NORTHWEST DAYTON NEIGHBORHOODS VISION
Dayton, Ohio

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NORTHWEST DAYTON NEIGHBORHOODS VISION

PREPARED FOR
The City of Dayton

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INTRODUCTION

UDA worked with the City of Dayton to organize and unite many different pieces of an emerging vision for Northwest Dayton, and recommend strategic refinements where appropriate, into an overall unified urban design vision for the community.

SUMMARY

With years’ worth of plans, concepts, and proposals generated for various areas within Northwest Dayton, it is difficult for many residents and involved organizations to visualize a long-term, holistic vision of the area. The strategy for revitalization mirrors that of a place- and asset-based investment strategy: build on assets, right-size the city, focus on highest and best use, apply placemaking principles, and prioritize nodes. The purpose of this document is to integrate all planning efforts in Northwest Dayton and FROC and set forward a path toward redevelopment.

Applying Dayton’s place- and asset-based investment approach to Northwest Dayton broadly culminates in a few main imperatives: to strengthen commercial corridors and reestablish a network of multi-use urban nodes. Identifying primary arteries like the North Main Street Corridor and Salem Avenue Peace Corridor helps to determine historical and well-connected anchor points for revitalization. Green corridors such as Wolf Creek, Stillwater River, and Miami River provide linear and neighborhood parks that make up a network of open spaces, amenities for adjacent neighborhoods as well as the entire City. Strategizing connections between these identified economic veins, neighborhoods, and open space assets becomes an essential component of catalyzing redevelopment and uniting all the plans and proposals that have been generated over the last decade.

The Study Area Boundary

The edges of the Northwest Dayton study area are equally important as the interior and deserve the same amount of attention. The Miami River, Wolf Creek, Northwest Plaza, and more are all major landmarks and therefore have roles to play in shaping the edges.

• Stillwater and Miami River to the East
• Wolf Creek to the South
• The City limits to the West
• Siebenthaler Avenue, Philadelphia Drive, and Free Pike to the North

Collecting and uniting the many existing plans and proposals is an important first step.

NORTHWEST DAYTON NEIGHBORHOODS

• Northern Hills
• Greenwich Village
• Wesleyan Hill
• College Hill
• Cornell Heights
• Princeton Heights
• Dayton View Triangle
• University Row
• Southern Dayton View
• Fairview
• Mount Vernon
• Philadelphia Woods
• Hilcrest
• North Riverdale
• Santa Clara
• Five Oaks
• Grafton Hill
• McPherson
• Old Dayton View
INTRODUCTION
The Northwest Dayton and the FROC Priority Board are comprised of twenty diverse neighborhoods situated northwest of the Miami River, with Wolf Creek to the west, Stillwater River to the east, and the city boundary to the north. The historic development of these neighborhoods occurred as Dayton industrialized and grew in population during the mid-nineteenth century. Northwest Dayton has faced challenges since the mid-twentieth century as suburban flight and the loss of manufacturing in the city brought economic downturn. Efforts since the late twentieth century have been geared towards revitalizing these diverse neighborhoods, despite the challenges stemming from concentrations of poverty and a disadvantaged workforce.

HISTORY
While early Dayton settlers had platted and built their homes in neighborhoods close to the Miami River such as Dayton View, Northwest Dayton became a sought-after residential area only after 1871 when the Dayton View streetcar running along Salem Avenue connected to the city’s commercial and industrial districts to the south, across the Miami River. The last quarter of the nineteenth century saw the development of heavy industries in Webster Station and other areas, prompting the city’s wealthy professionals to build opulent homes in the pristine Dayton View and Grafton Hill neighborhoods for a convenient commute. These neighborhoods were located on high ground which provided safety from floods that had historically devastated Dayton, thereby increasing its desirability. However, Northwest Dayton suffered from low occupancy and neglect during the Great Depression and the second world war. With the rise of automobile dependence in the decade following the war, Dayton’s residential neighborhoods began to expand outward to unbuilt land at the city’s periphery. New commuter neighborhoods such as Greenwich Village and Northern Hills and new development in existing areas like College Hill were harbingers of the impending suburban growth. Suburban flight and the relocation and closing of industrial plants such as NCR and the General Motors Delphi division in the last quarter of the twentieth century posed significant challenges to the vitality and development of Northwest Dayton, with each neighborhood grappling with varying degrees of economic stagnation and downtown.

Today, Northwest Dayton and FROC neighborhoods present opportunities for development despite these manifold challenges. Local advocacy and initiatives have resulted in the listing of six historic districts to the National Register of Historic Places, providing incentive to rehabilitate deteriorating but salvageable historic residential and commercial buildings. Northwest Dayton is home to cultural institutions including the Dayton Art Institute, the Dayton Masonic Center, and the recently-constructed Dayton Metro branch library, the largest in the system. The historic Salem Avenue, the area’s spine, reveals the story of its development through the nineteenth and twentieth centuries with high-style residential, civic, and religious buildings showcased alongside later commercial development. It continues to connect the Northwest Dayton and FROC neighborhoods to business, culture, entertainment, and sport in the increasingly vibrant downtown.
Planning Process

COMMUNITY ENGAGEMENT

A three-step planning process was applied for the neighborhoods of Northwest Dayton and FROC. The foundation of this process was authentically 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 Northwest Dayton and FROC neighborhoods
- Meetings with any key stakeholders or investors who have been active in the neighborhood 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 prioritization of projects and sequencing for implementation

Stakeholders & Partners

The planning process connected stakeholders and helped to leverage potential partnerships. The stakeholders and partners who participated are active neighborhood leaders who will be engaged in the implementation of projects in the Northwest and FROC neighborhoods.

- City of Dayton
- CityWide
- Dayton Regional Transit Authority
- Miami Valley Trails
- Five Rivers MetroParks
- Dayton Metro Library
- Grace United Methodist Church
- Gem City Market
- Grandview Medical Center
- Dayton Early College Academy
- Dayton Public Schools
- Salem Avenue Peace Corridor
- Jane Reece Neighborhood Association
- Santa Clara Business Owners
- Philanthropic Community

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: May 2, 2019
  - May 2: Focused Stakeholder Meetings, Team Kick-Off Meetings, and Tour
- Step 2: June 24-27, 2019
  - June 24: Team Kick-Off Meeting, Focused Stakeholder Meetings
  - June 25: Community Progress Pin-Up
  - June 26: Preview of Community Presentation with city staff and stakeholders
  - June 27: Community Presentation and Open House
Relevant Plans and Projects

**Wright Street Corridor**
1. Opportunities for Mid-Block Paths
2. Opportunities for Passive and Natural Parks
3. Creation Park at Former Colonel White High School
4. Conversion of Vacant Corner Lots into Pocket Parks
5. Potential Tree Nursery or Orchard
6. Adaptive Reuse of Mixed-Use Buildings
7. Corner Park and Farmer’s Market
8. Acquisition of Vacant Lots
9. Opportunities for Mid-Block Paths
10. New Park
11. Community Gardening
12. Pedestrian/Bicycle Connection
13. Adaptive Reuse Opportunities
14. Mixed-Use Redevelopment Opportunity

**Wolf Creek Corridor**
1. Strategic Land Banking
2. Wesleyan Metropark Expansion
3. Gateway
4. Dayton Tire & Rubber Site (Baldwin Meadon)
5. Pedestrian Park of the River
6. Riverside Trail
7. Street Closures
8. Vacant Lots as Public Open Spaces
9. Mixed-Use Infill Housing and Development
10. New Park Amenities at Wesleyan Metropark Expansion
11. Corridor Revitalization

**Salem Avenue Corridor**
1. Development Sites for Office, Commercial, or Housing
2. Deployment CityParks and Concentrate Commercial Uses
3. Phoenix Next
4. Recent Opening of New Splash Pad and Nursery
5. Demolition of Vacant Buildings, Home Improvement Projects
6. Recently Completed Gateway
7. Omega Senior Lofts and the Hope Center for Families
8. Potential Streetscape Improvements at Gateway
9. Omega Salem Avenue Infrastructure Improvements (Phase I)
10. New City Market and Additional Development Site
11. Omega Salem Avenue Infrastructure Improvements (Phase I)
12. Omega Salem Avenue Infrastructure Improvements (Phase I)
Common Themes

**HOUSING NEAR DOWNTOWN**

*Build on Momentum*

The revitalization of downtown, and the associated demand for residential units, should be captured in the neighborhoods immediately adjacent to downtown. The neighborhoods of Riverdale, Five Oaks, Old Dayton View, and Southern Dayton View have several vacant parcels that are large, contiguous, and located along the major corridors of Salem Avenue and North Main Street, making these lots attractive to potential developers.

