



Partners

City of Dayton

Five Rivers MetroParks

Miami Conservancy District

Downtown Dayton Partnership

Miami Valley Regional Planning Commission

Montgomery County

Greater Dayton RTA

Additional Funding

Montgomery County Land Bank

The Dayton Foundation

Consultants

Sasaki

Human Nature

KZF Design

Agency Landscape + Planning

Dayton Riverfront Plan

2018

Plan Summary

Full plan available at www.daytonohio.gov

Adopted, Dayton City Plan Board, August 14, 2018
Adopted, Dayton City Commission, October 10, 2018,
Resolution 6368-18

By **Mr. Fairchild**

No. **6368-18**

A RESOLUTION

Concurring with the Adoption of the
Dayton Riverfront Plan.

WHEREAS, The City of Dayton has long embraced our rivers through planning efforts, partnerships, and financial contributions; and

WHEREAS, The City Commission adopted its comprehensive plan ("CitiPlan 20/20") on May 5, 1999, the 2015-2020 Greater Downtown Plan on September 16, 2015, and other plans, strategies and policies that call for further developing our rivers as recreational, economic, and unifying assets; and

WHEREAS, The Dayton Riverfront Plan, also known as the Riverfront Master Plan, builds on the directions, policies, and recommendations established in the aforementioned documents; and,

WHEREAS, The City Plan Board, on August 14, 2018, in Case PLN2018-00414, reviewed the plan, found it to be consistent with CitiPlan 20/20 and other plans and policies, and adopted the plan; now therefore,

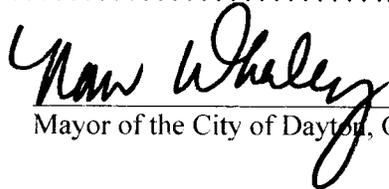
BE IT RESOLVED BY THE COMMISSION OF THE CITY OF DAYTON:

Section 1. The City of Dayton supports the conceptual visions established by the Dayton Riverfront Plan for the corridors in the plan, and in partnership with various organizations, government bodies, and residents, shall use the Dayton Riverfront Plan as a visioning document to guide investments along these corridors.

Section 2. The City Plan Board may, from time to time, interpret and modify the Dayton Riverfront Plan by notifying the Clerk of the City Commission of such action. The plan, including any modifications, will be on file with the Secretary to the City Plan Board.

Adopted by the Commission **October 10**, 2018

Signed by the Mayor **October 10**, 2018



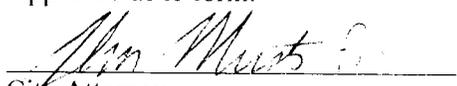
Mayor of the City of Dayton, Ohio

Attest:



Clerk of the Commission

Approved as to form:



City Attorney

Executive Summary

Dayton Riverfront Plan Report

The Stillwater River. Wolf Creek. Mad River. The Great Miami River. How many cities can boast that four waterways traverse their downtown? Dayton's rivers and creeks are the lifeblood of the region, linking neighborhoods, lending a dramatic backdrop for downtown events, and drawing people into the river for outdoor recreation activities. From paddling amid the natural surroundings of the eastern Mad River to attending a concert at RiverScape MetroPark, downtown Dayton's riverfronts today offer an extraordinary benefit to the community; one that is not yet fully realized. Building on decades of efforts to ensure protection of the city from flooding; strong momentum in the local economy; and new recreation projects to activate the water, 2018 is the moment to put the forgotten areas of Dayton's riverfronts back on the map.

During twelve months in 2017 and 2018, more than 3,000 members of the Dayton community came together to create a vision for their riverfronts as a more connected, activated, and healthier resource for the future. Downtown Dayton lies at the center of the riverfront planning area and expands out three miles in four directions. The Dayton Riverfront Plan includes an overall framework for the greater downtown area and river corridors as well as conceptual designs to improve ten riverfront parks and connect into the regional paved trail network. Through online surveys, multiple public meetings, feedback at local events, and small group discussions, the community worked diligently to help create this plan.

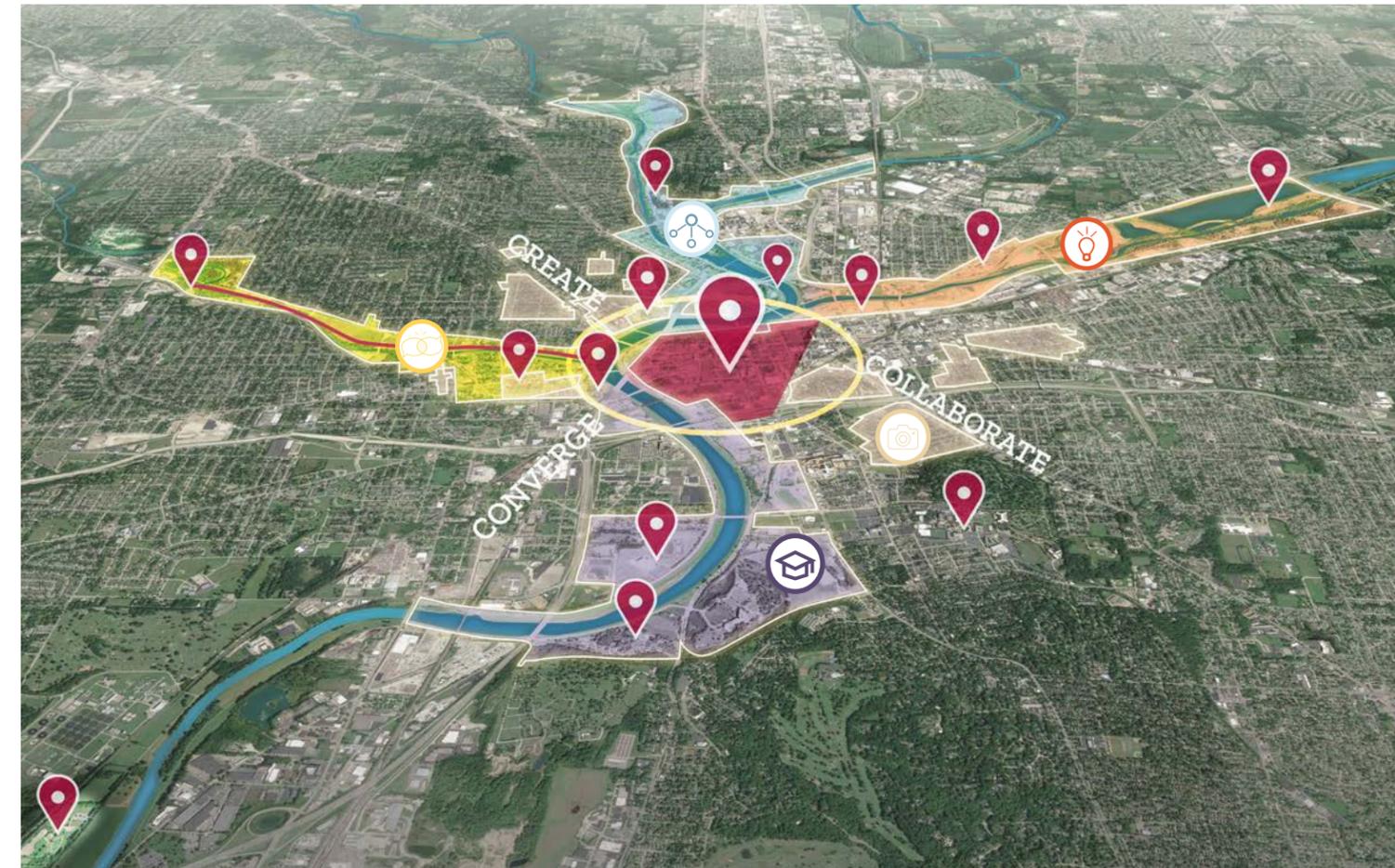
The Plan was created from a partnership-driven revitalization effort that brought together Five Rivers MetroParks, Miami Conservancy District, the City of Dayton, Montgomery County,

Miami Valley Regional Planning Commission, the Downtown Dayton Partnership, and the Greater Dayton Regional Transit Authority (RTA). Additional funding support was provided by The Dayton Foundation and the Montgomery County Land Bank.

Looking to the Future

The plan is defined by six goals, which build on community and partner values for the future of the riverfront. The goals set high aspirations for the riverfront and will help to guide decision-making throughout the planning and implementation process.

- ▶ **Economic Engine** - Leverage the rivers to catalyze development in greater downtown and ensure long-term vitality of the region.
- ▶ **Something for Everyone** - Provide more diverse programs and experiences, and ensure their equitable distribution across the riverfront.
- ▶ **Heart of Dayton** - Enhance Dayton's identity through placemaking that celebrates the historic legacy, cultural heritage, and vibrant future of its rivers.
- ▶ **Healthy City** - Build in places and programs that support health, safety, and wellness for all who live, learn, work, and play along the riverfront.
- ▶ **Many Rivers, One City** - Improve access through physical connections to and across the riverfront and to the surrounding community.
- ▶ **Living Protection** - Promote the ecological health of the riverfront while continuing to protect from flooding.



Bring catalyst sites and neighborhood infill into the discussion to strengthen connectivity



Technology and innovation foster creative solutions to the evolving issues in Dayton's physical and cultural landscapes



Create cultural connectivity by physically connecting communities and institutions



Strengthen downtown Dayton's pull as a convener of people, ideas, and creativity throughout the corridors



Educational institutions support a continually evolving community and supply students to participate in downtown activities



Celebrate characteristics of historic districts

Celebrating Dayton's Identity

The plan celebrates the diverse nature of Dayton's riverfronts. The recommendations form a framework for action over the next decades and seek to activate more land for public use, enhance community access to each waterway, and spur investment spanning out from the downtown, all while amplifying the distinct qualities and assets along each of the four river and creek corridors. Wolf Creek and the Stillwater, Mad and Great Miami Rivers each have unique identities today. The framework draws on these identities to ensure that Dayton's riverfronts continue to offer varied experiences that are representative of the surroundings neighborhoods and key landmarks.

Centered on Downtown, the riverfront framework reinforces important themes in each of the four river corridors: a residential community within the Wolf Creek corridor; educational institutions in the South Great Miami River, cultural assets within the Great Miami River and Stillwater River to the north; and innovation, technology and nature along the Mad River. While it is important to protect some of the special qualities of each place today, the plan asks us to imagine a transformation through greater riverside activation, placemaking, and connectivity that will occur over the next twenty years.

Wright Brothers Parkway

Dayton's rivers, open spaces and multi-modal transportation network converge at the downtown, and are anchored by a continuous loop road that embraces the city. This loop, known as the Wright Brothers Parkway, references Olmsted's original vision and is imagined as a strengthened entry experience that links downtown neighborhoods and river amenities into the broader region.

Downtown

Downtown Dayton's riverfront areas are reimagined as the city's active, highly programmed riverfront areas. The transformation of vacant, underutilized land west of I-75 into Sunset Park creates a new destination that links Downtown into West Dayton. Sunset Park becomes the terminus of an important Downtown Loop - a connected riverfront trail that links revitalized riverfront destinations from Sunset to Riverscape Metropark. For new development in this zone, the plan promotes active ground levels and opportunities for riverfront restaurants.

Wolf Creek: A Community Corridor

Imagine the neighborhoods and open spaces along the Wolf Creek Community Corridor as a series of vibrant neighborhoods linked by a continuous trail and linear open space along the creek. Transformation of several creekside sites into new open spaces and redevelopment will couple with important trail connections to link Wolf Creek into broader, regional trail systems.

South Great Miami River: Education Corridor

Imagine a knowledge corridor defined by new river crossings, improved trails, and safe walkable streets between the river and Sinclair College, University of Dayton, Carillon Historical Park, Chaminade Julianne High School, and Ponitz Career Technology Center. As future redevelopment occurs, a new relationship to the river will be forged, prioritizing access and engagement for all and better connecting to the neighborhoods and education campuses.

North Great Miami River and Stillwater River: Cultural Corridor

Imagine a serene urban oasis where Dayton's history of arts, science, and invention are celebrated. With a cultural trail that spans both sides of the river and enhances connections to Wegerzyn Gardens MetroPark and the Boonshoft Museum of Discovery, the Great Miami River and Stillwater River can serve as the cultural spine for Dayton.

Mad River: Innovation Corridor

Imagine a mixed use, innovation corridor that yields a sustainable employment center between Downtown and the Wright-Patterson base adjacent to Downtown Dayton's most natural, verdant river zone. The Mad River's outdoor recreation potential is expanded with boat access and water quality strategies.

