historical markers.
• Establish a commercial facade renovation grant program targeted for Troy Street from Dell Street to Leo Street.

Streetscapes
• Install LED lighting at the OH-4 underpass on Troy Street to create a more inviting and safe gateway to Troy Street from The Point and Downtown.
• Improve streetscapes/crosswalks at key intersections and install bump outs if deemed appropriate.
Warner & Troy
The City has already invested in numerous streetscape and signage improvements at Warner Street. These investments along with existing local businesses make it a focus area for additional enhancements.
- Renovate existing apartment buildings.
- Create a food truck location and informal dining space at the intersection.
- Build an additional retail space with outdoor dining on the southeast corner of the intersection.
- Pursue reuse of the Family Dollar parking lot, which is underused.

Troy Street, from Dell to Hart Street
The southern portion of Troy Street should become a node of outdoor dining, food trucks, lighting, and a distinctly local feel.
- Renovate existing mixed use buildings.
- Paint a mural on the side of an existing building welcoming people to Troy Street.
- Create a small scale retail/food truck pop-up space in the parking lot at Light Street and Troy Street.
- Partners with residents, churches, and owners to create small community greens, farmers markets, and children’s play areas.
- Launch a kit-of-parts program to focus on street-facing parking lot beautification, which could include:
  - Movable planters for small trees and flowers
  - Inexpensive, painted bollards
  - Signage to indicate entries to lots.

Land Uses in Old North Dayton
Land uses in a residential neighborhood should be consistent with the existing zoning and the surrounding uses:
- Reconsider assigning the Board of Zoning Appeals as the agency to approve applications for transportation/distribution.
A new node at Dell Street at the southern end of Troy Street would help draw energy from the Point and Downtown towards Old North Dayton.
Old North Dayton: New Mixed-Income Housing

OVERVIEW

The Greater Old North Dayton area is Dayton’s first international neighborhood as it was settled in the early 1900’s by Polish, Czechoslovakian, Lithuanian, and German immigrants who came to Dayton looking for work. The neighborhood is mostly comprised of both one- and two-story wood frame homes along with additional smaller vernacular brick homes throughout the geography. Much of the housing developed around the jobs created through the industrial revolution. This remains true today as the neighborhoods are surrounded by a concentrated job crescent with over 200 businesses and 10,000 jobs. A hundred years after the first European immigrant came to Dayton, the area continues to welcome immigrants to the neighborhood.

Between 2008 and 2012 housing activity primarily by Ahiska Turkish refugees spurred significant housing investment in the community.

On May 27, 2019 fourteen tornadoes ripped through the Miami Valley region destroying over 1,000 units of affordable housing for working families, much of it rental. The Greater Old North Dayton area was severely impacted by this storm with over 350 residential units damaged and 21% completely destroyed. Through the effort of the local recovery effort and the leadership of the Old North Dayton Neighborhood Association, many homeowners have received assistance in repairing their homes. Despite these valiant efforts, there continues to be a need for quality affordable housing in the area. In recent planning work, neighborhood residents cited poor quality rental housing as one of the community’s greatest challenges.

Challenges

• More housing is needed in Dayton, especially in Old North Dayton, which has a growing family and immigrant population.
• Tornado damage to housing stock with over 1,000 rental units lost regionally.

Opportunities

• Underutilized St. Stephens site.
• Adjacency to Kiser Elementary School.
• Troy Street Business District.

What is Mixed-Income Housing?

Mixed-income housing is typically rental housing that serves individuals and families at a range of incomes. Ideally, it includes:

• At least 33% market-rate units.
• Units affordable to workforce.
• Units reserved for lower incomes.

New mixed-income housing increases values of the surrounding properties and brings new amenities to neighborhoods.

RECOMMENDATIONS

• Identify development partner to work with the Archdiocese of Cincinnati to gain site control of the St. Stephens parcel.
• Engage Old North Dayton leadership in design and development of housing.
• Lead a proposal to extend Mack Ave through to Troy St as a pedestrian friendly central address for new development.
• Work with the existing residents on Mack Avenue to identify what amenities they need that could be provided within the new development.
• Create pedestrian crosswalks, with pedestrian actuated flashing signals at the new intersection of Mack Avenue and Troy Street to ensure safe crossing to Kiser Elementary School.
• Build a mixed-income housing development of scale (50-60+ units) on the site.
• Mixed-Income Housing Design

Mixed-income housing should be designed to fit into a neighborhood context and to look like the typical housing types and styles in the surrounding neighborhoods or neighborhoods that residents admire. Guidelines for design could include:

• Small buildings, with no more than 12-units per building to minimize long corridors and an impersonal feel.
• Private outdoor space for units (porches, stoops, and balconies).
• Shared outdoor space for residents (play areas, barbecues, community gardens).
• Decently sized units with market-rate amenities (in-unit washer and dryers, open floor plans, quality materials).
View looking south on Troy Street, with new mixed-income housing on the left and Kiser School across the street on the right.
Old North Dayton: Valley Street Corridor

OVERVIEW
The Valley Street Corridor has been the focus of planning attention and investment over the past 5 years. The DaVinci Project partners invested in streetscape along Valley Street and projects are currently underway. Anchor institutions, like Dayton Children’s Hospital, Ronald McDonald House, and other organizations, have focused on placemaking and serving a visiting population of patients and families. There are opportunities to build on the work that has been done and better connect this area to the rest of Old North Dayton.

Challenges
• The uses on Valley Street are primarily institutional. More diversity in housing and retail would help activate the street.

Opportunities
• New Children’s Garden has been constructed across from the hospital and adjacent to the Ronald McDonald House.
• Visitors, patients, and their families don’t often patronize businesses on Troy Street — the connections could be improved.

RECOMMENDATIONS

Ronald McDonald House Expansion
The Ronald McDonald House Charities Dayton (RMCD) is in the process of fundraising for two phases that would expand the facility to 35 rooms. As Troy Street becomes more of a destination, the staff at RMCD would continue to direct parents and families to Troy Street down Chapel Street for dining, groceries, coffee, and other amenities.

The Point and Valley Street Realignment
The realignment of Valley Street at Keowee Street is under construction. Once complete, the current segment of Valley Street will close and the new road will allow for park expansion. The road expands the park space providing an opportunity to celebrate the cultural amenities within (such as the war memorial) and create better connections to downtown. This node will become a hub of outdoor activity around Whitewater Warehouse, a connection to the trail system, a mixed-income housing opportunity close to Downtown, and a place for activation with food trucks for outdoor gatherings. Next steps would include:
• Shift the current segment of Valley Street, adjoining adjacent park spaces.
• Reconfigure the City-owned gravel parking lot adjacent to Whitewater Warehouse with power and hook-ups for food trucks and movie projection and connection to the trailhead to the Mad River Trail.
• Open this social distancing outdoor gathering space as an early-action project to serve the Old North Dayton community during 2020 and 2021.
• Build new market-rate housing, mixed-use, and amenities north of the new segment of Valley Street that would serve both a Downtown and Old North Dayton market.