*Pair Housing with Commercial*

The community expressed a strong desire to have access to fresh produce and groceries. With the opening of the Gem City Market in late 2020, this asset for the community will become a reality. Having residents within walking distance of such a critical community asset as well as other commercial activity is a vital aspect of a well-functioning community.

**REINVIGORATED COMMERCIAL NODES**

*Broaden typical commercial uses*

As the nature and physical form of retail continues to evolve, commercial centers must expand to a wider variety of uses and become destinations. Activation of commercial spaces can no longer rely on restaurants and stores, but should be more diverse to include other uses which bring neighborhoods together. For example, buildings with larger footprints formerly used for retail can be revitalized as large recreation centers, community centers, and event spaces.

*Harness Public-Private Partnerships*

There is an abundance of historic building stock within Northwest Dayton but much of it requires substantial investment from business owners, developers, and private institutions to rehabilitate. Alone, many of these entities do not have the resources to reinvigorate the commercial nodes, but with the help of the public sector from thoroughfare improvements to facade improvements, the reactivation of these corridors is possible.

**OPEN SPACE**

*Build on Rivers and Trails*

The Miami Valley Trail Network, one of the most robust trail systems in the nation boasts the opportunity to access the Great Miami River, Stillwater River, and Wolf Creek waterways. These interconnected corridors are a strong asset for the neighborhoods to expand upon in the future.

*Connect MetroParks*

The MetroPark system and the associated cultural institutions within these parks, such as the Wegerzyn Gardens and Boonshoft Museum of Discovery, are not easily accessible to the FROC neighborhoods despite close proximity. Creating an improved open space system will help both link these institutions to residents and improve an already strong asset.

**HISTORICAL FABRIC**

*Balance Renovation and Development*

The abundance of historical residential building stock in Northwest Dayton that lies vacant is certainly an opportunity for housing. However, assessing and renovating unkempt properties is often costly and time-consuming for the owner. Identifying swathes of empty lots to be built out by developers versus spot renovations is an important step in providing a wide range of residential options.

*Build on Traditional Forms*

Northwest Dayton boasts a rich history that is manifest in iconic buildings of various architectural styles still standing today, including Victorian, Georgian, and Prairie Style homes and commercial buildings, among others. Building on these strong architectural foundations reinforces the historical character and scale of Dayton’s neighborhoods.
Place- and Asset-Based Development Framework

THE NEIGHBORHOODS

The Northwest geography contains a wide variety of neighborhoods, featuring diverse architecture and form. It includes several historic districts, potential historic districts, and contemporary neighborhoods. While it contains quiet residential neighborhoods, it also contains some of the city’s busiest roads. Despite these contradictions, this plan unifies the area with an urban-design-centric vision.

Corridors

Northwest Dayton, in many ways, is defined by corridors – North Main, Salem, the Wolf Creek, and the Stillwater, for example. These corridors form the framework of this plan. North Main Street has an opportunity to greatly enhance safety and make it a corridor that better accommodates all forms of transportation, and supports development. This is particularly the case in the Santa Clara business district, which currently has occupancy issues, contains a great deal of potential. Salem Avenue is poised for change. This includes a total street rebuild. Additionally, new development such as the Gem City Market will catalyze future development. Here, again, we see the potential to change the nature of the street to a more human scale and experience.

The Wolf Creek Corridor has the opportunity to become a more natural environment. In many places along Wolf Creek, there is not a tremendous market for neighborhood development. However, this brings the opportunity of greening the corridor and connecting it with paths and bikeways, creating a complete greenway.

The Stillwater River has a complete greenway on the eastern side of the River. This prompts the potential for strengthening connections to the west, such as in the Riverdale neighborhood. There is also the potential for a re-imagined of Riverside Drive, where new space for a shared pathway could be constructed.

Architecture

This geography has a strength in its architecture. It includes historic districts, such as Grafton Hill, McPherson Town, Dayton View, and three smaller historic districts in Five Oaks. Some of the most prominent architecture is in the Dayton View Triangle area. This architecture helps separate this geography from the rest of the city and is the foundation for future development efforts. Additional areas for the National Register or local historic nomination should be considered.

Opportunity Sites

There are also numerous potential locations for future development that could meet market needs, such as the former Good Samaritan Hospital site, vacant land just north of Interstate-75 in the Riverdale neighborhood, former school sites, and underutilized sites on Salem Avenue. These sites should be evaluated for potential uses, site strengths, and proper zoning.
15-YEAR VISION FOR NORTHWEST DAYTON AND FROC

Cultivating vibrant commercial nodes and corridors, combating extensive vacancy, and connecting to greenways and anchor institutions will help to move neighborhoods forward.

CONNECTING THE VISION — THROUGH AN URBAN DESIGN LENS

Previous plans, studies, and projects for Northwest Dayton and the FROC neighborhoods provided the framework for the coordinated vision. The two street corridors — North Main Street and Salem Avenue — and the river corridors form the armature for the initiatives that make up the vision plan. Opportunity sites were identified by stakeholders and the City. The opportunity sites represent available land with market potential that could help to reconnect neighborhoods.

North Main Street Corridor
Historically significant and a logical connection to downtown, the North Main Street Corridor is a critical economic artery serving Northwest Dayton and FROC. The following sites demonstrate potential for infill and catalytic development:
- Riverdale Infill
- Five Oaks Neighborhood
- North Main and Forest
- North Main Neighborhood Center

Salem Avenue Peace Corridor
Much of the planning in Northwest Dayton has focused on the Salem Avenue corridor.

Public street improvements will serve as the catalyst for private redevelopment. The following sites present opportunities for market viable development building on strengths:
- Grace United Methodist Church
- Lower Salem Avenue

River and Open Space Corridors
The Stillwater River, Miami River, and Wolf Creek, adjacent linear parks, and neighborhood parks comprise the open space network surrounding these neighborhoods. With enhancements, this open space network can begin to connect to and add value to the adjacent neighborhoods. Initiatives are organized under the:
- Stillwater River Corridor
- Wolf Creek Corridor

IMPLEMENTATION

This section refocuses on the sequencing necessary to achieve the desired result. Each project is categorized as a public initiative or an initiative to be implemented by another entity, typically private. For each project, the Implementation section outlines:
- Lead Agency
- Time Frame
- Funding Source
NORTH MAIN STREET CORRIDOR

Reinvigorated storefront uses and an enhanced pedestrian realm restore this historic commercial corridor to its vibrant, mixed-use past.

INTRODUCTION

The North Main Street corridor has historically served as an important state and regional transportation route and as one of the primary entryways into the city from the north. The last century of development saw the transformation of large tracts of agricultural land lining the corridor into residential neighborhoods, eventually evolving to the mixed-use residential and commercial corridor it is today.

In the early nineteenth century, much of the Corridor was rural and unplatted. Due to its proximity to the Miami and Stillwater Rivers, the Corridor was home to several thriving nurseries. Newly subdivided parcels and land transportation improvements in the mid-to late-nineteenth century—such as the opening of the Main Street Bridge in 1836 and the electrification of the streetcar in 1888—significantly contributed to the Corridor’s growth and development.

As residents moved farther north out of downtown, sewer systems were installed, streets were paved, sidewalks were laid, and lawns were planted. The area between Locust and Helena Streets, Riverside Drive, and North Main Street was platted primarily with single-family homes and duplexes.

North Main Street was officially designated State Route 48 in the 1920’s. As a result, the corridor became increasingly commercial, attracting retail to the busier corridor and driving out residents. A wide assortment of businesses including drugstores, groceries, hardware stores, other small family-owned businesses, and eventually car dealerships began lining the corridor; meanwhile, larger homes were abandoned in favor of quieter areas and were often converted into other uses.