Realizing the Vision

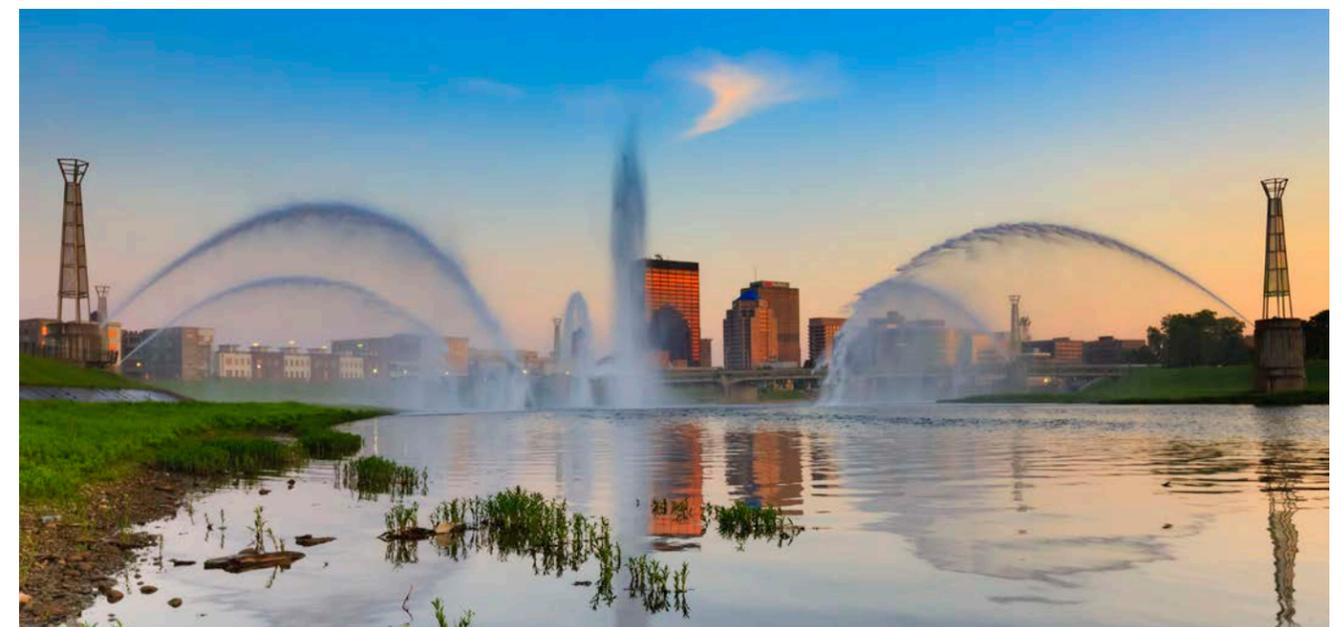
While the full riverfront plan will be realized over decades, the plan includes an implementation strategy and conceptual designs for 10 riverfront parks, with many near-term strategies that can happen right away. The design of each park builds on its location within the river system and program framework. While each park has a discreet theme and physical plan, a key goal is to create better connectivity among adjacent parks, between parks and trail systems, and among programmatic opportunities.

RiverScape, River's Edge, Sunrise, and Sunset connect together to comprise the downtown loop, a continuous trail with a series of distinct experiences along it that can attract lunchtime walkers or host evening activities. Wolf Creek's

presence in the riverfront park system grows with an expansion to Wesleyan MetroPark and a new open space meadow that - finally - fully connects the Wolf Creek trail. Along the Stillwater River and Great Miami River (north of downtown), Wegerzyn, DeWeese, Triangle, Island, Kettering, and Deeds Point MetroParks and parks become a linked network of neighborhood open spaces, providing a range of active and passive recreation opportunities.

The plan includes conceptual ideas for the ten focal parks detailed on the following page.

In the next several decades, imagine what the riverfront system will look like. The neighborhoods will have access to unparalleled and well-loved parks. The activities and attractions along the riverfront will activate its waters and connect the city's neighborhoods. The downtown will lead economic growth that benefits the entire region. The Dayton Riverfront Plan is a foundation to make all of these aspirations possible, and to leverage its riverfront as a vital shared asset for everyone.



Andy Snow Photography

1 DeWeese Park

Join the east and west sides of the Stillwater River with a continuous loop trail along this linear neighborhood park.

2 Triangle Park

Create a neighborhood outdoor recreation resource with strong links to surrounding cultural institutions, neighborhoods, and the confluence of the Great Miami and Stillwater Rivers.

3 Island MetroPark

Facilitate activity at the river level to drive community engagement and enhance habitat and at this river hub.

4 Kettering Field

More than just a sports venue, Kettering Field becomes an adventure hub for the city and connects to the riverfront with a re-imagined North Bend Boulevard promenade.

5 Deeds Point MetroPark

Experience monumental views at the confluence of the Great Miami and Mad Rivers, taken in from a series of leisure gardens, decks, and terraces.

6 RiverScape MetroPark

Enhance the successful downtown living room park with reimagined adjacent buildings, connections to the downtown, and extensive programming including festivals, beer gardens, movie nights, and music.

7 River's Edge Park

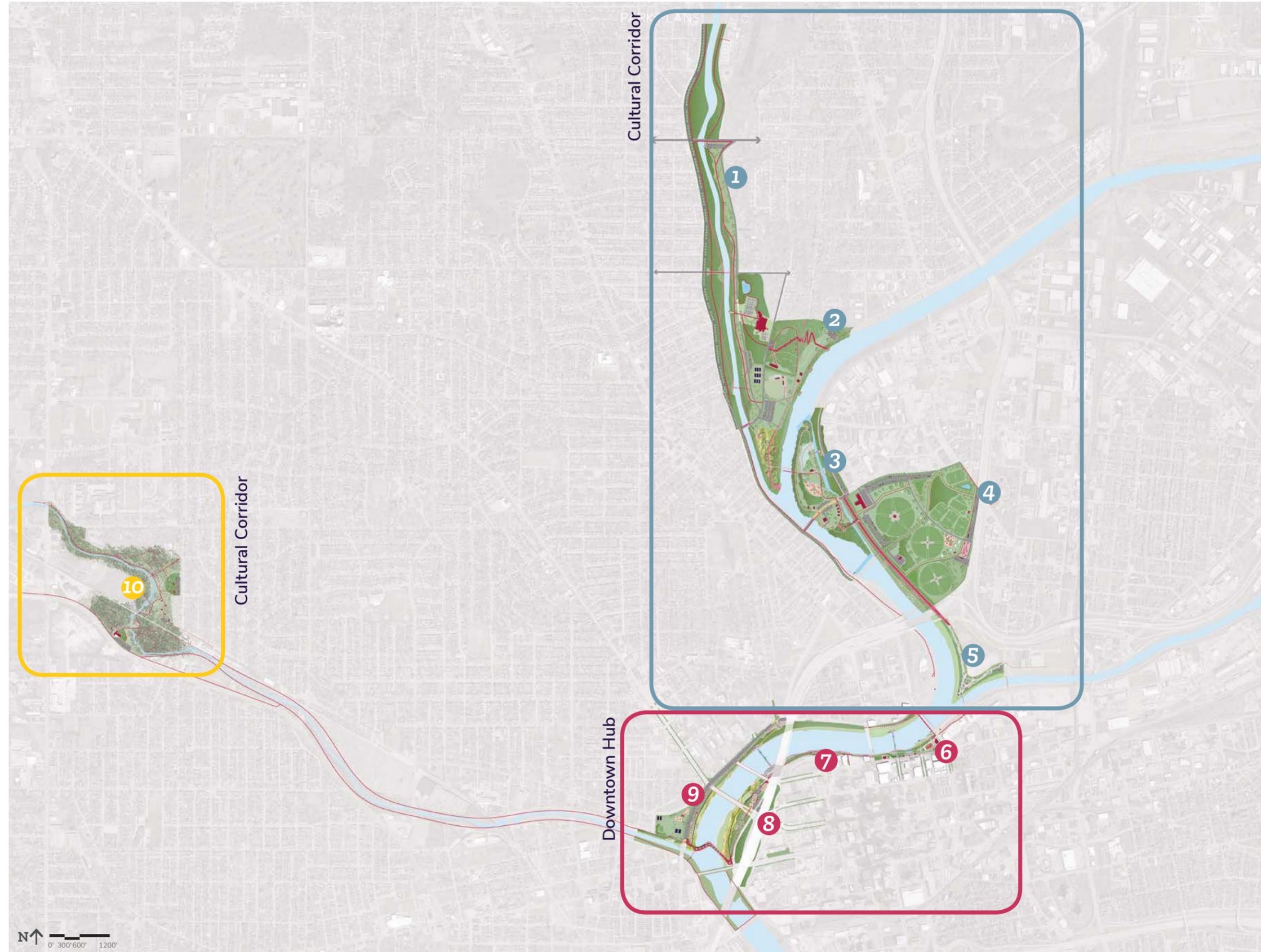
Consolidate the park and terrace the edges, providing riverfront space for fishing, recreation, and exercise along a continuous track of activity

8 9 Sunrise MetroPark and Sunset Park

Link the two sides of downtown Dayton and the cultural resources within through a continuous open space network with a park bridge linking the two sides of the river, an art walk, downtown meadow, and intergenerational activity spaces.

10 Wesleyan MetroPark

Explore the urban wilderness with enhanced trails, nature play spaces, a zipline, and of course, Adventure Central programs.



Wright Brothers Parkway

Connected, Green Conveyor

“... the most characteristic topographical features of Dayton are the four rivers. The next are the hills, and the next the few remaining patches of woods and lastly the broad fertile fields. It is of the utmost importance, therefore, that there should be parkways along the river.”

(Olmsted Brothers Park System Master Plan, 1911)

Strong connections are the hallmark of a successful, functional riverfront system. The Greater Dayton area sits at the center of a well-connected region marked by green corridors, large regional parks, and the rivers themselves. In 1911, the well-respected landscape architecture firm, Olmsted Brothers, created a master plan for the Dayton park system that left a strong imprint on the city’s growth. These green, radial parkways and large open spaces are testaments to the plan’s legacy and present an opportunity to connect these spaces into a larger riverfront network that connects into the region.

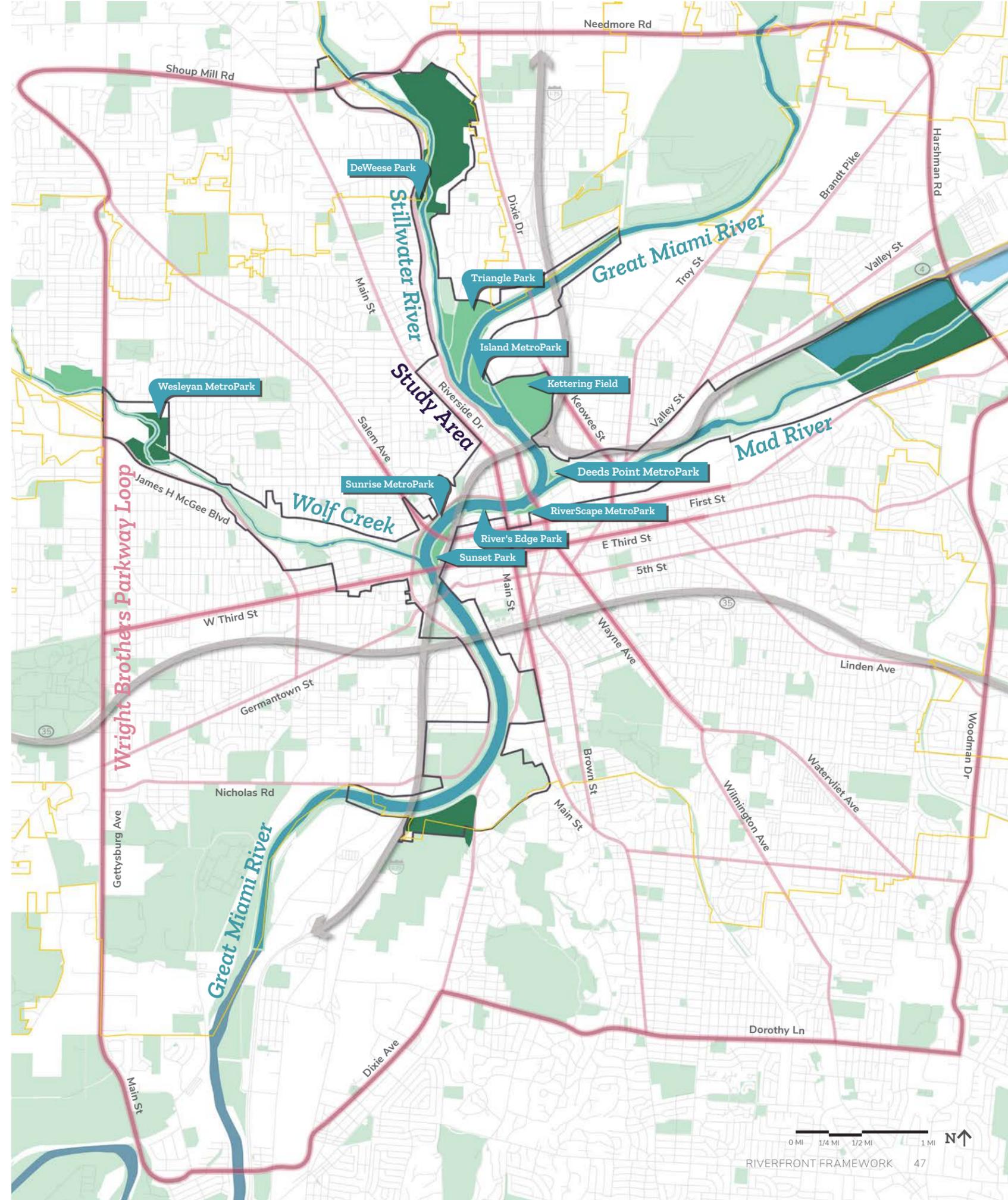
Today, parks and trails leverage the river corridors toward a cohesive linear open space network. Remnants of the Olmstedian parkway system exist today, but have lost their character and have changed through development of the city over time. As the Olmsted Brothers Park System plan noted, “Theoretically, there should be boulevards and parkways radiating from the civic center, in or adjoining the central business district of a city, to its great suburban parks, and circumferential parkways connecting these great parks.”