New Housing Across from Dayton Children’s Hospital

There are several undeveloped lots along Valley Street that would be ideal for housing. This housing could serve families with an interest in being near the hospital, employees of the hospital and its affiliates, and other Old North Dayton residents. Housing could include a range of types:
• Townhouses
• Small walk-up mansion apartments and/or condominiums
• 3-4-story multifamily buildings
• Renovated loft and warehouse buildings.
DeWeese Neighborhood

OVERVIEW

The DeWeese neighborhood is a wooded mid-century community located along the Stillwater River. It is well-connected to the city’s rivers, bike trails, parks, and downtown. The neighborhood is picturesque and contains many amenities. The community promotes itself as an urban forested neighborhood only five minutes from downtown. It is home to Wegerzyn Gardens MetroPark and its Children’s Garden which are operated by Five Rivers MetroParks and are popular regional attractions. One of the city’s largest parks, Triangle Park, is located at the southern edge of the neighborhood. DeWeese Parkway attracts many pedestrians and bicyclists along its pathways. Ridgecrest Park, a neighborhood park, sits in the neighborhood’s northern half. The Boonshoft Museum of Discovery, the region’s well-attended science museum, has been located in the neighborhood since 1958. The Dayton Playhouse, a community theatre in existence since 1959, is on the grounds of Wegerzyn Gardens MetroPark. Baseball games are played at Howell Field at the base of Triangle Park. The city-operated outdoor Jim Nichols Tennis Complex, which includes the city’s only public clay courts, is houses on DeWeese Parkway. Residents appreciate this wealth of amenities and have preserved the neighborhood’s unique character which help make DeWeese a diverse and highly desirable neighborhood for families.

Challenges

• Parts of the DeWeese neighborhood (houses and trees) were damaged in the 2019 Memorial Day EF4 tornadoes.
• Removal costs of tornado-damaged trees continue to burden the neighborhood.
• While many tornado-damaged properties have been repaired in the 18 months following the tornadoes, there are some properties that have yet to be repaired, prompting concerns that some owners who may have been under-insured will be unable to rebuild and/or repair.
• Triangle Park and DeWeese Parkway form part of the ring of park space surrounding greater downtown; city resources to maintain, manage, and enhance these parks spaces are limited.

Opportunities

• Continue to enhance the livability of the DeWeese neighborhood.
• Implement the recommendations contained in the Dayton Riverfront Plan for the Cultural Corridor (for which the neighborhood is a part), Triangle Park, and DeWeese Parkway.
RECOMMENDATIONS

DeWeese is a stable residential neighborhood. Recommendations are focused on modest enhancements that might add more value to this already viable neighborhood.

- Support and assist in the implementation of the Dayton Riverfront Plan’s Cultural Corridor recommendations.
- Transfer the operation and maintenance of Triangle Park and DeWeese Parkway to Five Rivers MetroParks to support and assist in the implementation of the recommendations for these parks contained in the Dayton Riverfront Plan.
- Support the implementation of Five Rivers MetroParks’ master plan for Wegerzyn Gardens MetroPark.
- Continue to operate, maintain, and enhance Howell Field, the Jim Nichols Tennis Complex, and the DeWeese Parkway recreational paths.
- Install family-friendly play equipment at Ridgecrest Park and support neighborhood efforts to return this park to attractive, inviting, and active neighborhood use.
- Reconfigure the exist from the Boonshoft Museum of Discovery to permit a right turn onto DeWeese Parkway.
- Monitor the status of repairs, insurance claims, and the stability of homes damaged by the 2019 tornadoes; direct resources where needed.
- Replace lost trees throughout.
NEIGHBORHOODS SOUTH OF THE MAD RIVER

Located between Downtown and Wright-Patterson Air Force Base, this growing community features historical architecture and critical arterials.

INTRODUCTION

Just south of the Mad River and directly east of Downtown Dayton lies the five neighborhoods of Springfield, Historic Inner East, Burkhardt, Wright View, and Eastern Hills. Notable for extensive and expansive corridors connecting Downtown to the Wright-Patterson Air Force Base, the area boasts a rich fabric of historical residential architecture in varying stages of renovation and redevelopment. Many of these residential neighborhoods are bordered by relatively low-performing commercial and light industrial corridors that are in the early stages of revitalization, mostly spearheaded by small local restaurants, artists, and start-ups. The region is also bisected by an out-of-service rail line originating in Downtown and ending in the City of Kettering just south of Dayton’s city limits. Historic Inner East and Burkhardt are the two westernmost neighborhoods in this area, directly adjacent to Downtown’s popular Oregon District. Within these neighborhoods, two districts on the National Register of Historic Places, St. Anne’s Hill and Huffman, boast some of the most iconic and well-restored residential architecture in the city. Both historic districts were built up primarily between 1860 and 1890 with very minimal changes since, preserving both high-style and vernacular Gothic Revival, Italianate, Second Empire, and Queen Anne style homes, amongst other Victorian-era styles. For about a century, many of these homes lay vacant and began to decay; however, the last decade has seen an influx of residents to the area and the restoration of many of these architecturally-significant places. The focus of these neighborhoods is to enhance their position as thriving historic districts by building upon existing investments to generate additional market momentum to stabilize neighborhood values and market position. With its base of active investors and owners, positive market perception, and strong neighborhood leadership, identifying blighted properties for redevelopment and moving forward with new construction is a realistic objective. The two neighborhoods to the east, Wright View and Eastern Hills, are mostly single-family residential and sustained a larger population than Historic Inner East and Burkhardt. Many of the homes here were built after World War II, with smaller footprints on narrower lots, as was typical at the time. Eastern Hills also features the only grocery store in this geography. Springfield, the northernmost neighborhood, is bordered by the Mad River to the north and contains mostly light industrial and office uses. Much of the commercial activity in this region is concentrated on two arterials, E. Third Street and E. Fifth Street, parallel east-west streets that connect West Dayton and Downtown to the Wright-Patterson Air Force Base.

East Third Street

For about half a mile, E. Third Street extends from Downtown with two wide lanes in each direction with a turning lane and unmarked parallel parking lanes on either side of the street, adding up to a hundred foot right-of-way. A traffic study is needed, but the street is likely oversized for the volume of traffic it handles and it leaves very little room for pedestrians. Businesses such as Taqueria Mixteca, DK Effect, Gionino’s Pizzeria, and others have a significant setback with surface parking in the front. As a result, E. Third Street has a suburban feel, despite the fact that it is relatively close to downtown.

Reuse of E. Third Street has been looked at in a number of studies and plans, including design charrettes in collaboration with the University of Dayton.
The intersection at E. Third Street, Linden Avenue, and Springfield Street joins at acute angles, creating a confusing and dangerous traffic pattern that leaves very little space for pedestrian crossings. The buildings that surround this intersection are, for the most part, older building stock and iconic in the area but sit vacant. Many residents refer to these buildings by the businesses that formerly existed there, including a market, an ice cream shop, and others. The unique nature of this intersection and the rich history embedded in the buildings present a unique opportunity for focused placemaking efforts.

Linden Avenue, which splits off of E. Third Street and heads southeast, contains some of the most well-maintained historical residences in Dayton. Located in the Huffman Historical District, some of the houses along Linden Avenue were built by William P. Huffman himself around 1870 and 1890 for his wealthy family. Today, residential areas along Linden Avenue and other streets in the Huffman Historical District are largely occupied, while many commercial buildings nearby are vacant.

Moving south, E. Fifth Street is another major arterial connecting Downtown Dayton and the eastern part of the city. Originating in the popular Oregon District, E 5th Street continues some of the momentum with institutional landmarks including Stivers School for the Arts and Bomberger Park before emerging as a relatively vibrant small business district. Businesses including Gem City Catfe, Fifth Street Brewpub, Missing Peace Art Space, and St. Anne The Tart have all emerged within the last decade and occupy well-maintained historic storefronts, contributing to the neighborhood atmosphere. Despite the pleasant architecture along this corridor, E. Fifth Street itself is a heavily-trafficked street with few stop signs or pedestrian crossings. As more businesses and residents enhance this growing business district, speeding cars could also prove dangerous for pedestrians.

The area surrounding E. Fifth Street, the St. Anne’s Hill Historical District, features more grand residential architecture and is notable for its German heritage. With its proximity to the Oregon District, this neighborhood has been well-maintained by residents for about two decades and features examples of Second Empire, Romanesque, and Queen Anne style architecture built between 1860s and the 1890s. Today, St. Anne’s Hill has one of Dayton’s strongest and most active historic districts and is committed to continued revitalization throughout the neighborhood.