By the 1950’s, North Main Street was a fully-developed, heavily-trafficked, commercial arterial centered around the Santa Clara Avenue intersection. This densely-developed business and entertainment district featured auto-related businesses, a post office, gas stations, undertakers, offices, banks, restaurants,
local mom-and-pop shops, department stores, a movie theater, furniture stores, paint stores, and more, all supported by adjacent residential development in addition to the vehicular traffic. But North Main Street’s vibrant commercial center reached its peak in the 1960’s, as shopping malls and suburban flight drew residents out of the city to live and shop, the corridor began a decades-long downward spiral, losing residents, businesses, and services.

The 1990’s saw a burst of energy to revitalize the Santa Clara business district. Buildings were renovated, parking was built, and small specialty shops, restaurants, and art galleries opened, fostering an artsy image for the district. The city poured money and muscle into reviving the business district through its Town Centers Program, part of a citywide strategy that targeted at least six neighborhood business districts for revitalization.

Despite the city’s efforts to revitalize the corridor, many of the homes and businesses along North Main Street and in surrounding neighborhoods were left vacant by 2010 and in varying states of disrepair.

Today, the North Main Street corridor is still largely commercial in character, with a fair number of successful businesses clustered primarily around the Santa Clara Avenue intersection. Small businesses and other commercial uses including convenience stores, restaurants, banks, gas stations, auto shops, daycares, and more continue the corridor’s mom-and-pop tradition. The Santa Clara business district in particular has recently experienced some momentum, sparked by the opening of the Santa Clara Juicery and other public and private investments.

### NORTHWEST DAYTON AND FROC PLANS AND PROJECTS

The North Main Street Corridor Plan, adopted in December of 2018, was the result of a two-year community planning and engagement process to develop strategies for enhancing the quality of life in the North Main Street Corridor. The plan calls out eight strategic areas of focus to address the opportunities and challenges identified by the surrounding communities’ residents.

#### Challenges
- Economic disinvestment along North Main Street
- Vacant, abandoned, and blighted properties along the corridor and in surrounding neighborhoods
- Increased crime in surrounding neighborhoods, especially in blighted areas
- Increase in high-speed traffic and pedestrian accidents along North Main Street

#### Prominent Features
- Grandview Hospital
- Santa Clara Business District
- Gary Haines Children Services Center
- Edwin Joel Brown Pre-K-8 School

#### Previously Planned Concepts and Improvements
- The 1993 Riverdale Neighborhood Improvement Plan was developed by the City of Dayton in conjunction with the Riverdale Neighborhood Association, the Development Corporation, and the Business Association to develop a comprehensive neighborhood improvement plan for the area.
- The 1994 Evaluation of the Five Oaks Neighborhood Stabilization Plan examined the history, implementation, and effects of the Neighborhood Stabilization Plan that was implemented in the Five Oaks neighborhood in the fall of 1992. At the request of the Dayton Police Department, nationally-recognized urban planner Oscar Newman was brought to Dayton in 1992 to discuss neighborhood stabilization issues and implement the “Defensible Spaces” design technique in Five Oaks.
- In 1995, the North Main Street Strategic Plan was developed and adopted by the City of Dayton. The plan was a collaboration between various community and neighborhood groups including the FROC Priority Board, the Riverdale Business Association, the Santa Clara Business Association, and the neighborhood associations from Riverdale, Sandalwood Park, Santa Clara, McPherson Town, Hillview, Northern Redcrest River, and Upper Riverdale.
- In 2003, the North Main Street Revitalization Framework report was drafted. This summary report was the result of a formal planning process conducted by the North Main Street Steering Committee, an ad hoc committee of FROC Priority Board members, neighborhood and business representatives, among others. Though the plan was never formally adopted by the City Planning Board, the City Commission, it outlined a comprehensive and widely-approved vision for the future of the corridor.
- In December of 2018, the North Main Street Corridor Plan was developed and adopted by the City of Dayton. The plan was the result of a two-year long planning process with residents and business owners from the five planning districts that touch North Main Street on the north side of I-70. The plan serves as a strategic “road map” to guide the community’s decision-making and investment priorities over the next decade. The document identifies eight areas of focus that were identified as priorities by the surrounding community: Crime and Safety, Housing and Blight, Traffic and Pedestrian Safety, Land Use and Zoning, Economic Development, Citizen Engagement and Neighborhood Development, Historic Preservation, and Social Services, Education, and Recreation.
**Riverdale Infill**

**OVERVIEW**

The area bound by North Main Street, Riverside Drive, Interstate-75, and Great Miami Boulevard was previously identified in the Re-Imaging Riverdale document as a mixed-use redevelopment opportunity. This infill area has a strong location, close to multiple RTA bus routes and a robust trail network. The area also boasts a significant amount of existing street infrastructure.

While there are many vacant lots in the immediate area, this provides a potential developer the opportunity to replat lots to fit a multitude of development programs. This vision shows mostly single-family residential housing but proposes two new open spaces; a park along Riverside Drive which saves a handful of viable existing trees and a plaza along N. Main Street. Part of the CSL plasma site be sold for the development of single-family attached units, which park underneath the unit and take advantage of the views of the Miami River on upper stories.

**Challenges**

- Access to Riverside Drive along the eastern edge of the focus area is dangerous and unpleasant with a median that prevents left turns to travel north and the high traffic speed on Riverside Drive
- Vacant properties and lots discourage community and private investment
- Interstate-75 physically and physiologically separates Riverdale from the downtown area with a large overpass

**Opportunities**

- Located just north of downtown with visibility from Interstate-75, Riverside Drive, and N Main Street the neighborhood is within walking and biking distance of downtown
- The Great Miami River Recreational Trail, and therefore the entire trail network, is geographically close (but difficult to access)
- A mostly existing street pattern, appropriately scaled blocks, and a limited number of well-maintained historical buildings provide a strong canvas for development

**Proposed Interventions**

- A variation of housing types and lot sizes that fit into the existing street network
- A new park abutting Riverside Drive provides improved access to the trail network and other amenities along the Miami River
- A plaza at the end of southwestern end of Lawn Street could be used as the focal point for new units
- A traffic light at the intersection of Great Miami Boulevard and Riverside Drive
- The successes of downtown should be used as a catalyst to enact successful revitalization in this area

Aerial of existing conditions

View of existing conditions looking south towards I-75 overpass, downtown

Location Map

Plan of proposed development
North Main and Forest & Five Oaks Neighborhood

OVERVIEW

The Five Oaks and Riverdale neighborhoods, separated by N Main Street, represent an opportunity for adaptive reuse, new open spaces, and the conversion of former school sites into locations for new housing. The intersection of Forest Avenue and N Main Street presents an opportunity to reactivate a mixed-use node that has high visibility and placemaking potential. Here, three streets awkwardly meet, resulting in strangely-shaped parcels with little building frontage. Several of the beautiful historic buildings are vacant but in salvageable condition. The former firehouse and the corner flatiron building should be a primary pieces in the redevelopment strategy.

Adjacent, large empty parcels in Five Oaks provide opportunities for new development. Three large parcels to the west and south of this intersection are strong candidates for either residential development or park space. These include the former Julienne High School site, former Van Cleve Elementary School site, and the site west of Forest Avenue which was a former multifamily housing site.