Traces of this historic, circumferential system can be found today, helped along by previous planning efforts. The Dayton Riverfront Plan envisions completing this by highlighting, branding, and enhancing them as the Wright Brothers Parkway,

a vehicular loop that encircles the study area and connects the region into the core. This parkway has already begun to take shape: a section currently exists between Salem Avenue and I-75 at the northern edge of the city. The loop is envisioned to be composed of Shoup Mill Road, Needmore Road, Harshman Road, Woodman Road, Dorothy Lane, Dixie Avenue, Main Street, and Gettysburg Avenue and will serve as a threshold into greater downtown. Large, regional-scale open spaces marking the intersection of each river or creek corridor, including Wegerzyn Gardens, Wesleyan, and Eastwood MetroParks as well as Moraine Airfield and Water Park. Each of these large parks holds major gateway potential for people entering greater downtown outside of the city, or entering the park and river system. Key streets extending from this perimeter loop to the downtown core include East and West Third Street, Brandt Pike, Salem Avenue, Main Street, and Wilmington Avenue.

Ultimately, the Wright Brothers Parkway offers the potential to reimagine and link a series of arterials that can do more than connect traffic—they can bring regional communities into greater downtown and into a network of open space amenities.

- LEGEND
- City of Dayton Extents
 - Connector Road & Corridors
 - Focal Park
 - Anchor Park
 - Regional Open Space



Wright Brothers Parkway

Connected, Green Conveyor

As a regional system, the Wright Brothers Parkway (WBP) will pass through a variety of land uses, and its character must adapt to each while still maintaining a strong and identifiable brand of its own. The five main road typologies that are part of the parkway system are rural parkways, suburban parkways, corridor gateways, urban collectors, and main streets (adjacent towns).

Rural Parkway

Much of the parkway passes through rural land uses. There are many opportunities to invest in the WBP along this fast-moving corridor. Recommendations include the following.

- ▶ Establish a system identity for the parkway that is easily navigable, and focused around a brand.
- ▶ Link communities through a common street language and quality of design and materials, creating less disparate experiences along the parkway loop.
- ▶ Propagate trees and ground plantings along the parkways and establish safe wildlife corridors.

Suburban Parkway

Characterized by desne, residential communities, punctuated with retail districts, the parkway should introduce slower speeds, opportunities for walkable connections, and more diverse transportation options. Recommendations include the following.

- ▶ Urbanize suburban edges by improving streetscapes and increasing walkability.
- ▶ Connect suburban communities to amenities such as parks, retail, and restaurants along the parkway through multi-modal transit options, increasing the community's ability to get places without a vehicle.

Corridor Gateway

One of WBP's primary functions is to connect surrounding communities to the four water corridors leading into downtown. Recommendations include the following.

- ▶ Create a unique sense of arrival at each of the four corridors, community, cultural, technology, and education, that is tailored to its identity.
- ▶ Link the corridor gateways to regional open spaces; Wesleyan MetroPark, Wegerzyn Gardens MetroPark, Eastwood MetroPark, Hills and Dales MetroPark, and Carillon Historical Park.

Urban Collector

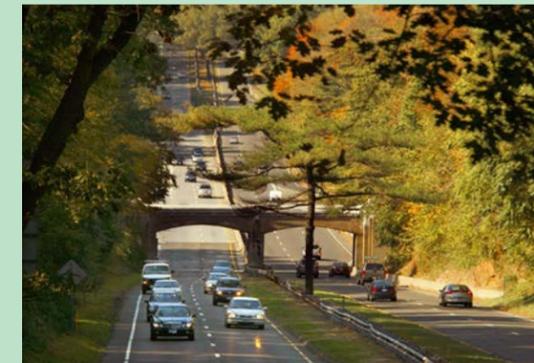
Collector roads such as Salem Avenue, W Third Street, Springfield Street, and Germantown St are important arterials to and from downtown. These collectors should serve the surrounding communities as economic development zones with multi-modal transportation options. Recommendations include the following.

- ▶ Prioritize the creation of multi-modal streets.
- ▶ Leverage existing amenities along the collector such as schools, parks, and businesses as catalysts for future economic development.

Main Streets (Adjacent Towns)

WBP passes through numerous towns, giving each a chance to shape the parkway and establish their unique brand along their stretch of road. Recommendations include the following.

- ▶ Establish a finer scale at the downtown level, shrinking lane counts and sizes in order to slow down traffic and provide safe pedestrian crossings, promote downtown businesses, and imbue a sense of community pride in their public realm.



Top Left to Right:
Merritt Parkway, CT
Denver Parkway
Morgan Sylvan Way, Seattle

Middle Top:
Fish Island, London
Merritt Parkway, CT

Middle Bottom:
Euclid Avenue, Cleveland
Western Ave, Cambridge, MA

Bottom:
Bell Street Park, Seattle
Main Street, Saratoga Springs

Downtown Core

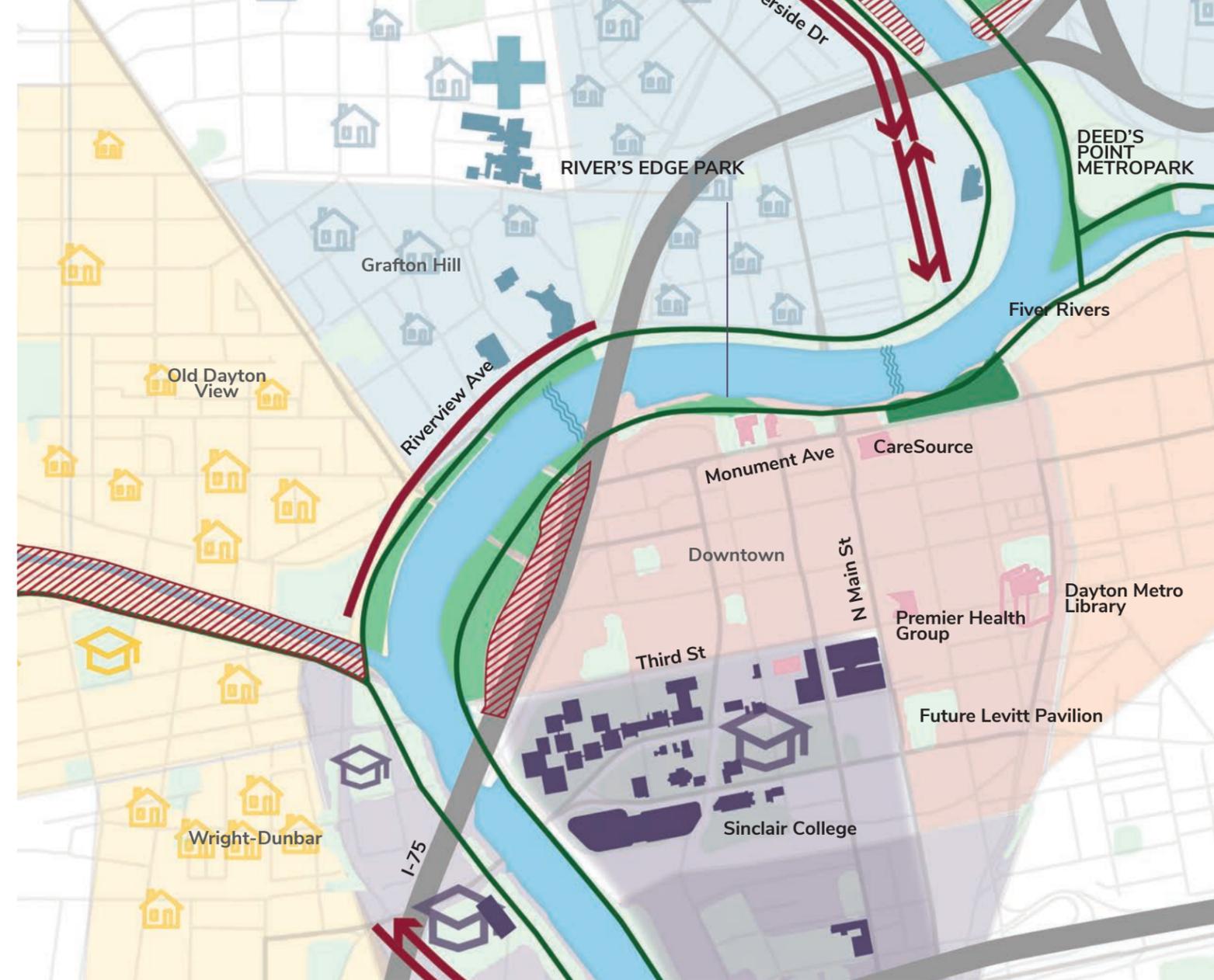
Downtown Today

Over the last 15 years, downtown Dayton has become increasingly alive with activity. In addition to a trend toward urban living, new cultural and recreational amenities have attracted businesses and residents to relocate downtown. These new residents, employees, and visitors have played a significant role in both creating and demanding more reasons to live, work, and play downtown.

Downtown today is an authentic urban district with a walkable scale that serves as a hub of collisions, connections, and creativity for the region. Surrounded to the north and west by waterways, a few key moments lend a strong identity and presence along its riverfront. RiverScape MetroPark and the new river run are key parts of this success, and the recent relocation of the I-75 ramps have opened up significant opportunity for better engagement to the west. a grass roots effort to reconnect/renew all of the neighborhoods encircling the CBD into a necklace of districts that was launched in 1974 with the creation of the Oregon District as Dayton's first historic district. Historic Districts like the Oregon District are some of the most walkable neighborhoods in the city. The materiality,

walkable streets and sidewalks, shade trees and pocket parks, and retail mix all contribute to a vibrant, connected public realm.

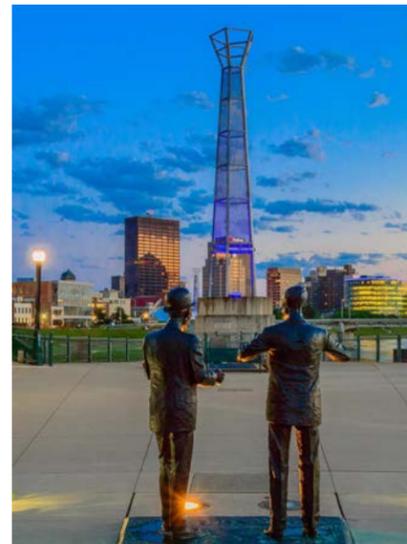
Yet amidst this renaissance, some of the physical and experiential challenges of linking downtown to its rivers and nearby neighborhoods have become more acute and observable. Currently, the Great Miami River and other major infrastructure elements (notably, I-75) physically divide downtown from areas across the river including the west side neighborhoods, the Dayton Art Institute, and other cultural and recreational assets. Pedestrian connections both along and across the river are difficult and sometimes feel unsafe to be in or are difficult to navigate. While RiverScape has been successful at drawing people to a riverfront park, the actual core of downtown activity is separated from RiverScape by several blocks. Likewise, River's Edge, while physically close to RiverScape, is in need of updating and feels disconnected. All of this means that the downtown riverfront from Fifth Street to Deeds Point MetroPark lacks the sense of a unified destination for people to visit and enjoy. Likewise, Dayton is fortunate to have human-scaled rivers that can easily be crossed on foot or visually connected, but today, programmatically and physically, only a minimal relationship exists from downtown across its rivers.