The Flight Line
Dayton and the Miami Valley region has the largest connected paved trail system in the country with approximately 340 miles of connected and paved off-street trails, linking over forty communities.

The Flight Line is a proposed project that would convert an out-of-service Norfolk Southern rail right-of-way into an urban bikeway with elevated segments, similar to the High Line in New York City or the 606 in Chicago. The Flight Line would connect downtown Dayton to the Historic Inner East neighborhoods and eventually connect to the Creekside Trail/Iron Horse Trail intersection three miles east of Downtown.

The neighborhoods east of Downtown and south of the Mad River have the opportunity to benefit from the ability to connect to the trail. While planning to-date has focused on the design of the trail amenity itself, this plan explores the economic development opportunities for the neighborhoods at key nodes along the Flight Line.

**Key Takeaways**
To build off of the success of Downtown revitalization, these neighborhoods should focus on making use of the excess street pavement to enhance the pedestrian experience and support the existing businesses. Committing arterials and corridors to pedestrian-oriented commercial and recreational activities will help to visually connect the region to Downtown and spur additional economic development and demand.

**Nodes Along E. Third Street**
Workshop plan that focuses on three key nodes along E. Third Street for streetscape improvements, crossings, and retail enhancements.
Historic Inner East: E. Third Street Corridor

OVERVIEW
The E. Third Street Corridor is notable for its proximity to Downtown Dayton and connectivity to Wright-Patterson Air Force Base, historic homes along Linden Avenue, and a strong community in the surrounding the Historic Inner East Neighborhood and the St. Anne's Hill and Huffman Historic Districts. Neighborhood associations here are actively engaged and interested in participating in street and neighborhood improvements.

Challenges
- The right-of-way is oversized at approximately 100 feet wide.
- Setbacks vary from 60 feet to 0 feet.
- Some property owners are not interested in participating in redevelopment or reuse of their lots.

Opportunities
- Small businesses like Gionino’s Pizzeria, DK Effects, Taqueria Mixteca, Laundromato, and Taqueria Garcia Mobil are well patronized by community members and loyal customers city-wide.
- The oversized street can be narrowed from four to two travel lanes, leaving space for creative pedestrian friendly uses—on-street parking with curb bump-outs, bicycle lanes, sidewalks, and trees planted in planting strips.
- Many of the solutions for E. Third Street can be implemented inexpensively in the short-term with road paint.

RECOMMENDATIONS
General
- Narrow E. Third Street from four travel lanes to two travel lanes with on-street parking defined by curb bump-outs.
  - In the short term, use paint and striping to narrow the street and to add bike lanes or a cycle track.
  - Use paint to draw bump-outs that define on-street parking and expand outdoor dining area for restaurants where deemed necessary.
  - Use paint to create wide, arstructural crosswalks and a painted median where the left-turn lane is not necessary.
  - In the longer term, put permanent bump-outs, crosswalks, and medians where temporary installations were.
- Enhance the pedestrian realm along E. Third Street wide wider sidewalks where possible and adding street trees.

Plan of E. Third Street

Historic Districts in St. Anne’s Hill and Huffman

Example of a painted curb bump-out
**E. THIRD STREET EXISTING CONDITIONS**

- **Setback**: 60'-0" (Varies)
- **Sidewalk**: 16'-3" (Varies)
- **Parking**: 9'-6"
- **Travel Lane**: 5'-6"
- **Travel Lane**: 3'-6"
- **Travel Lane**: 9'-6"
- **Travel Lane**: 9'-6"
- **Travel Lane**: 9'-6"
- **Travel Lane**: 16'-3"
- **Setback**: 33'-0" (Varies)

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**Option 1: Bike lanes next to curb**

- **Sidewalk**: 16'-8"
- **Bike Lane**: 7'
- **Parking**: 8'
- **Travel Lane**: 10'
- **Median**: 11'-6"
- **Travel Lane**: 10'
- **Travel Lane**: 9'
- **Bike Lane**: 7'
- **Sidewalk**: 16'-8"

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**Option 2: Bike lanes inside on-street parking**

- **Sidewalk**: 16'-8"
- **Parking**: 8'
- **Bike Lane**: 7'
- **Travel Lane**: 10'
- **Median**: 11'-6"
- **Travel Lane**: 10'
- **Travel Lane**: 9'
- **Bike Lane**: 7'
- **Sidewalk**: 16'-8"

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**Option 3: Cycle track one south side of the street**

- **Sidewalk**: 16'-8"
- **Cycle Track**: 15'
- **Parking**: 8'
- **Travel Lane**: 10'
- **Median**: 11'-6"
- **Travel Lane**: 10'
- **Travel Lane**: 9'
- **Bike Lane**: 7'
- **Sidewalk**: 16'-8"
**Dutoit Street Node**
Dutoit is not only a significant street in the St. Anne’s Hill Historic District, but it is also a node of neighborhood activity and will be an access point to the Flight Line in the future.

- Add raised or emphasized pedestrian crossings at Dutoit Street.
- Add a pedestrian actuated flashing signal.
- Add signage for the trailhead to the Flight Line.
- Design safe bicycle movements at the intersection.
- Formalize empty lots that are used for neighborhood events.

**June Street Node**
June Street is the location of a lot of pedestrian activity, with Historic Inner East residents walking to the local restaurants, Mike’s Bike Park, and Laundromato. Improvements should be focused on placemaking for the businesses and pedestrian safety.

- Add bump-outs to protect parked cars and emphasize major pedestrian crossings.
- Paint or create a stamped pedestrian crossing at June Street.
- Add a pedestrian actuated flashing signal.
- Use potted trees and plants to help define outdoor dining areas and parking lots.

**Linden Avenue Node**
The intersection of Linden Avenue, E. Third Street, and Springfield Street has a collection of notable mixed-use and small commercial buildings that form a node that many have indicated should be reactivated with restaurants, cafes, entertainment, and art-focused uses.

- Add bump-outs to protect parked cars and emphasize major pedestrian crossings.
- Paint or create a stamped pedestrian crossing across all segments of the intersection.
- Work with property owners and interested business operators to coordinate an on-street and off-street parking strategy.
View of new E. Third Street section and streetscape (looking west)
Historic Inner East and Burkhardt: The Flight Line

OVERVIEW
All three key nodes highlighted in this document can harness the market potential of the Downtown revitalization. The intersection of the Flight Line with Dutoit Street provides the first on-grade location for users heading east on the trail, presenting the opportunity for this location to be a gateway to the Historic Inner East and Burkhardt neighborhoods. The intersection of the Flight Line with Huffman neighborhood has the ability to enhance an existing open space. The node furthest from Downtown is prime to convert two formerly industrial sites into mixed-income housing and maker spaces for the community.

DUTOIT STREET

Challenges
• Safety of cyclists and joggers interacting with vehicular traffic at Dutoit Street.
• Creating a sense of place with the non-pedestrian-focused industrial uses surrounding the location.

Opportunities
• Proximity to Stivers School, E. Third Street commercial spaces, and the Front Street Galleries.
• Rehabilitation of live-work building into another use.
• Gateway to the Historic Inner East neighborhoods and by extension the foot traffic and market opportunities.

Recommendations
• Raised crosswalk and signal for trail to alert drivers.
• Open Space.
• Commercial node at trailhead with amenities including a water fountain, bike rack, and bicycle repair station.
• Nine for-sale townhouses.
• Rehab of historic live-work spaces into commercial use.
• Conversion of 112 Dutoit into loft housing either as rental or for-sale.
**HUFFMAN AVENUE**

**Challenges**
- Complex intersection geometries of Huffman and Hamilton Avenues where they meet E. Fifth Street.
- Maintaining access to all parcels if the park is expanded.
- Crossing E. Fifth Street on the Flight Line.