Challenges
- High-speed, dangerous vehicular traffic along N Main Street, particularly around crosswalks and complex intersections
- The area has vacant, vandalized storefronts and crime and safety issues
- Property owners are often not local

Opportunities
- Historic buildings with important community history and placemaking potential could be renovated
- Large, wooded vacant sites present developers with an viable opportunity for new residential development
- The former Julienne site provides good views to the downtown skyline
- Adjacency to DECA Prep is an amenity for residents and prospective home buyers

Proposed Interventions
- Development of the former Julienne site into smaller lots for families, tiny houses, or senior housing would provide housing options that are lacking in the area, particularly for those who can not or do not want to repair vacant houses
- Enhancement of the former Van Cleve School site into a community park
- Reactivating the commercial node at Forest Avenue. Adaptive reuse of the historic firehouse and flatiron building with arts-based or dining uses could spur further investment in this highly-visible area
- Development of the parcel west of Forest Avenue with residential housing options such as townhouses or small mansion apartments with common green space
View of proposed improvements at N Main Street and Forest Avenue looking south

- Restaurant in Renovated Firehouse
- Renovated Artists' Lofts
- Improved Streetscape
- New Mixed Use
OVERVIEW

The North Main Street Neighborhood Center is located at the intersection of N Main Street, Victor Avenue, and Santa Clara Avenue. For much of the early and mid-20th century, this area was the epicenter of community activity, with retail, offices, restaurants, and even a movie theater concentrated in a small walkable core. But as mom-and-pop businesses left the area due to economic decline, vacancy rates soared in both the commercial structures and residences surrounding the former commercial center. Although the buildings are in various states of disrepair, many are salvageable and could be restored and through partnerships could again house local businesses and services to reinvigorate N Main Street.

Street improvements must be paired with private investment to improve the safety and walkability — many pedestrian fatalities have occurred near this intersection. The speed of the traffic must be slowed for the sake of safety, encourage on-street parking, and for the comfort of pedestrians so that businesses may have the opportunity to thrive.

North Main Street safety enhancements are the highest priority. Not only are they essential for the future viability of businesses in the corridor, but more importantly they are an immediate safety problem that must be addressed. Improved crosswalks that allowing for easy pedestrian crossing of North Main Street are critical.

Challenges
- High-speed, dangerous vehicular traffic which has led to fatalities, which residents call “Dead Man’s Curve”
- The area has vacant, vandalized storefronts and crime and safety issues
- Property owners are often not local
- Buildings are generally in disrepair

Opportunities
- Historical buildings with important community history and placemaking potential are strong candidates for adaptive reuse
- Funding for street improvements is available and in the early design stages
- Entrepreneurs have expressed interest in developing the area

Proposed Interventions
- Reduce the number of travel lanes to allow for wider, safer sidewalks to encourage pedestrian activity
- Recruit businesses oriented towards community health and empowerment, such as a fresh produce market, gym, yoga or dance studio, city resource center, restaurant, or coffee shop to strengthen the local economy and community bonds

COMMUNITY SUGGESTED USES
- Stores selling fresh produce
- Restaurants, coffee shop
- Clothing boutiques, shoe store
- Youth-friendly uses, arcade, games
- Event space
- Splash pad, recreational uses
- Gym, dance, or yoga studio
- Art studio, lessons
- Police substation, city resource center
- Internet cafe
- Pop-up stores (3-6 month leases)
- Create a reactivated space at Santa Clara Park to allow space for community events and recreational activities.
- Concentrate investment in commercial buildings and street improvements while investigating investment in nearby housing.
- Reduce the width of Santa Clara Avenue at the intersection to two narrow 10-foot lanes to slow vehicular speeds, and create a plaza for trees, tables, and chairs for restaurants.

**Proposed Improvements**

- Remove one north-bound travel lane and provide on-street parking to create a barrier between travel lanes and pedestrians. On-street parking provides easy access for businesses along the corridor and creates a barrier between moving traffic and pedestrians on the sidewalks.
- At the curve of N. Main Street expand the pedestrian zone by removing a travel lane to create a new curb edge with a generous tree verge.
- Remove the inner south-bound travel lane and replace with a median or left turn lane where appropriate.
- Add a verge for street trees and/or large planters along sidewalks and in the median where possible to further protect pedestrians and enhance the area’s aesthetics.
- Ensure the street is attractive to pedestrians by adding pedestrian-scaled lighting, awnings, tables, and chairs for restaurants, street furniture, street trees where appropriate, and pedestrian-scaled signage for businesses.

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<th>Section Location</th>
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<td>Existing condition of Santa Clara Park</td>
<td>Create a reactivated space to allow space for community events and recreational activities.</td>
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**Proposed Improvements**

- Remove one north-bound travel lane and provide on-street parking to create a barrier between travel lanes and pedestrians. On-street parking provides easy access for businesses along the corridor and creates a barrier between moving traffic and pedestrians on the sidewalks.
- At the curve of N. Main Street expand the pedestrian zone by removing a travel lane to create a new curb edge with a generous tree verge.
- Remove the inner south-bound travel lane and replace with a median or left turn lane where appropriate.
- Add a verge for street trees and/or large planters along sidewalks and in the median where possible to further protect pedestrians and enhance the area’s aesthetics.
- Ensure the street is attractive to pedestrians by adding pedestrian-scaled lighting, awnings, tables, and chairs for restaurants, street furniture, street trees where appropriate, and pedestrian-scaled signage for businesses.

**Proposed Improvements**

- Create a reactivated space at Santa Clara Park to allow space for community events and recreational activities.
- Concentrate investment in commercial buildings and street improvements while investigating investment in nearby housing.
- Reduce the width of Santa Clara Avenue at the intersection to two narrow 10-foot lanes to slow vehicular speeds, and create a plaza for trees, tables, and chairs for restaurants.

**Proposed Improvements**

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FACADE IMPROVEMENTS

The existing buildings along N Main Street offer an opportunity for businesses to attract tenants and patrons by locating in revitalized storefronts in beautiful historical buildings. Although some residents in the community have expressed concern for the viability of adaptive reuse along N Main Street, many of the buildings have the potential to be rehabilitated, keeping the street facade along N Main Street intact. The value of these historical storefronts for creating a neighborhood place can be seen in these elevation sketches. Well-executed storefronts provide large windows, clear signage, and have tight setbacks producing a vibrant commercial corridor.

Retaining existing businesses in this area including the Steps Daycare, the Santa Clara Juicery, and Aspire Property Management is key. An equally high priority to incentivize the revitalization of this commercial corridor is to provide support for the acquisition and rehabilitation of existing storefronts and the marketing strategy to attract new, local businesses to the corridor.

Proposed Improvements

- Identify tax-delinquent properties and provide clear pathways for local developers or business owners to purchase buildings
- Provide incentives for adaptive reuse of buildings instead of demolition
- Provide on-street parking and other street improvements to enhance the pedestrian experience and to make the building more viable for businesses
- Add an alley at 1924 N Main Street, connect to the existing rear alley, and consolidate parking lots behind the historic buildings to provide a coordinated parking opportunity to the greatest extent possible
- Reactivate Santa Clara Park as a flexible gathering space instead of parking

Elevation of proposed improvements and adaptive reuse on the east side of North Main Street
View of proposed improvements at N Main Street and Santa Clara Avenue looking north.
PHILADELPHIA WOODS NEIGHBORHOOD

The Philadelphia Woods neighborhood and immediate context is extremely varied, but contains many opportunities.

OVERVIEW

The Philadelphia Woods Planning Area is characterized by large and unique assets and opportunities. These include the Northwest Plaza shopping area, the Hook Estates subdivision, Miami Valley Golf Club, and the Dayton Metro Library Northwest Branch. With these assets comes additional opportunity. There is vacant land in strategic locations, such as the southwest corner of Philadelphia Drive and Hillcrest Avenue, outparcels and reimagined use in parts of Northwest Plaza, and, potentially, on the library site as well.

Challenges
- Residential market demand
- Changes to the retail marketplace
- Loss of Good Samaritan Hospital
- Infrastructure condition and age

Prominent Features
- Miami Valley Golf Club
- Dayton Metro Library, Northwest Branch
- Hook Estates subdivision
- Northwest Plaza

Relevant Plans and Investments
- Future Salem Avenue rebuild
- Pedestrian safety enhancements at Philadelphia and Siebenthaler
- Northwest Plaza private improvements

Location Map

Northwest Plaza

Northwest Plaza

A view looking down Hook Estate Dr.
OVERVIEW

The Northwest Plaza shopping center is located along the northern boundary of Northwest Dayton between Klepinger Road, Philadelphia Drive, and W Siebenthaler Avenue. While Northwest Plaza continues to have a handful of viable retail uses, schools, and churches, much of the plaza remains outdated or vacant.

The large, underutilized parking field in front of the buildings presents an opportunity for additional shade trees and beautification within the parking lot, as well as the opportunity for additional leasable retail space along W Siebenthaler Avenue. The current lack of sidewalk around Northwest Plaza makes access dangerous and unpleasant. To encourage walking or taking public transportation to Northwest Plaza, the continuous sidewalk should be constructed around the site.