RiverScape MetroPark Promenade



RiverScape Swings



Deeds Point MetroPark



Sunrise MetroPark



River's Edge MetroPark



Robert Drive

- LEGEND**
- Culture Corridor
 - Technology Corridor
 - Community Corridor
 - Downtown Corridor
 - Boulevard Barrier
 - Barrier to River
 - N↑



Parks, Open Space and Environment

- ▶ Create a downtown loop trail that connects both sides of the river to downtown. The loop will strengthen the links between RiverScape, River's Edge, and Sunset parks with a single linear park, over a mile in length, and connect west across the river with at Sunset Park and north to McPherson East, completing an effort that began in the 1970s.
- ▶ Infuse art into public space downtown to reinforce gateways and turn trails—like the new downtown river loop—into galleries for artwork, storytelling, and placemaking.
- ▶ Use art, lighting, and programming to strengthen the I-75 under-bridge connections for pedestrians or bikers and develop road and intersection reconfigurations where possible.
- ▶ Link the riverfront to other downtown destinations like the Levitt Pavilion, Courthouse Square, the Fifth Third Field, and the Dayton Metro Library Main Branch.
- ▶ Create a major pedestrian connection west across the river from Sunrise to Sunset that capitalizes on the I-75 realignment and creates a sense of place at a new Sunset Park.
- ▶ Design Third Street as a pedestrian-oriented space that draws people from the downtown civic core to the water at Sunset Park.
- ▶ Activate Third Street on top of the underground parking garage at the County Administration Building.
- ▶ Design Sunrise MetroPark and Sunset Park as one, complementary park .
- ▶ Expand RiverScape to the west and extend the River's Edge Entry Plaza to connect to Monument Avenue.
- ▶ Establish an exterior materials and lighting strategy that unifies the downtown loop and fosters safety, intrigue, and access.
- ▶ Support habitat creation for pollinators, birds, and other wildlife within the downtown core
- ▶ Implement green infrastructure for stormwater management and wellhead protection in all developments and where possible within existing properties. Possible strategies include vegetated roofs, street trees, bioretention swales and demonstration gardens, and pervious pavement systems.
- ▶ Long-term, as capital and operational funds are identified and a transition plan is established, Five Rivers MetroPark will assume responsibility for the public open spaces along Dayton's riverfronts via long term leases.

Transportation, Trails, and Access

- ▶ Expand open space along the Wolf Creek confluence and create a landing zone for the pedestrian connector bridge at Sunrise MetroPark.
- ▶ Close Negley Place to Middle Street to expand McIntosh Park to Wolf Creek.
- ▶ Design Sunrise MetroPark and McIntosh Park to read as one connected experience.
- ▶ Close Forest Ave from Stoddard Ave to Riverview Ave and tighten free right turns along Riverview Ave.
- ▶ 10 year renovation plan for Salem Ave Bridge to include road diet that considers parking and multi-modal access, Dayton View Bridge, Fifth Street Bridge, and plans for 3rd St bridge to include improved pedestrian connections, road diets, parallel parking on bridges, and tree planting aesthetically align with Third St in Wright Dunbar and Fifth St in the Oregon District
- ▶ Close Robert Drive to expand the Sunset Park portion of the downtown loop open space network and allow for water access parking under I-75 at First St Bridge.
- ▶ Improve multi-modal connections along Monument Avenue including a downtown riverfront bus shuttle.
- ▶ Improve existing bridge connections north for better pedestrian use from downtown to McPherson and to Deeds Point MetroPark. Expand Riverside Dr bridge as a pedestrian connection along existing abutments. Explore adding a new pedestrian bridge from Deeds Point to McPherson as further development in the area occurs.
- ▶ Complete the North Shore walkway improvements from Linwood St to Main St along the top of the levee north of RiverScape MetroPark.
- ▶ Create road diet along Riverview Ave and Edwin C. Moses Boulevard to allow parallel parking and increase park land.

Urban and Neighborhood Development

- ▶ Prioritize riverfront retail, restaurant, and activation within the Monument Avenue river zone.
- ▶ Seek redevelopment opportunities on key sites along Monument Avenue that create a front door along the riverfront at and near RiverScape, including adaptive reuse of the city-owned fire station site, 911 building, and other vacant or underutilized parcels.
- ▶ Redevelop key riverfront sites on the northern bank in the McPherson east neighborhood, with open space amenities that reflect a cross-river link to RiverScape. Leverage the river runs as waterfront connectors and as locations for bank-side investment.
- ▶ Focus infill and redevelopment opportunities to build a stronger gateway and sense of place east of I-75 between Third Street and Monument Avenue.
- ▶ Coordinate riverfront development to line up with recent infrastructure construction and development projects (Bank Street construction, DAI River Ramp, etc.).
- ▶ Create a vision to reinvest and reimagine the western edge of West Monument and West First Streets area as an identifiable new live/work/play community that would become a new addition to the constellation of communities encircling the central business district.
- ▶ Create a new gateway to the Jane Reece neighborhood and McIntosh Park at the intersection of Riverview Avenue and Edwin C. Moses Boulevard that safely connects this historic neighborhood back to the waterfront.

Downtown Core Vision

With all the energy around downtown, many opportunities exist to promote a multi-faceted live-work-play-create dynamic by better connecting downtown's assets and focusing on riverfront placemaking improvements. Key opportunities include the following:

Downtown Core Actions

Parks, Open Space and Environment:

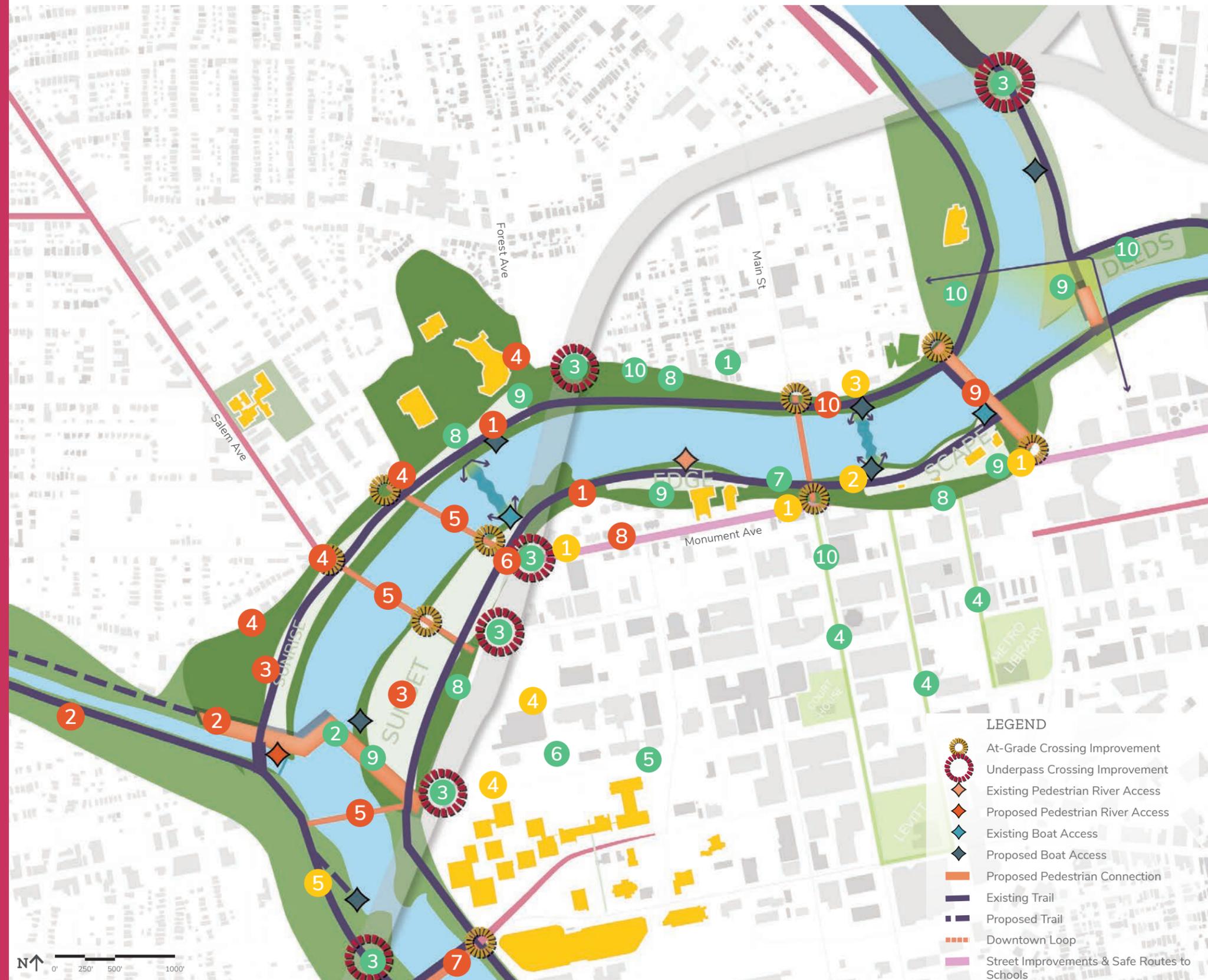
- 1 Create a continuous downtown park loop
- 2 Pedestrian Park over the River spanning east to west
- 3 Under-bridge connections
- 4 Downtown pedestrian connections to the riverfront
- 5 Third Street as a pedestrian-oriented corridor
- 6 Third Street underground parking garage roof
- 7 RiverScape & River's Edge extension
- 8 Continuous exterior materials & lighting strategy
- 9 Art in public spaces
- 10 Find ways to introduce habitat and native plant communities

Transportation, Trails and Access:

- 1 Continuous downtown park loop
- 2 Wolf Creek confluence expansion
- 3 Sunset, Sunrise, and McIntosh Parks as one connected experience.
- 4 Improve intersection at Riverview Dr. and Forest Ave closure
- 5 Bridge Improvements & on-bridge parking (3rd St, Monument Ave, & Salem Ave)
- 6 Robert Dr closure & water access parking under I-75 at First St bridge
- 7 Fifth St Bridge connection: Sinclair College and Wright-Dunbar
- 8 Multi-modal connection improvements along Monument Ave
- 9 Riverside Dr Bridge pedestrian expansion using existing abutments
- 10 North Shore Parkway park and pathway improvements

Urban and Neighborhood Development:

- 1 Monument Avenue: riverfront retail, restaurant and activation
- 2 Adaptive reuse of the city-owned fire station site & former 911 building
- 3 McPherson east neighborhood redevelopment
- 4 Infill development along I-75 from Third St. to Monument Avenue
- 5 Coordinate future development with current projects (ex. Bank St)