**Opportunities**
- Open space with large mature trees and the historic Carnegie Library building, currently in use by the St. Mary Development Corporation.
- Vacant residential parcels.
- E. Fifth Street has a vibrant commercial uses to help activate this space.

**Recommendations**
- Vacate Huffman Street west of Columbus Street and vacate Boltin Street north of Hamilton Avenue to increase the park size.
- Create a trailhead, seating, shade pavilion, and playground.
- Opportunities for adaptive reuse on the north side of E. Fifth Avenue.

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**Location Map**

- Flight Line node at Dutoit Street
- Flight Line node at Huffman Avenue
- Existing conditions at Dutoit Street
- Huffman Park Expansion diagram
**HUFFMAN AVENUE**

**Challenges**
- Complete the demolition of the heavily damaged Hewitt Soap Factory Building and find a partner to redevelop the parcel.
- Connect to the proposed Flight Line trail elevated significantly above the grade of Huffman Avenue.

**Opportunities**
- Vacant parcels and multiple underutilized parking lots.
- David-Linden building recently redeveloped into maker space.

**Recommendations**
- 100 Multi-family units on underutilized and vacant parcels.
- Trailhead with playground and switchback access to trail.
- Potential for small footprint commercial use at trailhead.

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Illustrative Plan showing potential housing and retail development at the Linden Avenue node

Existing condition at the future Flight Line crossing at Linden Avenue (looking northwest)

The renovated Davis Linden Building at the Linden Avenue node
View of the Flight Line at the Dutoit node with new housing and a small restaurant or cafe with outdoor dining
Neighborhood Stabilization: Burkhardt and Eastern Hills

OVERVIEW
The neighborhoods further east are a mix of stable residential areas like Wright View and other neighborhoods that are in need of reinvestment. The growth and strength of Historic Inner East, together with the proposed development of the Flight Line, will increase the quality of life and economic opportunities in these neighborhoods.

Challenges
• Challenged economics and relatively low market values.
• Houses and buildings in need of repair and/or renovation.

Opportunities
• These neighborhoods will eventually tie into the Flight Line, providing new, unparalleled access to the Iron Horse and the Creekside Trails.
• Vacant and under valued land presents opportunities for affordable homeownership, creative businesses, and assembly of land for community-led amenities projects.

RECOMMENDATIONS
Burkhardt and Eastern Hills
Huffman has seen significant investment in both the residential and commercial sectors providing stability to the neighborhood organically, without subsidy.
• Burkhardt can build on the success of Huffman, but success will necessarily look different because the neighborhood fabric is also different.
• The Springfield/Burkhardt neighborhood organization has previously not been very active — a goal of the neighborhood should be to start meeting regularly and working with the Huffman and St. Anne’s Hill associations to determine potential joint projects and action items.
• Burkhardt may become a future priority for the Montgomery County Land Bank and City to collaborate on.
• Identify access points and potential coordinating development projects along the Flight Line to bring economic opportunities to these neighborhoods.

Springfield
• Pursue safe pedestrian and bicycle access to the Mad River and improve crossings over the river, especially at Stanley Avenue/Findlay Street connecting to the Old North Dayton and McCook Field neighborhoods.

Location Map

Plan of proposed development
RIVERS AND OPEN SPACE CORRIDORS

The Northeast neighborhoods are nestled between the Stillwater, Great Miami, and Mad Rivers in the Cultural and Technology Corridors.

RIVERFRONT PLAN IN NE DAYTON

In 2018, the City of Dayton (in partnership with Five Rivers MetroParks, Miami Conservancy District, Downtown Dayton Partnership, Miami Valley Regional Planning Commission, Montgomery County, and Greater Dayton RTA) adopted the Dayton Riverfront Plan, a comprehensive vision for the City’s waterways. The Dayton Riverfront Plan recognizes the potential of the City’s waterways to enhance regional vibrancy, livability, and economic vitality over the next twenty years. Dayton continues to build on the research, planning, and visioning of the Riverfront Plan as it looks to better connect residents with the rich cultural and recreational opportunities and activities that the riverfronts offer.

Established and Emerging Strengths

The Northeast Dayton neighborhoods connect to well-established amenities and parks in the Cultural District, including DeWeese Park, Triangle Park, Island MetroPark, the Boonshoft Museum, the Kroc Center, and Kettering Field. Along the Mad River, the Technology Corridor encompasses economic strength with employment hubs — Dayton Children’s Hospital, Wright Patterson Air Force Base (WPAFB), the Springfield industrial corridor, and the emerging Tech Town that is adjacent to Downtown.

Connecting the Community

The Riverfront Master Plan provided a high-level vision to determine how Dayton might celebrate the diversity of its many riverfronts. The Northeast Neighborhoods Vision dives deeper into implementation strategies to tie these amenities to the neighborhoods and improve access.

NORTHEAST CORRIDORS

Cultural Corridor

The neighborhoods of McCook Field and DeWeese connect to the Cultural Corridor along the Stillwater River. These neighborhoods benefit from strong cultural institutions and established parks. This plan supports and expands on the recommendations in the Riverfront Plan.

Technology Corridor

The Technology Corridor flanks the Mad River as it stretches to the east. In the past and today, the corridor has been home to industrial and employment uses. Historically, for this reason, access to the river and the environmental health of the river itself has been challenged. The Riverfront Plan is explicit in its recommendations to restore habitat and water quality while improving pedestrian, bicycle, and boating access to the Mad River. Webster Station Landing, the new open space at TechTown connects the area’s industrial past with the riverfront and park system.
Cultural Corridor: The Stillwater River

**OVERVIEW**

The Stillwater River Corridor is home to many of Dayton's great open spaces and cultural amenities. DeWeese Parkway runs along the Miami and Stillwater Rivers from Downtown beyond the city limits, terminating at Shoup Mill Road. The DeWeese neighborhood benefits from access to this extensive trail network and open space system on the east side of the Stillwater River. A wealth of community assets including Triangle Park, Island Metro Park, Kettering Field, and the Krocr Center could be better connected to the McCook Field neighborhood and Downtown.

**Challenges**

- Access to Kettering Field from North Bend Boulevard brings traffic near the river where pedestrians should be the primary mode and user.
- Access to Kettering Field and the river corridors from McCook Field is not a pleasant walking experience.

**Opportunities**

- Enhancements to the pedestrian experience along the Great Miami River Trail.
- Improve the Keowee underpass at I-75 making it safer and more comfortable for residents walking to the parks.
- Even though DeWeese Park and the Stillwater River Recreation Trail serve this side of the river well, there is an opportunity to extend DeWeese Park to the west side of the Stillwater River to connect these neighborhoods towards the Northwest neighborhoods.

**RECOMMENDATIONS**

This plan builds on the recommendations of the Riverfront Plan, including:

- Expand DeWeese Park to the west side of the river with landscaping and trails along Riverside Drive and connect with a loop, according to the Riverfront Plan (connection from existing park to planned park in Northwest, dependent on traffic studies required re: Riverside Drive).
- Establish an image/brand for the Cultural Corridor as a regional destination, according to the Riverfront Plan.
- Align the operations of public open space all throughout the corridor (between Five Rivers Metro Parks and City of Dayton Recreation & Youth Services and Public Works).
- Kettering Field should be enhanced with multi-use sports fields, historic interpretive art and signage, and naturalized areas.
- The Keowee underpass at I-75 should be lit with LED lights to improve the McCook Field neighborhood’s access to the rivers.