Challenges
• Large surface parking lots with no trees create unfriendly experiences
• Lack of sidewalks along Siebenthaler Avenue makes pedestrian travel dangerous
• Vacant and underutilized buildings

Opportunities
• Leverage resources of adjacent Mt. Calvary Missionary Baptist Church
• Improved walking and biking connections around the site to improve the safety of residents walking to these uses
• Additional retail buildings could be developed on-site to add leasable square footage and bring new, more desirable uses to the community

Proposed Interventions
• New and improved sidewalks to improve pedestrian connections to surrounding neighborhoods
• Partner with the owners and landlord at Northwest Plaza to attract tenants that complement the new community uses
• Parking lot improvements including shade trees and more rational layout of parking spaces and drive aisles
Dayton Metro Library
Northwest Branch

OVERVIEW

The new Northwest Branch Library is the largest and busiest branch of the Dayton Metro System. Located on the corner of Philadelphia Drive and W Hillcrest Avenue, the library offers many useful amenities to the community, including programs for children and teens, test proctoring, and a small outdoor amphitheater. Northwest Branch Library, which opened mid-year 2016, is a major community asset. Currently however, there are several vacant lots immediately adjacent to the library. The addition of diverse housing types and small retail uses on these currently vacant lots would create a mixed-use node around the library.

Challenges

- Vacant lots adjacent to library contribute to a lack of vitality in the area
- Hillcrest Avenue east of Philadelphia Drive is lacking a sidewalk on the south side of the street

Opportunities

- The surrounding vacant lots can be redeveloped to create an activated area adjacent to Northwest Branch Library

Proposed Interventions

- Townhouses on the southeast corner of Philadelphia Drive and W Hillcrest Avenue that front the streets
- Single story retail space along Philadelphia Drive (terminating Bertram Avenue)
- Mixed-use residential/retail building on the southwest corner of W Hillcrest Avenue and Philadelphia Drive
- Improved streetscape, sidewalks, and street crossings to improve pedestrian experience and provide safe connections to the library

Location Map

Plan of proposed development

Aerial of existing conditions

Dayton Metro Library - Northwest Branch
SALEM AVENUE PEACE CORRIDOR

Long associated with prominent Dayton institutions, this corridor is re-branding itself as a mixed-use connector of historic neighborhoods.

INTRODUCTION

Salem Avenue is an long corridor, stretching from the Great Miami River at West Riverview Avenue in downtown and extending beyond the city’s limits near West Hillcrest Avenue in a northwesterly direction. This major transportation corridor and arterial was also designated as SR 49 until the Northwest Connector was completed in 1999 and assumed the SR 49 designation. Public transit has also been important to Salem Avenue’s story. In decades past, streetcars and then trolley buses ferried passengers between downtown, the city’s fringe neighborhoods, employment centers, entertainment venues, restaurants, and shops along its length. Even today, the Greater Dayton Regional Transit Authority’s (RTA) Route 8, which partially follows Salem Avenue, is one of the RTA’s busiest routes and Salem is considered one of RTA’s major corridors.

Within the city, Salem Avenue has been home to a variety of land uses – single-family houses, duplexes, low-rise apartment buildings, office and retail uses, one of the region’s largest hospitals, and many institutional uses – places of worship such as churches and synagogues and the Dayton View Branch Library. Salem Avenue never became a continuous strip of commercial uses. Retail uses have previously been concentrated on Salem between West Riverview and North Avenues, at the Salem Avenue and Catalpa Drive intersection, and on Salem between Philadelphia Drive and West Hillcrest Avenue. Places of worship, many of them in substantial buildings, dot Salem from Harvard Boulevard to Rugby Road.

Salem Avenue was a busy street that served the downtown core, an employment, retail, and entertainment center, Good Samaritan Hospital at Salem and Philadelphia, and one of the region’s largest shopping malls – the aptly named Salem Mall. It was incrementally widened to accommodate increasing traffic volumes and created an auto-oriented environment. This unfortunately diminished Salem’s pedestrian experience and reduced its desirability as a street on which to live.

As major traffic generators along Salem closed and amid shifting employment, retail, institutional, educational, and demographic changes, the vitality that was once evident along Salem also declined. In 1976 average daily traffic volume on some parts of Salem in the city was as high as 30,000 vehicles. By 2019, the highest volume was 20,500 vehicles.

Several blighted buildings that dot the corridor have been removed although a number still remain. Some institutional buildings have found new caretakers while others are in need of reinvention. For example, the former Long fellow School, portions of which were built in 1882, is awaiting a new future.

From these changes a new vision for Salem Avenue is being created. In 2009 the Salem Avenue Business Association led the re-branding of Salem Avenue as a Peace Corridor that recognizes Dayton’s works of peace, including Dayton’s international role in the 1995 Dayton Peace Accords that paved the way toward ending years of ethnic warfare in Serbia, Bosnia and Herzegovina, and Croatia.

The Gem City Market, a cooperative grocery store and deli, is scheduled to be under construction at Salem and Superior Avenues in 2020. The Phoenix Project, funded by the city and the Premier Health/Good Samaritan Hospital partnership, has invested heavily in the corridor and neighborhoods adjacent to the hospital. One of project’s major initiatives turned the blighted intersection at Salem and Catalpa into a landscaped gateway and park.

Location Map

Historic Building Stock. This beautiful triplex, located less than a block of Lower Salem, is within a 5-minute walk of the proposed Gem City Market.

Entry to the Grafton Hill neighborhood

Entry to the University Row neighborhood

Lower Salem near Superior Avenue
replete with a sound sculpture that celebrates the musical legacy of Roger Troutman who, along with his talented family, once had sound studios at this intersection.

The site of the former Good Samaritan Hospital and its immediate context were the focus of a re-visioning strategy prepared with the community called Phoenix Next Dayton which is the successor initiative to the Phoenix Project. In December 2019, a funding commitment of $30 million to implement the Phoenix Next Dayton vision was announced by the city and Premier Health – which the former Good Samaritan Hospital was a network member. It is anticipated that other partners will assist with this work.

Salem’s adjacent neighborhoods offer a wealth of attractive housing stock and committed residents. The $13 million Salem Avenue reconstruction project, funded as of 2019 from West Riverview Avenue to Cornell Drive, is set to begin construction in 2021. This will make Salem Avenue a more inviting street for the community and future mixed residential and commercial uses on lower Salem that are catalyzed by the Gem City Market, growth from downtown, and abutting neighborhoods.

Challenges
- Adapt the corridor to current and emerging market realities and trends
- Continue efforts to improve how Salem Avenue functions for pedestrians, bicyclists, transit users, vehicles, residents and businesses

Prominent Features
- Large institutional buildings and uses
- Proximity to downtown and I-75
- Availability of large redevelopment parcels

Previously Planned Concepts and Improvements
- The Phoenix Next initiative was launched in 2018 to create a vision for the reuse of the 13-acre former Good Samaritan Hospital site and immediate neighborhoods. The community-supported vision builds on the Phoenix Project, which included investments of $20 million and leveraged an additional $45 million.
- In 2009 the Salem Avenue Business Association led the re-branding of the corridor as the Peace Corridor and the initiative is now led by a stand-alone organization dedicated to promoting and unifying communities, residents, businesses, and institutions along the corridor.
- The 1990 Jane Reece Neighborhood Strategic Plan outlines four goals for the future of the neighborhood – provide a sense of place, provide an attractive environment, provide a climate for investment, and provide a harbor of civility.
- The 2017 University Row Neighborhood Study, completed by students at the University of Dayton, analyzed the current conditions within the neighborhood, distilled a shared vision for the residents, and recommended implementation projects.