Wolf Creek Community Corridor

Today

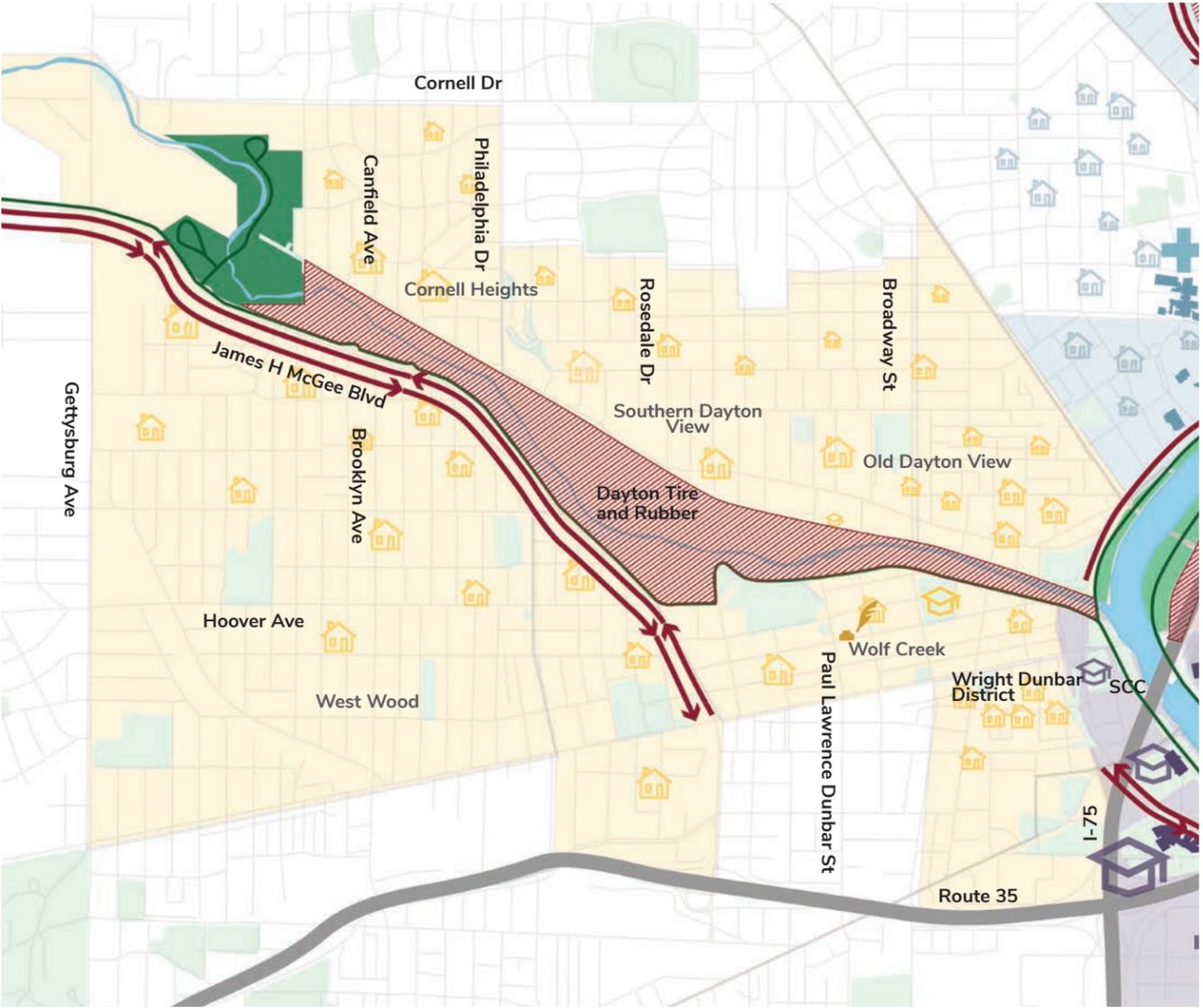
Flowing west of downtown, Wolf Creek sits at the center of an area defined by a series of evolving historic neighborhoods connected to the core by Third Street, Salem Avenue, and Wolf Creek. With a mostly residential presence with neighborhood-supporting uses, Wolf Creek is an important community corridor in Dayton. This corridor has a strong history and sense of place, and is positioned for reinvestments and revitalization.

The Wright Dunbar Business district marks important moments in Dayton’s history and has experienced recent reinvestment. Recent community health planning efforts have brought new attention to recreation, activity, and healthy lifestyles for residents in the area. Previous planning efforts have supported revitalization in West Third Street Historic District within the Wright Dunbar Business District. Wolf Creek corridor is also home to Wesleyan MetroPark, which bridges the creek and anchors the western end of the study area. Adventure Central, located on the edge of Wesleyan, is a youth center that draws on its creekside location for nature exploration and skills development.

Yet, the Wolf Creek community corridor is challenged by a railroad and multiple active and inactive industrial sites that block access to the river. Additionally, without a meaningful pedestrian connection to downtown, the neighborhood can feel disconnected. Investment in infrastructure improvements across and along the creek has made strides, but it remains fragmented and more is needed. The neighborhood is characterized by a higher rate of vacant residential parcels and buildings than other areas of greater downtown. Similar to other waterways in Dayton, dense vegetation has grown along the creek and impedes views and safe access. Additionally, James H. McGee Boulevard separates Wolf Creek and Adventure Central from the neighborhoods.



Top: Pedaling through the Wright-Dunbar Neighborhood
Bottom: Fishing at Wesleyan MetroPark



LEGEND

- Culture Corridor
- Technology Corridor
- Community Corridor
- Downtown Corridor
- Boulevard Barrier
- Barrier to River





Community Corridor Vision

The Wolf Creek Community Corridor is envisioned as a series of healthy neighborhoods with a connected trail and linear open space at its center that knits the corridor together. New neighborhood infill development and transformation of large creekside sites will couple with important trail connections and more open space that makes this area regionally connected and vibrant. Key projects to accomplish this vision include the following.

Parks, Open Space, and Environment

- ▶ Expand Wesleyan MetroPark through land acquisition to the west, which allows greater access to water, fishing, and nature (project in progress).
- ▶ Transform the former Dayton Tire and Rubber site into Rosedale Meadow, a scenic natural park and area that incorporates an important missing trail link.
- ▶ Strategically land bank properties along the creek corridor to create continuous public open space and to improve physical and visual connections to the creek and adjacent neighborhoods. Explore using the highly visible land bank properties at the river and creek confluence as sites for community programs, community gardens, stormwater management demonstration sites and other community development opportunities.
- ▶ Implement green infrastructure for stormwater management and wellhead protection in all developments and where possible within existing properties. Possible strategies include vegetated roofs, street trees, bioretention swales and demonstration gardens, and pervious pavement systems. Work with existing, large sports facilities to integrate stormwater management and habitat in interstitial spaces.
- ▶ Through signage or other gateway elements, establish a Wolf Creek gateway along the Gettysburg Avenue portion of the Wright Brothers Parkway.
- ▶ Create a Park over the River across the Great Miami River that connects the Wolf Creek neighborhood to downtown via a new Sunset Park (also discussed in the downtown core section).
- ▶ Long-term, as capital and operational funds are identified and a transition plan is established, Five Rivers MetroPark will assume responsibility for the public open spaces along Dayton's riverfronts via long term leases.

Transportation, Trails, and Access

- ▶ Complete the off-street trail network along both sides of Wolf Creek from Adventure Central to the Great Miami confluence. This project is a priority and will entail careful coordination with the railway right-of-way, crossings, easements with private property, and creative solutions.
- ▶ Connect the Wolf Creek Bikeway into the regional trail system to Trotwood, west of Wesleyan MetroPark. This connection links Wolf Creek Bikeway and the Trotwood community to the network of over 300 miles of trails and bikeways criss-crossing the county.
- ▶ Modify James H. McGee Boulevard to reflect current traffic levels, increase green space along the park side of the street, and allow safe pedestrian travel along and across it.
- ▶ Connect people to nature through coordination with programs supporting safe routes to and from schools and institutions.
- ▶ Extend McIntosh Park to the Wolf Creek waterfront by closing Negley Place to Middle Street.
- ▶ Transform lower Salem Avenue through a comprehensive complete street strategy and by adding placemaking elements to create a sense of place at a scale that is navigable and inviting for pedestrians.

Urban and Neighborhood Development

- ▶ Work with Adventure Central to advance and expand the exceptional work they do with the community.
- ▶ Leverage the cluster of open spaces and vacant lots along the creek for both open space and community development (Dayton Tire, More for Less, and Joan Hiers Park).
- ▶ Infill development and retail corridor improvements to the Wright Dunbar neighborhood. Work with the up and coming neighborhood to determine community needs.
- ▶ Incorporate place-based solutions for community economic development such as Gettysburg Ave Wolf Creek intersection development and utilizing cultural resource areas like Wright Dunbar District. In addition, address the issue of food deserts by incorporating grocery stores into the development strategy for the area.
- ▶ Invest in creekside catalyst sites to connect neighborhoods to the north and south of Wolf Creek.
- ▶ Strengthen West Third Street and Salem Avenue corridors by strategically investing in streetscape improvements that align with physical, commercial, and residential investments.
- ▶ Create opportunities for mixed-use development that builds vibrant mixed-income communities that attract new residents and support existing ones through strategies that preserve home ownership and provide pathways to wealth creation.

Community Corridor Actions

Parks, Open Space and Environment:

- 1 Wolf Creek Greenway: Strategic land banking to create continuous park from downtown to Wesleyan MetroPark
- 2 Wesleyan MetroPark expansion
- 3 Wolf Creek gateway along Gettysburg Avenue.
- 4 Dayton Tire & Rubber site (Rosedale Meadow)
- 5 Pedestrian Park over the River

Transportation, Trails and Access:

- 1 Wolf Creek Greenway: Trails on both sides of the creek
- 2 Connect the Wolf Creek trail to Trotwood.
- 3 Expand trails and neighborhood access to Wesleyan MetroPark.
- 4 James H. McGee Boulevard: Green Space & Access
- 5 Safe routes to and from schools, parks, and institutions.
- 6 Negley Place to Middle Street closure & soften levee condition. Close Dakota Street between Sweetman Street and Paisley Street.

Urban and Neighborhood Development:

- 1 Leverage the cluster of open spaces and vacant lots along the creek
- 2 Infill housing and development along the corridor: encourage mixed-use development that facilitates mixed-income communities that support current residents and strengthen existing development
- 3 Place-based solutions for community economic development like utilizing cultural resources at Wright-Dunbar District and school zones
- 4 New facility and park amenities at Wesleyan MetroPark expansion
- 5 Strengthen W. Third Street and Salem Avenue Corridors



Imagine the Wolf Creek Trail and Rosedale Meadow Park

The existing trail network along Wolf Creek currently runs along James H. McGee Boulevard to Oakridge Drive before heading north to the inside of the levee along the creek edge.

The public has expressed concern over maintenance of the trails and open spaces along the corridor, citing broken glass, debris, and lack of lighting as reasons for lack of use. This plan supports efforts to construct the Trotwood connector, a 3.5-mile trail link between Trotwood and Wesleyan MetroPark, and encourages trail connections north of the creek to support neighborhoods without an immediate access point to the system.

In the near-term, the existing trails will be enhanced, activated, and monitored to ensure the safety of those who use the trail. Most parcels along the creek are vacant or underutilized and the majority of the land will require environmental remediation before it can be redeveloped. Rosedale Meadow, the former Dayton Tire site, a 40-acre parcel at the intersection of Rosedale Drive and West Riverview Avenue, is an opportune site for a trail link that provides unique, new recreation opportunities like walking trails and mountain biking tracks amid a natural meadow. West of Rosedale Meadow, creative trail solutions will bring the alignment close to Wolf Creek to mediate the adjacent railroad.

The plan also recommends enhancements to existing pedestrian crossings and new crossings close to neighborhoods, so the roadway operates as less of a barrier to this important public amenity. The improved and new trails along both sides of the Wolf Creek Trail will terminate to the east at the West Dayton gateway Park over the River—an iconic structure that connects both sides of the river and supports city's commitment to better connect over its defining waterways.