**INSTITUTIONAL TRAILS**

<table>
<thead>
<tr>
<th>Existing Commercial</th>
<th>Trails</th>
<th>Institutional</th>
</tr>
</thead>
</table>

**RIVERFRONT PLAN ACTIONS**

1. Develop pedestrian pathways and pipelines
2. Create interpretive, branded cultural trail system
3. Thin vegetation and enhance habitat
4. Celebrate river confluences
5. Transition:highly programmed to less actively programmed
6. Underbridge connections
7. Create interstitial habitat and limit mowed grass

**URBAN AND NEIGHBORHOOD DEVELOPMENT**

1. Connect cultural trail to neighborhood destinations
2. Development of Deeds Point
3. Saving neighborhood redevelopment

**NORTHEAST NEIGHBORHOOD VISION RECOMMENDATIONS**

1. Kettering Field enhancements and reorganization
2. Improved underpass at I-75
Cultural Corridor: North Bend Boulevard and Deeds Point

OVERVIEW
Deeds Point represents a unique development opportunity, with access to the trail system, views of Downtown, and high visibility. Currently, there is a popular dog park at Deeds Point. North Bend Boulevard is a vehicular access road with an adjacent trail but is envisioned to become a pedestrian-centric promenade in the future.

Challenges
• Access to Kettering Field from North Bend Boulevard funnels onto a busy road along the river but should focus on pedestrians, the primary mode and user.
• Access to Kettering Field and the river corridors from McCook Field is not designed inviting to pedestrians.
• Access to Deeds Point for development is complicated—the Deeds Park Drive is immediately adjacent to the I-75 Webster exit ramp.

Opportunities
• North Bend Boulevard could become a pedestrian promenade, as has been envisioned in the Riverfront Plan and the DaVinci Transportation Strategy.
• Any new development at Deeds Point would be highly walkable, visible, and well-connected.

RECOMMENDATIONS
North Bend Avenue
• Close North Bend Avenue at Helena Street for a pedestrian promenade.
• Add trees and lighting to enhance the pedestrian feel.
• Provide signage to downtown and riverfront amenities.

Deeds Point
• Work with potential developers to ensure compatible uses with northeast neighborhood plans and Webster Station.
• Maintain pedestrian access to Kettering Fields and downtown.

Illustrative plan of North Bend Boulevard and Deeds Point
Technology Corridor: The Mad River

OVERVIEW
Since the late 1800s, the Mad River corridor has been a major industrial and manufacturing areas in Dayton. Industries that provided supporting materials and components for the Wright Patterson Air Force Base expanded and thrived along the corridor. Many of the heavy manufacturing uses transitioned to light industrial and technology. In 2009, Tech Town was established to attract and serve the needs of technology and innovation-driven firms, and it has successfully helped to generate entrepreneurship and economic development in this area.

The Mad River has been impacted by pollution, erosion, and low dam impoundments that have affected water quality and aquatic habitat. However, clean-up efforts and government regulations have improved the river’s health in recent years.

Challenges
• Long stretches of riverfront exist without connections across the Mad River or access points to reach the river’s edge.

Opportunities
• Expand wildlife and plant habitats and planting diversity.
• Improve access to the river corridor, especially for the neighborhoods south of the Mad River.
• Use low-impact development and sustainable stormwater management strategies.

RECOMMENDATIONS
Because access to the Mad River has historically been cut off from the surrounding neighborhoods, there is a significant opportunity to connect and enhance this underutilized amenity. Recommendations include:
• Improve and expand pedestrian, bicycle, and boating access to the Mad River:
  - Create additional places for paddling put-in/take-out.
  - Develop additional formal and informal ADA compliant access points and locate access points to balance access with habitat preservation.
• Connect to Mad River Bikeway from surrounding neighborhoods at key connector streets (Valley St, Keowee St, Stanley Ave., Findlay St., and Harshman Rd.).
  - Create a better bicycle and pedestrian connection at Stanley Avenue to connect the neighborhoods north and south of the Mad River.
  - Connect from the planned Flight Line to the Mad River Trail.
• Transition responsibility for the public open spaces along the Mad River to Five Rivers MetroPark via long term leases.
  - Implement green infrastructure for stormwater management and wellhead protection in all developments and where possible within existing properties.

RIVERFRONT PLAN ACTIONS

URBAN AND NEIGHBORHOOD DEVELOPMENT
1. "The Point" Hub Connection to the Dayton Project Area
2. Dayton Bag & Burlap Redevelopment
3. Socially & Environmentally Conscious Tech Town Development

TRANSPORTATION, TRAILS, AND ACCESS
1. Pedestrian, Bicycle, and Boat Access Improvements to Mad River
2. Trail Access, Complete Streets, and Connections to Parks/ Trails
3. Multi-modal Connection between Downtown and River
IMPLEMENTATION

Northeast projects generally follow the corridors, with opportunities to invest at visible nodes, connecting places in need of investment with anchors and areas of strength.

POLICY OBJECTIVES

**Build on the success of downtown drawing vibrancy north and east.**

As Downtown increasingly becomes a more vibrant and walkable neighborhood for the entire Dayton region, McCook Field, Old North Dayton, Historic Inner East, DeWeese, and Burkhardt can build on that economic strength. Investments in destinations and connectivity to Downtown to Webster Street, Kettering Field, E Third Street, and Troy Street, in particular, are important. South of the river, the Flight Line will play a critical role in continuing to create value and amenities in the eastern neighborhoods. The new trail and development around it will make these neighborhoods more valuable and help to stabilize. However, it will be important to also put policies in place to protect affordability, such as shared ownership housing, affordable housing requirements, support for ethnic business, and food incubators, and expanding homeownership for minorities.

**Direct funds into projects that will support existing small businesses and local investment.**

The Northeast neighborhoods are home to many small, locally-owned businesses that reflect the diversity of the residents. Restaurants, grocery stores, cafes, food trucks, light industrial and production, and other businesses enrich these neighborhoods. Even before COVID-19, placemaking was envisioned to help these businesses thrive. Following the pandemic, these businesses can benefit even further from, create tactical placemaking that increases outdoor dining and other outdoor socially-distant activity and provides on-street parking.

**Incentivize new mixed-income housing options on both sides of the Mad River.**

All neighborhoods need regular investment in housing renovation and new construction to maintain a healthy balance of naturally affordable, aging housing, new homeownership opportunities, and quality rental options, at a range of incomes. The neighborhoods in northeast Dayton would benefit from new housing options. In McCook Field and Old North Dayton, where the May 2019 tornadoes caused the majority of the damage in the city limits, there is a need for replacement housing. The neighborhoods serve a very diverse ethnic population and many families. Incentives should be structured to partner with developers to create low- and mid-density housing at The Point, across from Kiser Elementary, and across from Dayton Children’s Hospital. South of the Mad River, new housing should be constructed along the Flight Line at two nodes — Dutoit and Linden Avenue.
PRIORITIZATION

Tactical Urbanism Low-Cost Streetscapes
As traffic has been reduced on already oversized streets, like E. Third Street, a unique opportunity presented itself to prototype road diets with tactical urbanism and low-cost streetscape transformations. Many of these opportunities on E. Third Street, Troy Street, and other corridors in the northeast area should rise in priority for City funding to implement placemaking efforts as soon as possible. Making spaces for outdoor dining, parklets, delivery pick-up, and other adaptations also supports the small local establishments in these neighborhoods as the transition. The City has already piloted these efforts with downtown restaurants in response to the COVID-19 pandemic. Lessons from these experiences should be brought to neighborhoods.

Celebration and Protection of Diversity
The northeast neighborhoods are rich in ethnic and income diversity. The neighborhoods are home to immigrant communities that have contributed significantly to the stabilization and reinvestment in Dayton’s neighborhoods. More than ever, the celebration and protection of that diversity, including expanding homeownership for minorities, should be a priority for early phase investment.

NEXT STEPS

Match the Zoning to the Vision
Vibrant corridors, with commercial, employment, recreation, and residential uses and comfortable pedestrian realm must be made possible by the underlying by-right zoning. Residential density for each of the housing opportunity sites should be aligned with 3- to 4-story heights where appropriate and one parking space per unit. Existing districts that cap density at 14-units to the acre or require 1.5 parking spaces per unit often would preclude this vision and opportunities for critical infusions of new housing.