Additional Planned Improvements
- The proposed Hope Center for Families, an initiative of the Omega Community Development Cooperation, will transform the 30-acre Harvard Omega Baptist Church Campus into a community center with services for low-income residents such as workforce development, health services, and other educational programs.
- Infrastructure improvements of Salem Avenue between Cornell Drive and the Great Miami River are expected to take place in three phases with phase one, which has secured funding, slated to begin in 2022 between North and Manhattan Avenues.
- The Gem City Market, a worker- and community-owned grocery store, broke ground in the fall of 2019 and will provide a vital asset to residents.
Grace United Methodist Church

OVERVIEW

Salem Avenue is lined with several prominent institutions, both religious and civic in nature. One of the landmarks along this corridor, Grace United Methodist Church, sits at the prominent intersection of Harvard Boulevard and Salem Avenue. The Church is seeking an opportunity to fully utilize its land and enhance the role it already plays as the gateway to the University Row neighborhood.

Challenges
- The Church is financially unable to maintain its existing building and property, so partnerships are being sought to subdivide the site and reduce operational costs

Opportunities
- The existing surface parking lot on the north side of the site is not necessary for the church’s activities and can be developed
- The site’s location along the Salem Avenue corridor provides high visibility and ease of accessibility for vehicular traffic to and from downtown
- The former Dartmouth Hospital property just north of the site, now vacant, presents an opportunity to extend development across Dartmouth Drive when acquired

Proposed Interventions
- Church amenities can be shared with residents of a new 2-3 story multi-family residential building that occupies the northern end of the site
- Partial closure of Dartmouth Street creates space for a pedestrian connection and garden that acts as an amenity for new and existing residents as well as parishioners
- Surface parking lots can be shared and absorb both the parking requirements of large church events and the adjacent multi-family

Location Map

Aerial of existing conditions looking northwest

Plan of proposed development

View of proposed improvements looking northwest
View of proposed improvements to the Grace United Methodist Church site looking northwest
Lower Salem Avenue

OVERVIEW

The Lower Salem Avenue corridor, stretching from North Avenue to West Riverview Avenue, is an important connection to downtown and presents many opportunities for development. The stretch of Salem Avenue from Cornell Drive to the Miami River is slated to undergo a 3-phase, street improvement project over the next 5 years, and the opening of the community-owned Gem City Market, will help bring a much-needed grocery to a food desert.

However despite its high visibility, proximity to downtown, and renewed interest, the area still suffers from disinvestment. A mixture of large, vacant buildings and well-maintained historical buildings are common in the neighborhood. This section of Lower Salem currently has more vehicular capacity than demand and must be redesigned with commercial viability and pedestrian safety as the priority.

Challenges

- Salem Avenue currently accommodates high speed vehicular traffic which is detrimental to pedestrian and bicycle safety
- Buildings facing Salem Avenue are typically set back too far to create a consistent street wall, which in turn creates a vibrant urban street environment

Opportunities

- The Gem City Market, set to open in 2020 is a well-liked and strongly supported community asset from which other development will likely be spurred
- Lower Salem’s proximity to downtown provides an opportunity to encourage pedestrians, bicyclists, and others to live close to downtown
- The diverse historical building stock in the area is apt for adaptive reuse
- Several vacant lots provide an opportunity for new mixed-use, denser development

Proposed Interventions

- A mixed-use corridor should be established here to capitalize on the proximity to downtown
- Adaptive reuse of the Longfellow School site as multi-family, as well as a plaza acts as a central node along the corridor and a place for restaurants and retail
- Where the existing W Riverview Avenue becomes the N Edwin C Moses Boulevard heading southwest, a realignment eliminates a merge lane, creates a typical 3-way intersection, and provides for more park space
- Small, underutilized parcels along Riverview Avenue are excellent candidates for residential units, either for-sale or rent, with captivating views of downtown
Proposed Improvements

- Reduce the number of travel lanes from 6 to 4, and provide a central median with street trees and strategic left turn lanes
- Expand the pedestrian zone by restricting the overall amount of pavement dedicated to automobiles from 60 to 52 feet
- Provide a 2-way cycle track along the western side
- Improve the pedestrian realm, with street trees, pedestrian scaled lighting, street furniture, and vibrant storefronts
- Wider sidewalks allow for restaurants to have outdoor seating
View of the proposed Lower Salem Avenue Mixed-Use Corridor looking south towards Gem City Market.
Aerial of proposed improvements to the Lower Salem Avenue Mixed-Use Corridor looking south
RIVER AND OPEN SPACE CORRIDOR

As major recreational and environmental assets to the City and region, Dayton’s rivers and open spaces reach out to adjacent neighborhoods to form a network of green spaces.

RIVERFRONT PLAN IN NORTHWEST 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 four systems of 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. The City 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.

Surrounded by Assets

The Northwest Dayton study area is surrounded on three sides by Dayton’s waterways. To the east, Stillwater River connects DeWeese, Triangle, and Island parks. To the southwest, Wolf Creek connects Wesleyan MetroPark with the WS McIntosh Memorial Park. Established neighborhoods run along both sides of the river but often do not identify with the river. Missing links between the western neighborhoods prevent easy access to the river, parks, and institutions.

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 Northwest Neighborhood Vision dives deeper into implementation strategies to incorporate these recreational amenities into their community through more direct pedestrian connections, improved roadways, and connected trails.

NORTHWEST CORRIDORS

Stillwater River

As part of the Cultural Corridor, the Stillwater River connects some of the City’s largest parks, including DeWeese Park, Triangle Park, Island MetroPark, and Kettering Fields. Established neighborhoods run along both sides of the river but often do not identify with the river. Missing links between the western neighborhoods prevent easy access to the river, parks, and institutions.

Wolf Creek

Wolf Creek runs through a series of historic neighborhoods, connecting the expanding Wesleyan MetroParks to Sunrise Park. As part of the Community Corridor, Wolf Creek has the potential to become a rich greenway that connects residents to open spaces and to a trail network that extends to other parts of the city, including downtown.
Stillwater River Corridor and Riverside Drive

**OVERVIEW**

Riverside Drive runs along the Miami and Stillwater Rivers from Downtown to beyond the city limits, terminating at Shoup Mill Road. Northwest and FROC residents perceive it as a barrier to the extensive trail network and open space system that exists primarily on the eastern side of the Stillwater River. As Northwest Dayton’s access point to the Stillwater River and the park system, Riverside Drive should be as equally accessible to pedestrians and cyclists as it is to motorists. A wealth of community assets including Triangle Park, Stillwater River Recreation Trail, Island Metro Park, Kettering Fields, and Boonshoft Museum of Discovery lie just across the two rivers.

A narrowed Riverside Drive is closely tied to the improvements at North Main Street. A traffic impact study will inform the volume of automobiles Riverside Drive will gain after the vehicular narrowing of North Main Street. Regardless of this traffic impact study, Riverside Drive needs to more thoughtfully consider crossings for pedestrians and cyclists.

**Challenges**

- High-speed traffic along Riverside Drive, as well as a limited number of intersections, which prohibit crossings for pedestrians and cyclists
- Visibility of the rivers and access from the western banks is severely limited

**Opportunities**

- Slower traffic and a pedestrian trail system could spark investment in existing houses and encourage new development along Riverside Drive
- Riverside Drive currently has excess traffic capacity; however, if Main Street is narrowed, studies would need to be done to analyze the impact on Riverside Drive
- Large existing streets and lush vegetation would provide a natural setting for a future continuous trail

**Proposed Interventions**

- A reduced number of travel lanes and an increased number of intersections along Riverside Drive would reduce vehicular speed, making the street safer.
- Space gained by eliminating one travel lane in each direction where possible would allow a multi-use trail to be added on the west side of the Stillwater River
- Planting strips and street trees would create a more pleasant and safe experience for pedestrians and slows down car traffic
- East-west pedestrian connections from Riverside Drive to different areas of Northwest Dayton would encourage movement between Northwest Dayton and the open space system
**Proposed Improvements**

- Reduce the number of travel lanes from 4 to 2
- Plant more consistent street trees within the central median
- Widen the sidewalk on the western side of the street and widen the planting strip
- Create space for a multi-modal trail and wider planting strip by removing the north – and south-bound travel lane
- Increase the number of intersections with crosswalks to provide safe opportunities for pedestrians and cyclists to access the proposed trail

**Section Location**

**Existing condition of Riverside Drive**

**Proposed street section of Riverside Drive between Hudson and Norman Avenues**

**Existing street section of Riverside Drive between Hudson and Norman Avenues**

**Proposed street section of Riverside Drive between Hudson and Norman Avenues**
View of proposed improvements to Riverside Drive and the trail system
Wolf Creek Corridor

OVERVIEW
Wolf Creek is an important green corridor that connects the northwest neighborhoods with the west neighborhoods of the city. The continued emphasis of the expansion of Wesleyan MetroPark and the creation of the new Sunset Park, as outlined in the City’s Parks/Trails Master Plan, strengthens the eastern and western anchors of the this system. Between these two ends of the corridor, opportunities should be explored to expand the trail network along both sides of the creek and to acquire strategic vacant properties to create a passive park system.