Stillwater & Great Miami River Cultural Corridor

Today

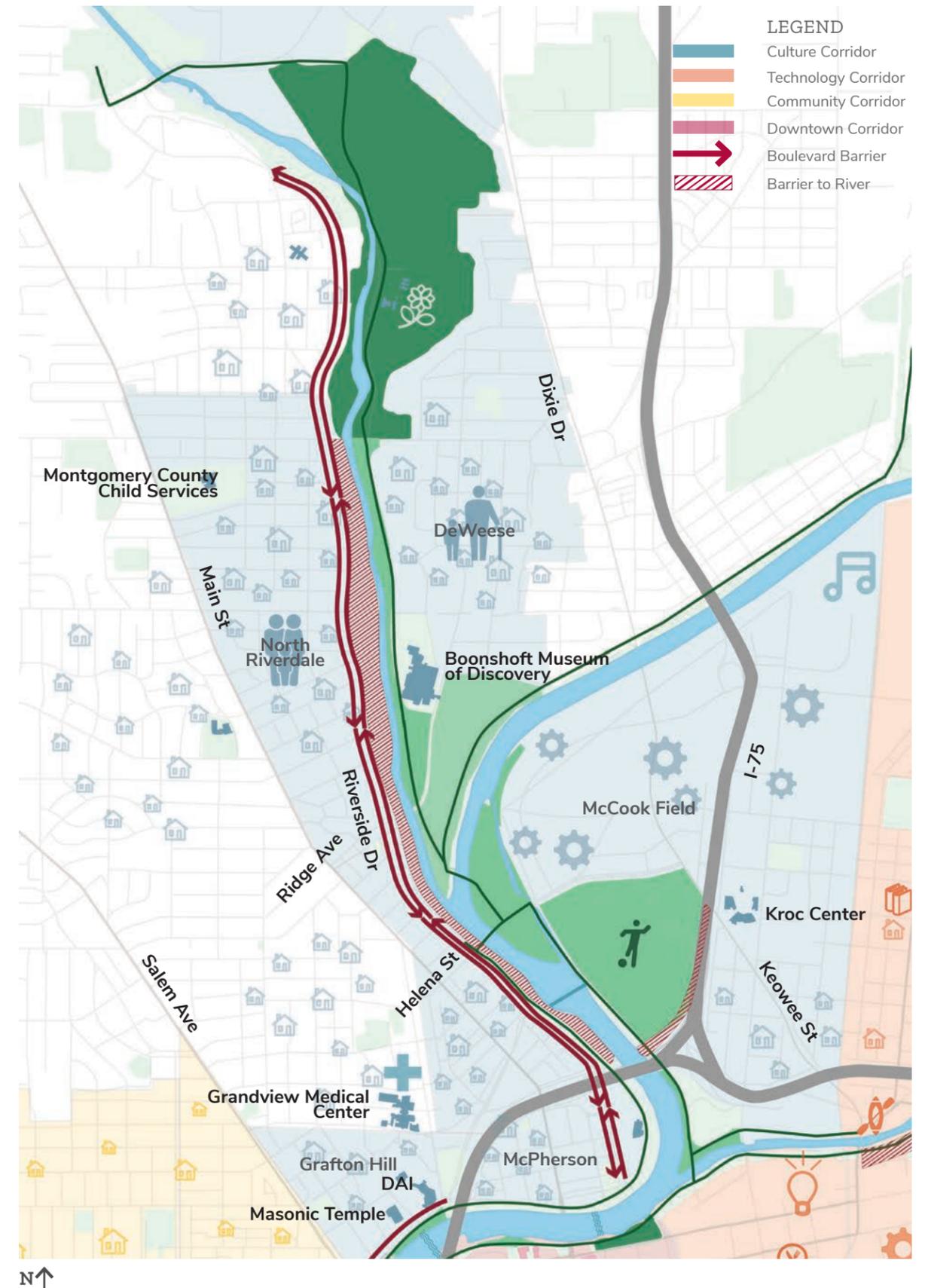
North of downtown, the study area includes the stretch of the Stillwater River from Wegerzyn Gardens MetroPark south to where it meets the Great Miami River, and the portion of the Great Miami River from North Keowee Bridge to Deeds Point MetroPark: the cultural corridor. The Stillwater corridor includes many of Dayton's notable cultural destinations, including the Boonshoft Museum of Discovery, Wegerzyn Gardens MetroPark, DeWeese MetroPark, Triangle Park, Island MetroPark, Kroc Center, and the well-used recreational fields at Kettering Field. The river passes through established residential neighborhoods with strong history and low vacancy rates.

This area benefits from expansive access to regional trails and spectacular views of downtown from Deeds Point MetroPark. The Stillwater River is one of the most natural waterways in greater downtown. Lush riparian vegetation grows on both banks, and the riverbed's boulders and cobbles are characteristic of the region. Small in scale and width, the Stillwater is an approachable and accessible river that provides numerous opportunities for outdoor recreation, education, and play.

The potential of this corridor to be a significant community asset was first recognized in the 1911 Olmsted Brothers plan for the City of Dayton. The plan envisioned a network of parkways and connected green spaces along the rivers, and over the last century, portions of the vision have been realized in this corridor—from the location of Riverside Drive to the string of parks along the riverbanks. However, the existing features have yet to fully achieve the intent of the plan and challenges exist today for the Stillwater corridor. Views to the river from nearby residential neighborhoods are blocked by invasive species growth along Riverside Drive.

The vehicular nature of the road further limits access to the river or DeWeese Park from the west, and gaps in the trails exist along this stretch. Riverside Drive is often difficult to cross leaving residents of Riverdale, Santa Clara, and North Riverdale neighborhoods without safe and easy access to the river and parks on the east bank. A bicycle trail connects most of the parks along the Stillwater, but when it runs through Island MetroPark toward Kettering Field and Deeds Point MetroPark, the sense of continuity between the parks is lost and the potential for a cohesive open space experience along the river is reduced.

Finally, while the area is rich in cultural institutions and landmarks, they are not currently as well-connected to the park system or neighborhoods as they could be. Aside from being significant cultural and historic facilities, the Dayton Art Institute, Masonic Temple, Island MetroPark band shell, and Boonshoft Museum are also architectural landmarks, but the connections between these places are disjointed.





Parks, Open Space and Environment

Cultural Corridor Vision

The potential identity of the corridor as Dayton's cultural corridor and quieter urban refuge is clear. The entire corridor will represent a collaborative effort among several engaged partners to create a consistent and cohesive system from Wegerzyn MetroPark into the downtown. By broadening the parks and river system so they reach across both sides of the river, and by treating the many open space amenities as one collected network, the Stillwater River can shine as the heart of culture in Dayton, re-imagining the parks as a branded corridor that draws regional attention and connects to cultural destinations along the corridor and in greater downtown. The plan envisions a series of projects and improvements to fulfill this idea.

- ▶ Make DeWeese into a two-sided park that reaches across both sides of the Stillwater River. Introduce a pedestrian loop trail on both sides of the corridor that links parks together and allowing people from both east and west neighborhoods to experience a variety of amenities, attractions, and activities, such as strolling through gardens, flying radio controlled airplanes, running, hiking, fishing, engaging in nature play, using fitness stations, attending concerts, kayaking, canoeing, and participating in team sports.
- ▶ Introduce a branded interpretive cultural trail system from Wegerzyn Gardens, to Deeds Point, and through to downtown institutions (DAI) that incorporates historic and educational storytelling and celebrates the river confluences. Develop a brand around the cultural trail in order to make it regionally visible, attractive, and identifiable.
- ▶ Thin vegetation and control invasive vegetation along the river to improve views while preserving and enhancing important habitats.
- ▶ Implement green infrastructure for stormwater management and wellhead protection in all developments and where possible within existing properties. Possible strategies include vegetated roofs, street trees, bioretention swales and demonstration gardens, and pervious pavement systems.
- ▶ Transform North Bend Boulevard into a pedestrian promenade celebrating the history of McCook Field and of the geology of the landscape at Kettering Field.
- ▶ Celebrate river confluences with iconic overlooks at Triangle Park and Deeds Point and introduce paddler pass through at Island Dam.
- ▶ Create a transect of programming intensities in the corridor shifting from self-guided recreation at DeWeese to active recreation at Kettering Field, and from a natural stream experience along the Stillwater River to an urban river experience along the Great Miami River. Within this strategy, make improvements that enhance Kettering Field as a recreation destination and expand the horticultural influence of Wegerzyn Gardens MetroPark south through DeWeese Park by highlighting native plant species and communities.
- ▶ Long-term, as capital and operational funds are identified and a transition plan is established, Five Rivers MetroPark will assume responsibility for the public open spaces along Dayton's riverfronts via long term leases.

Transportation, Trails, and Access

- ▶ Create a pedestrian bridge connection between East Hillcrest Avenue and Drill Avenue, joining the two sides of the river through DeWeese.
- ▶ Explore low-water pedestrian crossings at Boonshoft Museum and Wegerzyn that allow people to cross the river and interact with the water for both formal and informal nature education opportunities without disrupting paddling activity
- ▶ Extend the Great Miami River Bikeway north along the Great Miami River left to connect to the City of Riverside's Eintracht Singing Society and future development of Old North Dayton.
- ▶ Form a strong pedestrian connection between DeWeese Park, Boonshoft Museum, and Triangle Park.
- ▶ Make traffic improvements to Riverside Drive, reducing lanes and supporting the historic scenic parkway vision, providing safe pedestrian/bicyclist crossing from adjacent neighborhoods to the trails and parks along the rivers. Extend the river trail past E Helena St Up Stillwater river right, utilizing green space gained from road diet on land side of levee for a path.
- ▶ Create a paddling pass through on the river left and a formal portage on river right at Island Dam.
- ▶ Add Link stations at Wegerzyn Gardens MetroPark, Boonshoft Museum of Discovery, and Island MetroPark.

Urban and Neighborhood Development

- ▶ Consider mixed use development for the long-term redevelopment of large sites on the western side of the Great Miami River.
- ▶ Prioritize development efforts that preserve affordability and home ownership for current residents and ultimately create mixed-income communities.
- ▶ Connect to important partners such as the KROC Center by developing underpasses and improving on-street connections at Kettering Field and the future DaVinci Neighborhood development.
- ▶ Expand downtown housing at Deeds Point while protecting public riverfront access and downtown views.
- ▶ Create programming and other partnerships among the cultural institutions within the corridor for shared use of the riverfront and open space system through interpretive opportunities.



Cultural Corridor Actions

Parks, Open Space and Environment:

- 1 DeWeese west park expansion
- 2 North Bend Boulevard pedestrian promenade
- 3 Interpretive, branded cultural trail system that incorporates historic and educational storytelling
- 4 Thin vegetation and enhance habitat
- 5 Celebrate river confluences
- 6 Transition program uses from highly programmed near downtown to less actively programmed to the north
- 7 Underbridge Connections
- 8 Create interstitial habitat along the corridor and limit areas of mown grass

Transportation, Trails and Access:

- 1 Road diet of Riverside Dr & expanded upper and lower west side trail system
- 2 Pedestrian promenade
- 3 E. Hillcrest Avenue and Drill Avenue pedestrian connection
- 4 Explore low-water crossings that do not detract from paddling and low dam notch at Island
- 5 Expand Great Miami River Bikeway to the northeast
- 6 Boonshoft Museum of Discovery entry realignment & pedestrian connection

Urban and Neighborhood Development:

- 1 Strengthen connections to Main St mixed use development
- 2 Connect cultural trail to destinations along the corridor and in downtown
- 3 Downtown housing at Deeds Point
- 4 Near-term infill redevelopment in McPherson East & South Riverdale
- 5 DaVinci Neighborhood redevelopment

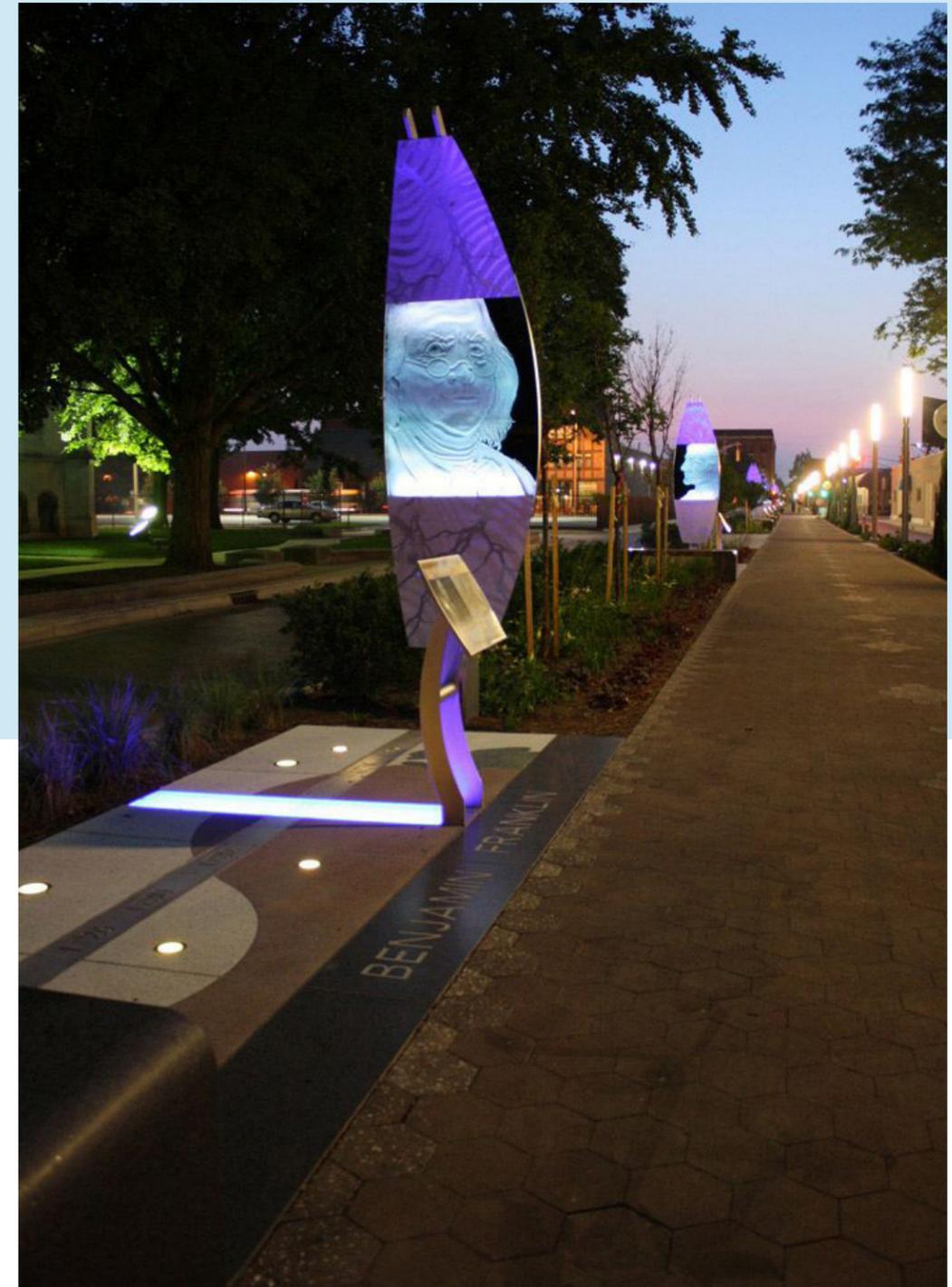
Imagine the North Cultural Trail

The Culture Corridor currently provides a bucolic, but disconnected, series of recreation trails which have the potential to join the dense array of parks in the area. The proposed North Cultural Trail Loop envisions connecting both sides of the Great Miami River and the Stillwater River from the southern entrance of Wegerzyn Gardens MetroPark at Siebenthaler Avenue alongside DeWeese Park and the Boonshoft Museum. The trail continues through Triangle Park, Island MetroPark, and Kettering Field to Deeds Point MetroPark. The trail loops north along the west side of the Stillwater River to reach a new section of trail alongside Riverside Drive and continues up to Siebenthaler Avenue.