High parking ratios, deep setbacks, or low building height requirements should be reviewed and revised along the corridors featured in this plan.

Ensure Commitment
The detailed plan should be shared with additional community members, stakeholders, special interest groups, and elected and appointed officials. Once it has broad-based support and the four quadrants’ plans also do, they will be combined into a single city-wide document representing the City of Dayton’s new comprehensive plan. The document should be taken through the Planning Board and City Commission approval process and formally adopted.

There has been a good amount of planning activity in the Northeast neighborhoods to date. Partnerships between the City, Five Rivers MetroParks, institutional partners like Dayton Children’s Hospital, property, and business owners will ensure that as redevelopment occurs, that it accomplishes the placemaking and strategic goals laid out in this vision. This includes streetscape improvements, new development, and programming.
**McCook Field: Kettering Field and Keowee Street Gateway**

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>INITIATIVE</th>
<th>LEAD AGENCY</th>
<th>TIME FRAME</th>
<th>FUNDING SOURCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>IMPLEMENT THE NFL ARTIFICIAL TURF FIELD</td>
<td>Build the NFL Field</td>
<td>NFL</td>
<td>Complete</td>
<td>NFL</td>
</tr>
<tr>
<td></td>
<td>Improve Brennan Drive as a park drive, to include head-in parking areas to serve the new NFL field</td>
<td>City</td>
<td>0-3 years</td>
<td>City</td>
</tr>
<tr>
<td></td>
<td>Develop a DD-level implementation plan for the park improvements, including natural areas, active play fields, trails and walkways, and a park entry feature at E Helena and Keowee Street</td>
<td>City</td>
<td>0-3 years</td>
<td>City (staff)</td>
</tr>
<tr>
<td></td>
<td>Redirect the on-street bike lanes on E Helena Street into a two-way multi-use path in Kettering Field</td>
<td>City</td>
<td>3-10 years</td>
<td>City</td>
</tr>
<tr>
<td></td>
<td>Transform N Bend Boulevard into a pedestrian promenade, according to the Dayton Riverfront Plan (design, engineer, and fund)</td>
<td>City</td>
<td>0-3 years</td>
<td>City</td>
</tr>
<tr>
<td></td>
<td>Reorient southern parking lot entries to enter off of E Helena Street</td>
<td>City</td>
<td>3-10 years</td>
<td>City</td>
</tr>
</tbody>
</table>

| KETTERING FIELD IMPROVEMENTS | Acquire 4 Keowee parcels between Bannock St & E Helena St | Montgomery County Land Bank | 0-3 years | Land bank |
| | Acquire/Assemble the Keowee parcels north of Bannock St for development | Developer | 3-10 years | Private capital incentives |
| | Develop prototype buildings and construct Phase 1 | Developer | 3-10 years | Private capital incentives |
| | Street improvements along N Helena to recreate on-street parking adjacent to development | City | 0-3 years | City |

| KEOWEE FLEX EMPLOYMENT DEVELOPMENT | Organize business and property owners of Stanley Avenue (as a subset of GONDBA) to discuss support that would be helpful in creating a district over the next 10 years | CityWide GONDBA | 0-3 years | n/a |
| | Hire a branding firm to create a unique identity/brand for the Stanley Avenue employment uses that celebrates their unique building type, architecture, and clustering - advertise | Property owners | 0-3 years | Private capital/Philanthropy |

*Refer to full framework plan or individual project plans for detailed images of projects.

**INITIATIVES TO BE IMPLEMENTED BY OTHER PARTNERS**

**INITIATIVES TO BE IMPLEMENTED BY THE CITY**
### McCook Field: Webster Street Corridor

**PROJECT**
**WEBSTER STREET STREETSCAPING PROJECT**

<table>
<thead>
<tr>
<th>INITIATIVE</th>
<th>LEAD AGENCY</th>
<th>TIME FRAME</th>
<th>FUNDING SOURCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Add bump-outs at key corners/locations to define on-street parking, add light poles and trees where possible</td>
<td>City</td>
<td>3-10 years</td>
<td>City</td>
</tr>
</tbody>
</table>

**ARTIST HUB AT THE CRYSTAL RUG BUILDING**

<table>
<thead>
<tr>
<th>INITIATIVE</th>
<th>LEAD AGENCY</th>
<th>TIME FRAME</th>
<th>FUNDING SOURCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Partner with owner of the Crystal Rug building and the tenants to formalize an artist hub - conduct branding and recruit additional tenants, create a central gallery/exhibition space</td>
<td>Private Owner</td>
<td>3-10 years</td>
<td>Private capital incentives</td>
</tr>
</tbody>
</table>

**LED LIGHTING AT THE UNDERPASS**

<table>
<thead>
<tr>
<th>INITIATIVE</th>
<th>LEAD AGENCY</th>
<th>TIME FRAME</th>
<th>FUNDING SOURCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design and implement LED lighting at the State Route 4 underpass to create a more welcoming gateway and continuous connection to downtown and the new Webster Street bridge</td>
<td>City/Citywide</td>
<td>0-3 years</td>
<td>City</td>
</tr>
</tbody>
</table>

**COMMERCIAL AND RESIDENTIAL FACADE GRANT PROGRAM**

<table>
<thead>
<tr>
<th>INITIATIVE</th>
<th>LEAD AGENCY</th>
<th>TIME FRAME</th>
<th>FUNDING SOURCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Offer facade grants to commercial and residential properties in this segment of Webster, consider partnering with a contracted architect/design-build professional to work with owners to design improvements and contract to pre-selected general contractor partner</td>
<td>City</td>
<td>3-10 years</td>
<td>Philanthropy/City</td>
</tr>
</tbody>
</table>

**PARK AT THE CORNER OF KEOWEE AND WEBSTER**

<table>
<thead>
<tr>
<th>INITIATIVE</th>
<th>LEAD AGENCY</th>
<th>TIME FRAME</th>
<th>FUNDING SOURCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Establish site control of the lots at the corner of Webster and Ewing Street</td>
<td>Private Owner/Salvation Army</td>
<td>0-3 years</td>
<td>Philanthropy/City</td>
</tr>
<tr>
<td>Design and build a small park that could be activated for gatherings, etc. and partner with Salvation Army to maintain</td>
<td>City/Salvation Army</td>
<td>0-3 years</td>
<td>City/Salvation Army</td>
</tr>
</tbody>
</table>

*Refer to full framework plan or individual project plans for detailed images of projects.*
Old North Dayton: Troy Street Corridor