Between the Wolf Creek corridor and the Stillwater River corridor, smaller neighborhood parks can be linked to the two systems by either bike trails, or bike lanes. Plans to expand senior housing at the Omega Baptist Church site and the creation of the Hope Center for Families will add valuable amenities and services for residents.

Challenges
• The Wolf Creek corridor is heavily vegetated, limiting views to the water and potentially creating a safety concern
• A fragmented bicycle system currently exists along the corridor and in this part of the city

Opportunities
• Natural areas are within the bicycle shed of several neighborhoods
• Vacant properties pose opportunities to expand both passive and active park areas

Proposed Interventions
• Connect the trail system from Wesleyan MetroPark to the Miami River along both sides of Wolf Creek
• Complete the Wright Brothers Parkway Loop
• Transform Cornell Drive into an east-west bicycle and pedestrian connection with either wider sidewalks, the introduction of a bike lane, or shared spaces for cyclists and motorists
• Expand residential and community-oriented amenities at the Omega Baptist Church site
IMPLEMENTATION

Northwest projects locate around clear corridors, offer opportunities for strategic investments at visible nodes, and build on public infrastructure funding that has already been allocated.

POLICY OBJECTIVES

Invest in targeted areas along the Main Street and Salem Avenue corridors
Focus on 1-2 nodes along each of these corridors. On Main Street, the North Main Neighborhood Center should be a focus, supporting existing business owners who are making investments, and developing a grant process for early activation (pop-up parks, markets, temporary street installations, etc.) and a property acquisition strategy to support long-term change in concert with roadway narrowing and safety improvements. On Salem Avenue, build on momentum around Gem City Market and street improvements and work from Downtown outward, where possible.

Connect the adjacent neighborhoods to Stillwater River corridor
The neighborhoods between Main Street and Riverside Drive are adjacent to the Stillwater River and greenway, but have not realized that economic benefit because of poor connectivity and a past bias towards getting vehicular traffic in and out of the city quickly. A policy change should prioritize the health, economic recovery, and livability of these neighborhoods over traffic flow priorities.

PRIORITIZATION

Main Street and Riverside Corridors
Safety for pedestrians, bicyclists, and motorists is a major concern and priority along the Main Street and Riverside Drive corridors. There is a potential conflict between the recommendations to reduce the number of travel lanes on both Main Street and Riverside Corridor. The Main Street narrowing should and will move forward first because the state funding is allocated based on safety and loss of life. As soon as is feasible, a traffic study should be commissioned to study the total north- and south-bound traffic on the two roads and to determine whether an additional lane can also be removed from Riverside Drive. The open space connectivity benefits to the adjacent neighborhoods would balance a reasonable reductions in through speeds and traffic counts. The economic recovery benefit for the neighborhoods of connecting to a greenway must be emphasized in the decision-making process.

Salem Avenue
Lower Salem Avenue has investment momentum, with the Gem City market and street improvements that are underway, which should continue to be supported. For this reason and because of the proximity to downtown, the City should make the Lower Salem area a priority for further investment. Large, single-ownership parcels should be targeted for acquisition or partnership for new multi-family and infill housing early in the process.

INITIATIVES TO BE IMPLEMENTED BY OTHER PARTNERS

INITIATIVES TO BE IMPLEMENTED BY THE CITY
The area around Grace United Methodist Church is a priority area for stabilization. The City should assist in the acquisition and demolition of the Dartmouth Hospital property, if possible, and facilitate vacating the Dartmouth Drive right-of-way to create a more viable development opportunity that would bolster Grace United.

Wolf Creek and Other Areas of the Plan
The Wolf Creek corridor and other areas of the plan have either longer-term projects, or projects that can happen independently in less critical time sequencing. For instance, trail connections along Wolf Creek should be incrementally extended, but acquisitions (such as of the Dayton Tire & Rubber site) will require larger amount of City capital and will likely occur later. Private development along Philadelphia Drive and Siebenthaler Avenue can progress as private owners have capital. The City should respond with pedestrian crosswalks and sidewalks, while putting pressure on Miami Valley Golf Club to better respect how it meets the public realm.

MAINTENANCE
On City property, the City will be responsible, and therefore only trees or very low-maintenance vegetation shall be installed. Private property owners who have the ability to maintain, such as institutions, are ideal partners. The City shall also look to more creative solutions for maintenance partners, such as organizations who have experience in maintaining open space areas.

NEXT STEPS
Match the zoning to the vision
Vibrant commercial nodes, which are defined by occupied storefronts, a mix of uses, and comfortable pedestrian realm, are not possible if zoning doesn’t permit it. The permitted density for any given lot should be calibrated to anticipate what will be built there to be consistent with the envisioned active node. Investors often can demand 3- or 4-story buildings with multi-family units over a commercial space. For example, a district that caps density at 14-units to the acre or requires 1.5 parking spaces per unit often makes this impossible.

Marrying the community vision to the zoning requires either an overhaul of the elements that inhibit dense, varied development such as high parking ratios, wide setbacks, or low building height requirements or the creation of a new district that anticipates a dense neighborhood core. Tethering this new district or overlay to the identified opportunity sites in this document may help further encourage the development desired.

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. 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 Northwest and Froc neighborhoods, however, past plans outlined goals and priorities, but did not reach the level of detail of physical initiatives described in this vision plan. It will largely be up to City staff to ensure that as redevelopment occurs, that it both meets the neighborhood plan intent, as well as accomplishes the placemaking and strategic goals laid out in this vision. This includes road improvements, new development, and blight removal. This area of the city is fortunate enough to have state funding for several infrastructure projects to jump-start private investment. Special care should be paid to reviewing streetscape designs early enough to have an impact to ensure that the pedestrian realm best serves development and activation of mixed-use nodes.
North Main Street Corridor

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>INITIATIVE</th>
<th>LEAD AGENCY</th>
<th>TIME FRAME</th>
<th>FUNDING SOURCE</th>
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<td>Residential streetscape infrastructure improvements</td>
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<tr>
<td></td>
<td>Slip lane to facilitate right turn movement onto Helena St. and better connect Homewood Ave. and Helena St.</td>
<td>City</td>
<td>4-10 Years</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Facade improvements/redevelopment of buildings at the intersection of N. Main St. and Forest Ave.</td>
<td>Developer TBD</td>
<td>4-10 Years</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Improvements to park at Forest Ave. and Helena St including walking trail and expanded community garden</td>
<td>MetroParks</td>
<td>3-0 Years</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Development of former Julienne site into housing</td>
<td>Developer TBD</td>
<td>3-0 Years</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Development of former Hampton Apartments site into multi-family housing</td>
<td>Developer TBD</td>
<td>3-0 Years</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Construction of infrastructure to support development of former Julienne and Hampton Apartments sites</td>
<td>Developer TBD</td>
<td>4-0 Years</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Infrastructure improvements to N Main St. (lane reduction, sidewalk expansion)</td>
<td>DOT</td>
<td>3-0 Years</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Street trees, tree pits, and pedestrian-scaled lighting improvements to N Main St.</td>
<td>DOT</td>
<td>3-0 Years</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>City acquisition and resurfacing of former Santa Clara Park</td>
<td>City</td>
<td>3-0 Years</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>City acquisition and demolition of vacant parcel</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Construct alley to improve street access to Oakley Pl.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Private development and facade improvements to existing commercial building stock</td>
<td>Business owner</td>
<td>4-10 Years</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Private development and building, street access, and facade improvements to Marathon gas station</td>
<td>Business owner</td>
<td>11-25 Years</td>
<td>—</td>
</tr>
</tbody>
</table>