The unique branding of the proposed cultural trail will make it regionally attractive and identifiable, and the trail will include accessible paths with a clear, distinct identity that aligns with the rest of the riverfront system, yet may expand to include more interpretation of the area's history, arts, invention, or culture. Cultural trails in Hagerstown, Maryland, and Indianapolis, Indiana, are great examples of accessible, multi-modal recreation paths defined by wide trails with distinctive markers and signage, as well as rotating art or education installations that create a dynamic environment for visitors.



Island MetroPark: African American Cultural Festival



Bottom Right Indianapolis Cultural Trail

Mad River Technology Corridor

Today

Since the late 1800s, the Mad River corridor has been one of the major industrial and manufacturing areas in Dayton. With the establishment of Wright Patterson Air Force Base (WPAFB) in 1948, industries that provided supporting materials and components for the military base expanded and thrived along the corridor. As the 20th century drew to a close, the mix of businesses in this area began to transition from an emphasis on heavy manufacturing toward more light industry and technology-related companies. Building on this history and present innovation, the Technology Corridor extends along the Mad River from Eastwood MetroPark in the east to Deeds Point MetroPark in the west.

In 2009, Tech Town was established, along the Mad River between downtown and the WPAFB, to attract and serve the needs of technology and innovation-driven firms, and this mixed-use development has generated a successful model for revitalization and economic progress in Dayton. The popular Second Street Market, the Mad River Run, the National Museum of the US Air Force, Dayton Children's Hospital, and Whitewater Warehouse anchor this district with distinctive amenities, character, and employment attractions. Eastwood MetroPark, one of the most natural, forested areas in greater downtown, is a regional amenity.

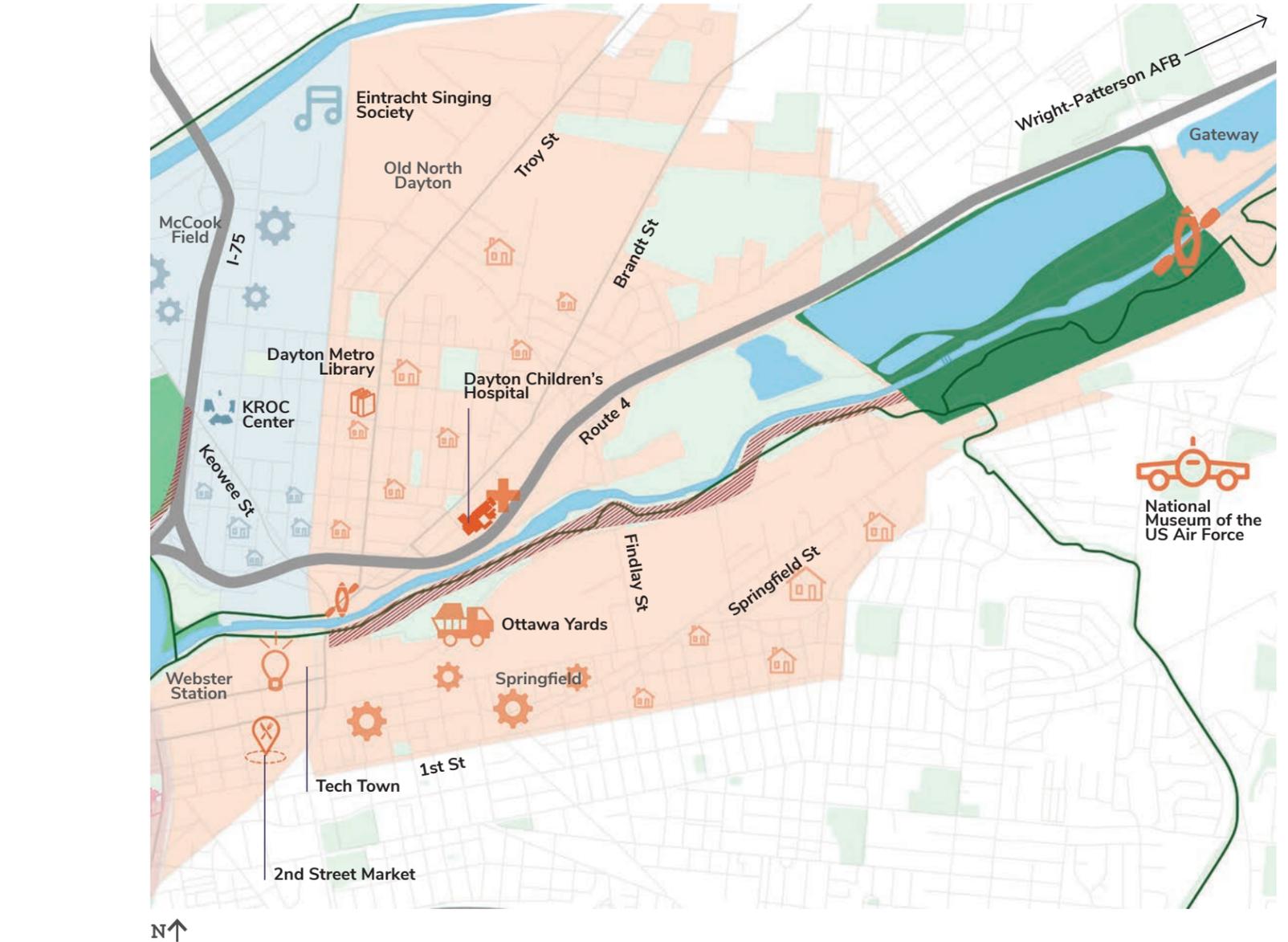
While industry has played a significant role in this corridor, it likely would not have happened had it not been for the presence of the Mad River. The river has been a source of water for a variety of industries, and has provided means for the transportation of goods downstream to the Great Miami River and the Miami-Erie Canal. Today,

From Left Looking East up the Mad River from downtown, Tech Town Development

the Mad River, in addition to being one of the few high-quality, warm and cold-water streams in Ohio, is also regionally known as an important kayaking and canoeing destination, valued for its scenic character and the recent investment in a whitewater drop. In addition, the Mad River Bikeway along the south bank provides access to the river—its beautiful views and rich habitats—while connecting to other regional trails.

Like many rivers, the Mad River has been impacted by pollution, erosion, and low dam impoundments that have affected water quality and aquatic habitat; but, through clean-up efforts and government regulations, the river's health has greatly improved in recent years. Still, the western area of the river corridor is an ecological mono-culture that lacks species diversity.

Challenges also exist in this corridor and there is room for improvement in development patterns. Tech Town continues to grow, but for a long time, the industrial patterns of the district, including the large Ottawa Yards site, have limited access to the Mad River. Long stretches of riverfront exist without connections across the Mad River or access points to reach the river's edge. Tech Town sits south of the Mad River along Keowee Street and Monument Avenue. Further east are back-of-house facilities for the City of Dayton Department of Public Works (Ottawa Yards). Both of these developments are evolving to meet the demands of their respective services and both of these places currently lack both a sense of place and a safe public realm.



- LEGEND**
- Culture Corridor
 - Technology Corridor
 - Community Corridor
 - Downtown Corridor
 - Boulevard Barrier
 - Barrier to River



Parks, Open Space, and Environment

- ▶ Add a community riverfront park at Tech Town that provides strong river connectivity with a softened, set back levee and access for Webster Station, integrated with future high-density development plans at Tech Town.
- ▶ Enhance the riverfront public realm and streetscapes around Ottawa Yards. Reduce and filter runoff from the site through bioswales and sponge parks.
- ▶ Implement green infrastructure for stormwater management and wellhead protection in all developments and where possible within existing properties. Possible strategies include vegetated roofs, street trees, bioretention swales and demonstration gardens, and pervious pavement systems. Work with existing, large sports facilities to integrate stormwater management and habitat in interstitial spaces.
- ▶ Given the area's proximity to the river, explore regulations or policies to limit the use of chemical fertilizers, fungicides, and insecticides in order to keep these chemicals from running off into the Mad River during storm events.
- ▶ Building on the Mad River habitat area west of Eastwood, enhance and restore habitat areas along the Mad River to expand the of plant and wildlife diversity. The upper stretch of river from Eastwood to Findlay Street is a lush, natural stretch which transitions to a levee edge near downtown. The City of Dayton, Five Rivers MetroParks, and Miami Conservancy District can further partner with local educational institutions to test plots of native grasses in strategic, limited areas of the non-restricted area to broaden this transition and provide additional habitat for birds and pollinators.
- ▶ Complete in-river improvements in the Mad River at Eastwood MetroPark to enhance paddling instruction and river health.
- ▶ Create a riverfront park at "The Point" that provides strong river connectivity and access to the McCook Field and Old N. Dayton neighborhoods.
- ▶ Long-term, as capital and operational funds are identified and a transition plan is established, Five Rivers MetroPark will assume responsibility for the public open spaces along Dayton's riverfronts via long term leases.

Transportation, Trails, and Access

- ▶ Improve and expand pedestrian, bicycle, and boating access to the Mad River. Currently, only a few places provide easy access to the river for recreation and paddling put-in/take-out. To increase the inclusive use of the river, develop additional formal and informal ADA compliant access points through the possible purchase of additional properties or through the formulation of partnerships and agreements with adjacent landowners. Strategically locate these access points to balance people's 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)
- ▶ Strengthen the connection between downtown Dayton and WPAFB. One option to help achieve this is for the City of Dayton to continue to foster partnerships between WPAFB and related technology firms in the corridor, and incentivize the development of additional WPAFB support facilities in and around downtown (like the Wright Brothers Institute-Air Force Research Laboratory which recently co-located with the Entrepreneur's Center, downtown). Another option that could help realize synergies between the air force base, downtown, and the businesses in the corridor would be the development of a dedicated shuttle circulator or Bus Rapid Transit link looping around both north and south sides of the Mad River. This would reduce traffic and facilitate better connectivity within the corridor.

Urban and Neighborhood Development

- ▶ Adopt an urban character and design as a river-oriented development in the Tech Town growth area to the east with exploration of riverfront development guidelines and public easements, similar to the model of the Water Street Apartments.
- ▶ Explore development of an eco-district or sustainability-oriented overlay district in this area that sets standards for energy efficiency, water use reduction, waste management, stormwater management, and alternative transportation access. Encourage a districts-approach with shared infrastructure and water management (heating, cooling, renewable energy, etc.) among multiple buildings, parking, and open spaces.
- ▶ Encourage the growth of economically, socially, and environmentally sustainable industries and business practices in this area through expansion of the Tech Town district. Building on these job centers, seek opportunities for people to live, work, and play in close proximity to limit single occupancy vehicle demand. Where appropriate nearby, promote housing, restaurants, shops, and a variety of business types and sizes that will help create active and livable neighborhoods along the Mad River.
- ▶ In the long-term, redevelop the Dayton Bag and Burlap site near Eastwood into a compatible use that integrates with the riverfront.
- ▶ Promote energy-efficient new buildings and low-impact sites through environmental certification programs, like Dayton Regional Green, LEED, or the Living Building Challenge, that support sustainable business facilities, operations, and practices.