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>INITIATIVE</th>
<th>LEAD AGENCY</th>
<th>TIME FRAME</th>
<th>FUNDING SOURCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>TROY STREET STREETSCAPING PROJECT</td>
<td>Add additional streetscaping and crosswalks at key intersections, add bump-outs to define on-street parking</td>
<td>City</td>
<td>0-3 years</td>
<td>City</td>
</tr>
<tr>
<td>COMMERCIAL AND RESIDENTIAL FACADE GRANT PROGRAM</td>
<td>Offer facade grants to commercial and residential properties in this segment of Troy, consider partnering with a contracted architect/design-build professional to work with owners to design improvements and contract to pre-selected general contractor partner</td>
<td>City</td>
<td>3-10 years</td>
<td>Philanthropy/City</td>
</tr>
<tr>
<td>DELL STREET GATEWAY</td>
<td>Acquire or partner with the owner of the building at Dell &amp; Troy Street to renovate the building and attract active ground floor retail tenants</td>
<td>Developer</td>
<td>3-10 years</td>
<td>Private capital incentives</td>
</tr>
<tr>
<td></td>
<td>Acquire or partner with the owner of the Congress Lanes to renovate and open the front of the building up with a storefront on Troy Street</td>
<td>Developer</td>
<td>0-3 years</td>
<td>Private capital incentives</td>
</tr>
<tr>
<td></td>
<td>Design and implement LED lighting at the State Route 4 underpass to create a more welcoming gateway to the Dell Street area from The Point development</td>
<td>City</td>
<td>0-3 years</td>
<td>City</td>
</tr>
<tr>
<td>REUSE OF COMMERCIAL BUILDINGS</td>
<td>Acquire or work with owners of key commercial buildings unoccupied or being used as residences in order to improve and find retail tenants</td>
<td>Developer</td>
<td>3-10 years</td>
<td>Private capital incentives</td>
</tr>
<tr>
<td>NEW COMMERCIAL BUILDING AT WARNER &amp; TROY</td>
<td>Develop a retail building for food and beverage, with a small outdoor informal dining area</td>
<td>Developer</td>
<td>3-10 years</td>
<td>Private capital</td>
</tr>
<tr>
<td>EMERGENCY PARACHUTE LANDING GARDEN</td>
<td>Create a marker or garden where the first emergency parachute landing occurred</td>
<td>Owners/Citywide</td>
<td>0-3 years</td>
<td>Private capital/Philanthropy</td>
</tr>
<tr>
<td>BEAUTIFICATION OF PARKING LOTS</td>
<td>Create a toolkit and incentives for property owners to beautify and define parking areas that face Troy</td>
<td>Owners/Citywide</td>
<td>0-3 years</td>
<td>Private capital/Philanthropy</td>
</tr>
<tr>
<td>ADAPTATION OF UNDERUSED LOTS INTO COMMUNITY AMENITIES</td>
<td>Acquire land or work with owners to create community spaces such as neighborhood tot lots or farmer’s market pop-up spaces, particularly at the intersection of Front and Troy</td>
<td>Private owners</td>
<td>0-3 years</td>
<td>Private capital incentives</td>
</tr>
<tr>
<td>DEVELOP MIXED-INCOME HOUSING AT ST. STEPHEN’S CHURCH</td>
<td>Develop mixed-income, multifamily housing on the St. Stephens site, across from Kiser School</td>
<td>Developer</td>
<td>0-3 years</td>
<td>Private capital incentives</td>
</tr>
<tr>
<td></td>
<td>Extend Mack Street through to Troy Street</td>
<td>City</td>
<td>0-3 years</td>
<td>City</td>
</tr>
</tbody>
</table>

Refer to full framework plan or individual project plans for detailed images of projects.
**Old North Dayton: Valley Street Corridor**

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>INITIATIVE</th>
<th>LEAD AGENCY</th>
<th>TIME FRAME</th>
<th>FUNDING SOURCE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RONALD MCDONALD HOUSE EXPANSION</strong></td>
<td>Fundraise for Phase 1 &amp; 2 of the expansion to 35 rooms</td>
<td>Ronald McDonald House Charities Dayton</td>
<td>0-5 years</td>
<td>Private fundraising</td>
</tr>
<tr>
<td></td>
<td>Realign Valley Street</td>
<td>City</td>
<td>In progress</td>
<td>City</td>
</tr>
<tr>
<td><strong>THE POINT AND VALLEY STREET REALIGNMENT</strong></td>
<td>Close current segment of Valley Street, expand the public park at The Point</td>
<td>CityWide</td>
<td>0-3 years</td>
<td>City</td>
</tr>
<tr>
<td></td>
<td>Redesign Point Park to create a community gathering space</td>
<td>CityWide/ Human Nature</td>
<td>0-3 years</td>
<td>Private capital/ Philanthropy</td>
</tr>
<tr>
<td></td>
<td>Market-rate housing</td>
<td>CityWide/DaVinci</td>
<td>3-10 years</td>
<td>Private capital/ Incentives</td>
</tr>
<tr>
<td><strong>NEW MIXED-INCOME HOUSING ACROSS FROM DAYTON CHILDREN’S</strong></td>
<td>Explore housing development to build family-friendly housing in a mix of townhouses, small-walk up buildings, and 3-4 story multi-family buildings</td>
<td>DaVinci partners</td>
<td>3-10 years</td>
<td>DaVinci partners &amp; private developers</td>
</tr>
</tbody>
</table>

Refer to full framework plan or individual project plans for detailed images of projects.
## DeWeese and River Corridors

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>INITIATIVE</th>
<th>LEAD AGENCY</th>
<th>TIME FRAME</th>
<th>FUNDING SOURCE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>IMPLEMENT THE RIVERFRONT PLAN</strong></td>
<td>Expand DeWeese Park to the west side of the river and connect with a loop as described in the Riverfront Plan (connection from existing park to planned park in Northwest, dependent on traffic studies required re: Riverside Drive)</td>
<td>City</td>
<td>0-3 years</td>
<td>City</td>
</tr>
<tr>
<td></td>
<td>Establish an image/brand for the Cultural Corridor as a regional destination, according to the Riverfront Plan</td>
<td>City</td>
<td>0-3 years</td>
<td>City</td>
</tr>
<tr>
<td></td>
<td>Align operation of public open space throughout the corridor</td>
<td>City, Five Rivers Metro Parks</td>
<td>0-3 years</td>
<td>n/a</td>
</tr>
<tr>
<td><strong>RIDGECREST PARK IMPROVEMENTS</strong></td>
<td>Install family-friendly play equipment at Ridgecrest Park</td>
<td>City</td>
<td>n/a</td>
<td>City</td>
</tr>
<tr>
<td><strong>RECONFIGURE BOONSHOFT EXIT</strong></td>
<td>Reconfigure the gateway of the Boonshoft Museum of Discovery, including permitting a right-turn onto DeWeese Parkway</td>
<td>City</td>
<td>0-3 years</td>
<td>City</td>
</tr>
<tr>
<td><strong>CONTINUED POST-TOR-NADO STABILIZATION EFFORTS</strong></td>
<td>Monitor the status of repairs, insurance claims, and stability of houses damaged by the tornado; direct resources to homeowners where needed</td>
<td>DeWeese-Ridgecrest Civic Association</td>
<td>0-3 years</td>
<td>n/a</td>
</tr>
</tbody>
</table>

Refer to full framework plan or individual project plans for detailed images of projects.
## Historic Inner East: Third Street Corridor