*REFER TO FULL FRAMEWORK PLAN (P. 7) OR INDIVIDUAL PROJECT PLANS FOR DETAILED IMAGES OF PROJECTS*
<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>NORTHWEST PLAZA</td>
<td>Improve pedestrian mobility by incorporating crosswalks within the RDW</td>
<td>Property owners</td>
<td>0-3 Years</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Reorganize surface lots to include an improved layout for vehicular traffic, landscaping, lighting, and walkways</td>
<td>Property owners</td>
<td>0-3 Years</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>B.J. Winston Community Center including offices, classrooms, a kitchen, and a large multi-purpose room</td>
<td>Mt. Calvary Church</td>
<td>0-3 Years</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Redevelopment of east side of Northwest Plaza into youth recreation facility including indoor/outdoor sports fields</td>
<td>Mt. Calvary Church</td>
<td>0-3 Years</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Streetscape improvements to W Siebenthaler Ave.</td>
<td>City</td>
<td>0-3 Years</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Private development of outparcel buildings along W Siebenthaler Ave.</td>
<td>Developer TBD</td>
<td>4-10 Years</td>
<td>—</td>
</tr>
<tr>
<td>HILLCREST AVENUE AT PHILADELPHIA DRIVE</td>
<td>New street trees, sidewalks, lighting, and pedestrian crosswalks at intersection</td>
<td>City</td>
<td>0-3 Years</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Residential development and acquisition of sites</td>
<td>Developer TBD</td>
<td>4-10 Years</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>City and facility work together to create a cleaner, more formal boundary with less invasive and unkempt vegetation</td>
<td>Golf Course Owners</td>
<td>0-3 Years</td>
<td>—</td>
</tr>
</tbody>
</table>
### Salem Avenue Peace 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>GRACE UNITED METHODIST CHURCH</td>
<td>Acquire vacant Dartmouth Hospital property</td>
<td>Development Partner</td>
<td>0-3 Years</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Vacate Dartmouth Dr, ROW from Salem Ave to Amherst Pl.</td>
<td>City</td>
<td>0-3 Years</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Residential Development and amenities developed in partnership with Grace United Methodist Church</td>
<td>Development Partner</td>
<td>0-3 Years</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Restoration of historic landscaping at Harvard Blvd.</td>
<td>University Row Neighborhood Association</td>
<td>4-10 Years</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Streetscape improvements at Salem Ave and Harvard Blvd.</td>
<td>City</td>
<td>4-10 Years</td>
<td>—</td>
</tr>
<tr>
<td>LOWER SALEM AVENUE</td>
<td>Reduction of travel lanes from 6 to 4 lanes with an intermittent turn lane</td>
<td>ODOT</td>
<td>0-3 Years</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Streetscape improvements including lighting, cycle track, street trees, landscaped planters, and crosswalks</td>
<td>City</td>
<td>0-3 Years</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Private development of retail buildings with rear surface parking lots</td>
<td>Developer TBD</td>
<td>4-10 Years</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Eliminate merge lane from W Riverview Ave to N Edwin C Moses Blvd</td>
<td>ODOT</td>
<td>4-10 Years</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Replace junction at W Riverview Ave and N Edwin C Moses Blvd with three-way intersection</td>
<td>ODOT</td>
<td>4-10 Years</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Private development and facade improvements to existing commercial building stock</td>
<td>Business owners</td>
<td>4-10 Years</td>
<td>Facade improvement grant by city</td>
</tr>
<tr>
<td></td>
<td>Adaptive reuse of Longfellow School as multi-family residential units</td>
<td>Developer TBD</td>
<td>11-25 Years</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Private development of mixed-use retail and multi-family housing</td>
<td>Developer TBD</td>
<td>11-25 Years</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Private development of infill attached single-family housing</td>
<td>Developer TBD</td>
<td>11-25 Years</td>
<td>—</td>
</tr>
</tbody>
</table>

*Refer to full framework plan (p. 7) or individual project plans for detailed images of projects*
### River and Open Space Corridors

#### Stillwater River Corridor and Riverside Drive

<table>
<thead>
<tr>
<th>Initiative</th>
<th>Lead Agency</th>
<th>Time Frame</th>
<th>Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Thin vegetation to improve views while preserving and enhancing natural habitats</td>
<td>City</td>
<td>0-3 Years</td>
<td>—</td>
</tr>
<tr>
<td>2. Mirror DeWeese Park to west side of river</td>
<td>City</td>
<td>0-3 Years</td>
<td>—</td>
</tr>
<tr>
<td>3. Create pedestrian connection between E Hillcrest Ave and Drill Ave</td>
<td>City</td>
<td>0-3 Years</td>
<td>—</td>
</tr>
<tr>
<td>4. Create interpretive, branded cultural trail system incorporating historic and educational storytelling aspects</td>
<td>City</td>
<td>4-10 Years</td>
<td>—</td>
</tr>
<tr>
<td>5. Connect cultural trail to destinations along the corridor and in downtown</td>
<td>City</td>
<td>4-10 Years</td>
<td>—</td>
</tr>
<tr>
<td>6. Realign entry to Boonshoft Museum of Discovery to improve pedestrian connections</td>
<td>Dayton Society of Natural History</td>
<td>4-10 Years</td>
<td>—</td>
</tr>
<tr>
<td>7. Streetscape adjustments to Riverside Dr to decrease traffic speeds and increase pedestrian connections</td>
<td>ODOT</td>
<td>4-10 Years</td>
<td>—</td>
</tr>
<tr>
<td>8. Improve connections to N Main St mixed-use development</td>
<td>Business owners</td>
<td>11-25 Years</td>
<td>—</td>
</tr>
</tbody>
</table>

#### Wolf Creek Corridor

<table>
<thead>
<tr>
<th>Initiative</th>
<th>Lead Agency</th>
<th>Time Frame</th>
<th>Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Expand trails and neighborhood access to Wesleyan MetroPark on either side of the creek</td>
<td>City</td>
<td>0-3 Years</td>
<td>—</td>
</tr>
<tr>
<td>2. Expand Wesleyan MetroPark greenway</td>
<td>City</td>
<td>4-10 Years</td>
<td>—</td>
</tr>
<tr>
<td>3. Create new facility and park amenities at Wesleyan MetroPark expansion</td>
<td>City</td>
<td>4-10 Years</td>
<td>—</td>
</tr>
<tr>
<td>4. Create safe pedestrian routes for better access to schools, parks, and other institutions along Wolf Creek Greenway</td>
<td>City</td>
<td>4-10 Years</td>
<td>—</td>
</tr>
<tr>
<td>5. Connect Wolf Creek trail to Trotwood from Wesleyan MetroPark</td>
<td>City</td>
<td>4-10 Years</td>
<td>—</td>
</tr>
<tr>
<td>6. Create gateway to Wolf Creek trail along Gettysburg Ave</td>
<td>City</td>
<td>4-10 Years</td>
<td>—</td>
</tr>
<tr>
<td>7. Create “Rosedale Meadow” open space at Dayton Tire &amp; Rubber site (requires acquisition)</td>
<td>City</td>
<td>4-10 Years</td>
<td>—</td>
</tr>
<tr>
<td>8. Identify clusters of open spaces and vacant lots along creek to expand a continuous Wolf Creek Greenway</td>
<td>City</td>
<td>4-10 Years</td>
<td>—</td>
</tr>
<tr>
<td>9. Private development of mixed-use corridor along Wolf Creek Greenway</td>
<td>Developer TBD</td>
<td>11-25 Years</td>
<td>—</td>
</tr>
<tr>
<td>10. Private development of infill housing along Wolf Creek Greenway</td>
<td>Developer TBD</td>
<td>11-25 Years</td>
<td>—</td>
</tr>
<tr>
<td>11. Create pedestrian park bridge crossing Stillwater River</td>
<td>City</td>
<td>11-25 Years</td>
<td>—</td>
</tr>
</tbody>
</table>

*Refer to full framework plan (p. 17) for individual project plans for detailed images of projects.

**Initiatives to be implemented by other partners**

**Initiatives to be implemented by the city**