<table>
<thead>
<tr>
<th>PROJECT</th>
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<th>TIME FRAME</th>
<th>FUNDING SOURCE</th>
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</thead>
<tbody>
<tr>
<td><strong>SHORT-TERM ROAD DIET</strong></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>1</td>
<td>Remove one lane of moving traffic in each direction and paint/bike lanes on Third Street (either inside or outside of on-street parking, or in a cycle-track configuration)</td>
<td>City</td>
<td>0-3 years</td>
<td>City/COVID-19 CARES</td>
</tr>
<tr>
<td>2</td>
<td>Plant ‘islands/medians’ in the center lane where left-turn lanes are not required</td>
<td>City</td>
<td>0-3 years</td>
<td>City</td>
</tr>
<tr>
<td>3</td>
<td>Partner with business owners to put potted trees or stand-alone planters at the edge of the sidewalk to define the pedestrian realm and make nodes</td>
<td>Owners/Citywide</td>
<td>0-3 years</td>
<td>City/Philanthropy</td>
</tr>
<tr>
<td><strong>LONG-TERM STREETSCAPE AND RE-DESIGN</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Build bump-outs at the 3 nodes to reduce crossing width and create space for street trees</td>
<td>City</td>
<td>3-10 years</td>
<td>City</td>
</tr>
<tr>
<td>5</td>
<td>Create tree wells in the sidewalk where possible, with a focus on the 3 nodes</td>
<td>City</td>
<td>3-10 years</td>
<td>City</td>
</tr>
<tr>
<td>6</td>
<td>Formalize the medians in the center lane where left-turn lane is not required (with special paving, or other non-planted treatment)</td>
<td>City</td>
<td>3-10 years</td>
<td>City</td>
</tr>
<tr>
<td><strong>THIRD STREET AND DUTOIT STREET NODE</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Paint a crosswalk at Dutoit that creates a box to connect both sides of the off-set street</td>
<td>City</td>
<td>0-3 years</td>
<td>City</td>
</tr>
<tr>
<td>8</td>
<td>Add branded Flight Line signage indicating the trailhead on Dutoit</td>
<td>City</td>
<td>0-3 years</td>
<td>City/Philanthropy</td>
</tr>
<tr>
<td>9</td>
<td>Build bump-outs to reduce the crossing width and create space for street trees</td>
<td>City</td>
<td>3-10 years</td>
<td>City</td>
</tr>
<tr>
<td><strong>THIRD STREET AND JUNE STREET NODE</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Support existing restaurants with concepts, labor, and toolkit pieces to enable and enhance outdoor dining during social distancing</td>
<td>City/Citywide</td>
<td>0-3 years</td>
<td>City/Philanthropy</td>
</tr>
<tr>
<td>11</td>
<td>Paint a crosswalk at June that creates a box to connect both sides of the off-set street (upgrade to special paving if possible to slow cars as the drive down Third Street)</td>
<td>City</td>
<td>0-3 years</td>
<td>City</td>
</tr>
<tr>
<td>12</td>
<td>Build bump-outs to reduce the crossing width and create space for street trees</td>
<td>City</td>
<td>3-10 years</td>
<td>City</td>
</tr>
<tr>
<td><strong>THIRD STREET AND LINDEN AVE. NODE</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Paint a crosswalk across Third Street, Linden Street, and Springfield Street</td>
<td>City</td>
<td>0-3 years</td>
<td>City</td>
</tr>
<tr>
<td>14</td>
<td>Build bump-outs to reduce the crossing width and create space for street trees</td>
<td>City</td>
<td>3-10 years</td>
<td>City</td>
</tr>
<tr>
<td>15</td>
<td>Coordinate a parking strategy between private owners to make retail and restaurant uses viable</td>
<td>Private owners</td>
<td>0-3 years</td>
<td>Private capital</td>
</tr>
<tr>
<td>16</td>
<td>Support and incentivize small businesses to open at Third and Linden, support in permitting and licenses, lending for renovations</td>
<td>City</td>
<td>0-3 years</td>
<td>City/Philanthropy</td>
</tr>
</tbody>
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*REFER TO FULL FRAMEWORK PLAN OR INDIVIDUAL PROJECT PLANS FOR DETAILED IMAGES OF PROJECTS*
### Implementation

**Historic Inner East and Burkhardt: Flight Line**

<table>
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<tbody>
<tr>
<td><strong>TRAIL ENGINEERING CONSTRUCTION</strong></td>
<td>Corridor acquisition of the rail right-of-way from Norfolk Southern</td>
<td>City</td>
<td>0-3 years</td>
<td>City/State/Federal</td>
</tr>
<tr>
<td></td>
<td>Trail Construction/Engineering Phase 1</td>
<td>City</td>
<td>0-3 years</td>
<td>City/State/Federal</td>
</tr>
<tr>
<td></td>
<td>Trail Construction/Engineering Phase 2</td>
<td>City</td>
<td>3-10 years</td>
<td>City/State/Federal</td>
</tr>
<tr>
<td></td>
<td>Trail Construction/Engineering Phase 3</td>
<td>City</td>
<td>3-10 years</td>
<td>City/State/Federal</td>
</tr>
<tr>
<td><strong>DUTOIT NODE</strong></td>
<td>Raised crosswalk at the trail crossing</td>
<td>City</td>
<td>0-3 years</td>
<td>City</td>
</tr>
<tr>
<td></td>
<td>Build a new construction one-story retail food &amp; beverage building with outdoor dining at the trailhead and recruit operator</td>
<td>Developer</td>
<td>0-3 years</td>
<td>Private capital/Incentives</td>
</tr>
<tr>
<td></td>
<td>Renovate the two existing buildings on Bacon street into loft apartments or condos</td>
<td>Developer</td>
<td>3-10 years</td>
<td>Private capital/Incentives</td>
</tr>
<tr>
<td></td>
<td>Acquire 1 Dutoit and Develop for-sale townhouses or similar density housing facing the Flight Line</td>
<td>Developer</td>
<td>3-10 years</td>
<td>Private capital/Incentives</td>
</tr>
<tr>
<td></td>
<td>Renovate 102 Dutoit for loft housing</td>
<td>Developer</td>
<td>3-10 years</td>
<td>Private capital/Incentives</td>
</tr>
<tr>
<td></td>
<td>Vacate Huffman Street west of Columbus Street and Bolton Street north of Hamilton Avenue (create a driveway access for properties on Huffman)</td>
<td>City</td>
<td>0-3 years</td>
<td>City</td>
</tr>
<tr>
<td></td>
<td>Improve the green space south of Huffman, adjacent to the Carnegie Library building with a trailhead, playground, pavilion, and outdoor seating</td>
<td>City</td>
<td>3-10 years</td>
<td>City</td>
</tr>
<tr>
<td></td>
<td>Renovate and encourage active uses in retail buildings facing Fifth Street</td>
<td>Developer</td>
<td>3-10 years</td>
<td>Private capital/Incentives</td>
</tr>
<tr>
<td></td>
<td>Build will houses facing Hamilton</td>
<td>Developer</td>
<td>3-10 years</td>
<td>Private capital/Incentives</td>
</tr>
<tr>
<td><strong>HUFFMAN NODE</strong></td>
<td>Help facilitate the redevelopment of the Hewitt Soap Factory building/site</td>
<td>City</td>
<td>3-10 years</td>
<td>City</td>
</tr>
<tr>
<td></td>
<td>Build a trailhead park at the eastern tip of the triangle with outdoor seating to serve retail uses</td>
<td>City</td>
<td>3-10 years</td>
<td>City</td>
</tr>
<tr>
<td></td>
<td>Build a new construction one-story retail food &amp; beverage building with outdoor dining at the trailhead and recruit operator</td>
<td>Developer</td>
<td>3-10 years</td>
<td>Private capital/Incentives</td>
</tr>
<tr>
<td></td>
<td>Develop low-density mixed-income/multi-family housing development on the remainder of 313 Linden Ave.</td>
<td>Developer</td>
<td>3-10 years</td>
<td>Private capital/Incentives</td>
</tr>
<tr>
<td></td>
<td>Acquire the parcels facing Davis Ave. between Flexiby St. and Meridian St. and build townhouses and low-density mixed-income/multi-family housing</td>
<td>Developer</td>
<td>3-10 years</td>
<td>Private capital/Incentives</td>
</tr>
</tbody>
</table>
Neighborhood Stabilization: Burkhardt and Eastern Hills

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>ACQUISITION/ DEMO STRATEGY FOR BURKHARDT EAST AND EASTERN HILLS</td>
<td>Re-organize the Springfield-Burkhardt neighborhood organization to partner with the Huffman association and others to continue to invest in these neighborhoods</td>
<td>Springfield-Burkhardt Association</td>
<td>0-3 years</td>
<td>n/a</td>
</tr>
<tr>
<td></td>
<td>Partner with the Montgomery County Land Bank to initiate a ‘Thriving Neighborhood initiative’ in Huffman to facilitate strategic acquisitions, demolitions, and rehabs.</td>
<td>Montgomery County Land Bank</td>
<td>0-3 years</td>
<td>Montgomery County Land Bank</td>
</tr>
</tbody>
</table>

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