Technology Corridor Vision

The future vision for the Mad River Technology Corridor builds on the successes of Tech Town as an innovation and economic hub, and on the proximity of the Wright-Patterson employment center, all while enhancing the health, character, and recreation potential of the Mad River. The plan proposes the following ideas for creating a vibrant and healthy Technology Corridor, many of which rely on public-private partnerships around city development over time.

Technology Corridor Actions

Parks, Open Space and Environment:

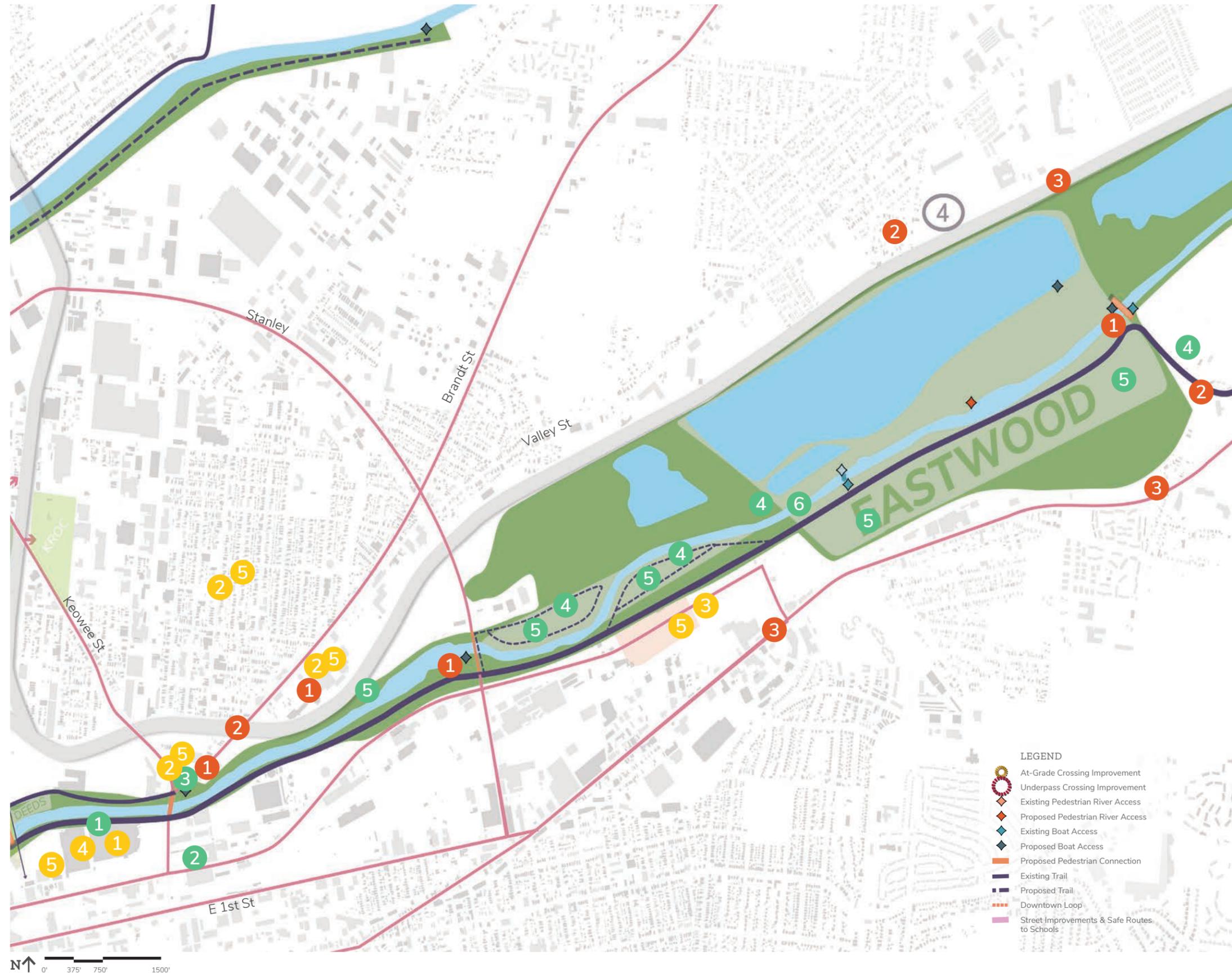
- 1 Continuous river-facing public open space at Tech Town.
- 2 Ottawa Yards perimeter enhancements
- 3 "The Point" open space improvements
- 4 Green infrastructure for stormwater management and wellhead protection
- 5 Habitat area enhancements and restoration (including pollinator gardens)
- 6 In-river improvements to enhance paddling instruction and river health

Transportation, Trails and Access:

- 1 Pedestrian, bicycle, and boat access improvements to the Mad River.
- 2 Trail access, complete streets, and connections to parks and trail system
- 3 Multi-modal connection between downtown Dayton and Wright-Patterson Air Force Base

Urban and Neighborhood Development:

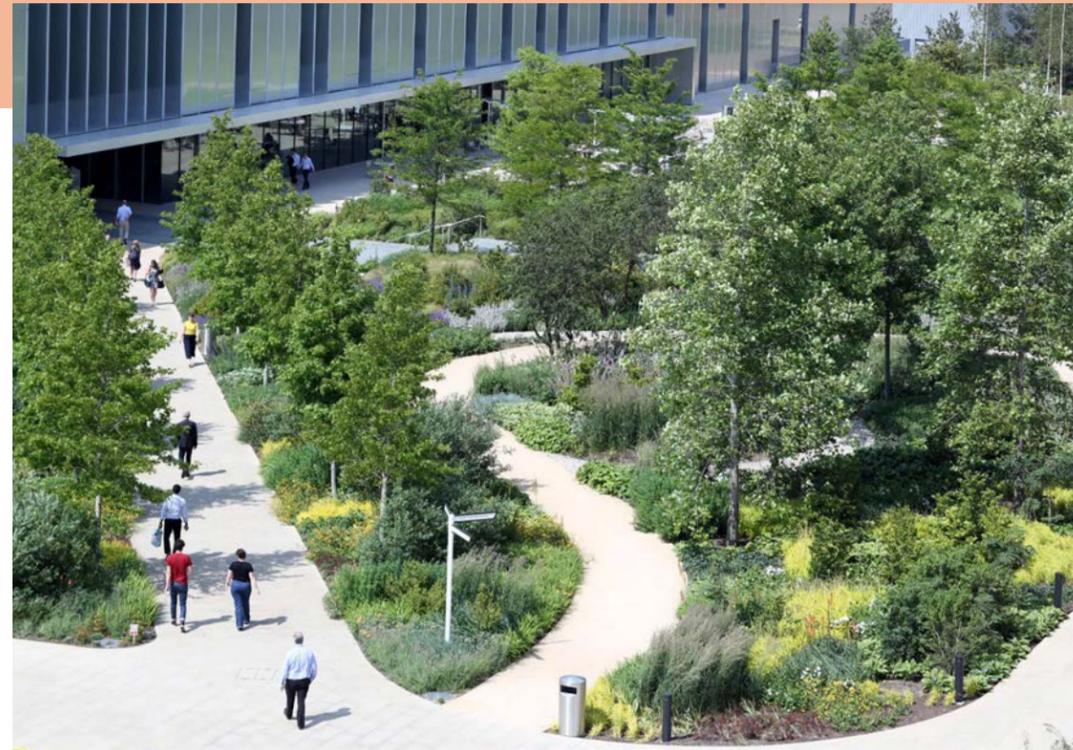
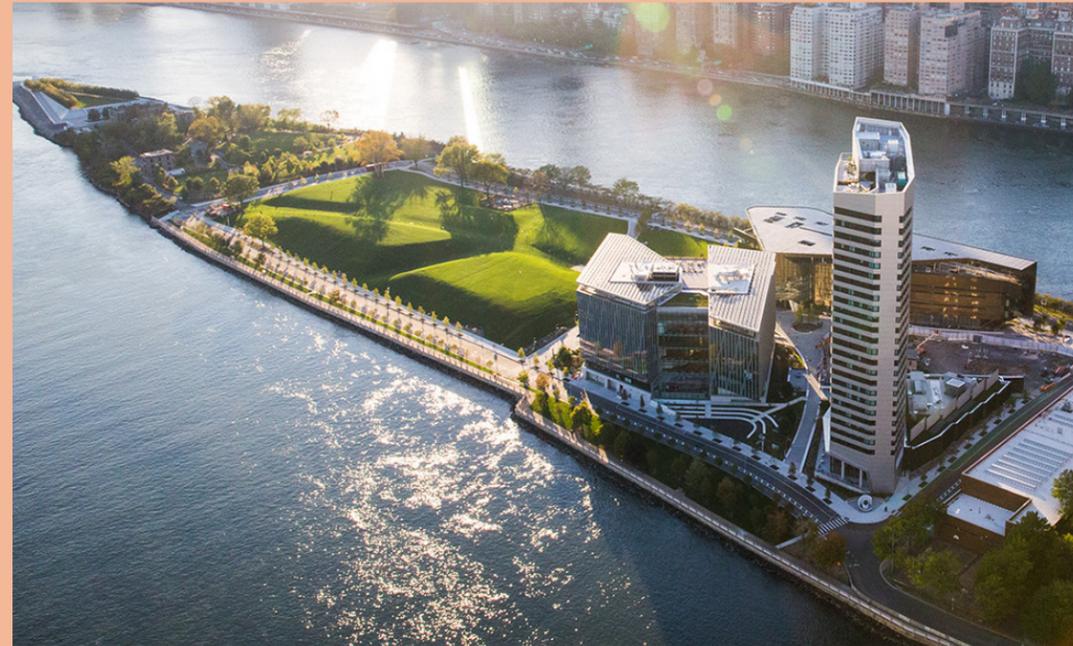
- 1 River-oriented urban development & Guidelines at TechTown (Eco District)
- 2 "The Point" hub connection to Dayton Children's Hospital & McCook Field & Old North Dayton neighborhoods (DaVinci Neighborhood)
- 3 Dayton Bag & Burlap redevelopment
- 4 Like-minded socially & environmentally conscious businesses to develop TechTown
- 5 Energy-efficient new buildings and low-impact sites



Imagine the Tech Town Green

Tech Town is a 40-acre mixed use innovation district along the south side of Mad River. Since the first building was constructed in 2009, the district has grown to support a mix of industries and uses, although it remains predominantly an employment center. Today, Tech Town is a significant gateway along East Monument Avenue, yet it has no relationship with the river to its north.

The plan envisions a connected, community riverfront along the north side of Tech Town that links the surrounding industries and neighborhoods to the waterfront. A modest open space along the riverfront will allow more usable space along the levee for daytime picnics and riverfront events. The proposed park also connects to Webster Station and is integrated with the planned full build-out of Tech Town. The new TechTown Green will not only serve as an amenity for daytime traffic from adjacent research labs and offices, but neighborhoods on either side of the river will also benefit from access to the Green through enhancements to the recently reconstructed Webster Street bridge and multi-modal improvements to the Keowee Street bridge.



Top Left: Cornell Tech Campus

Bottom Left: SKY UK Headquarters Native

Top Auteuil Race Course Park

Bottom Right Rivers Casino

South Great Miami River Education Corridor

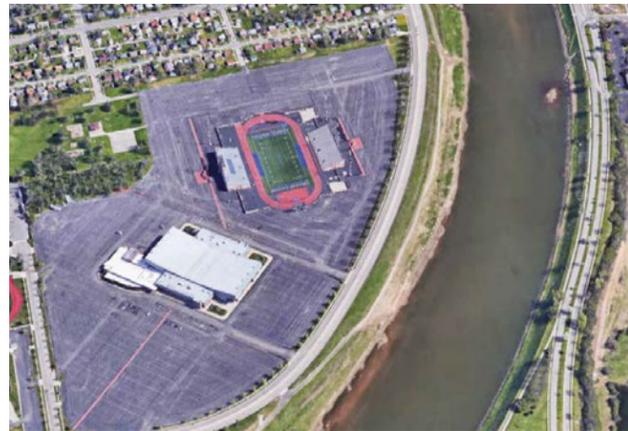
Today

The Great Miami River extends south from the Fifth Street bridge near downtown to SunWatch Indian Village. This corridor is home to many of Dayton's educational institutions: Sinclair College, the University of Dayton, and Chaminade-Julienne Catholic High School. It also includes Miami Valley Hospital and medical campus, the University of Dayton Arena, Welcome Stadium and Carillon Historical Park. This cluster of academic and research institutions, on both sides of the river, gives strength and identity to the area as Dayton's Education Corridor.

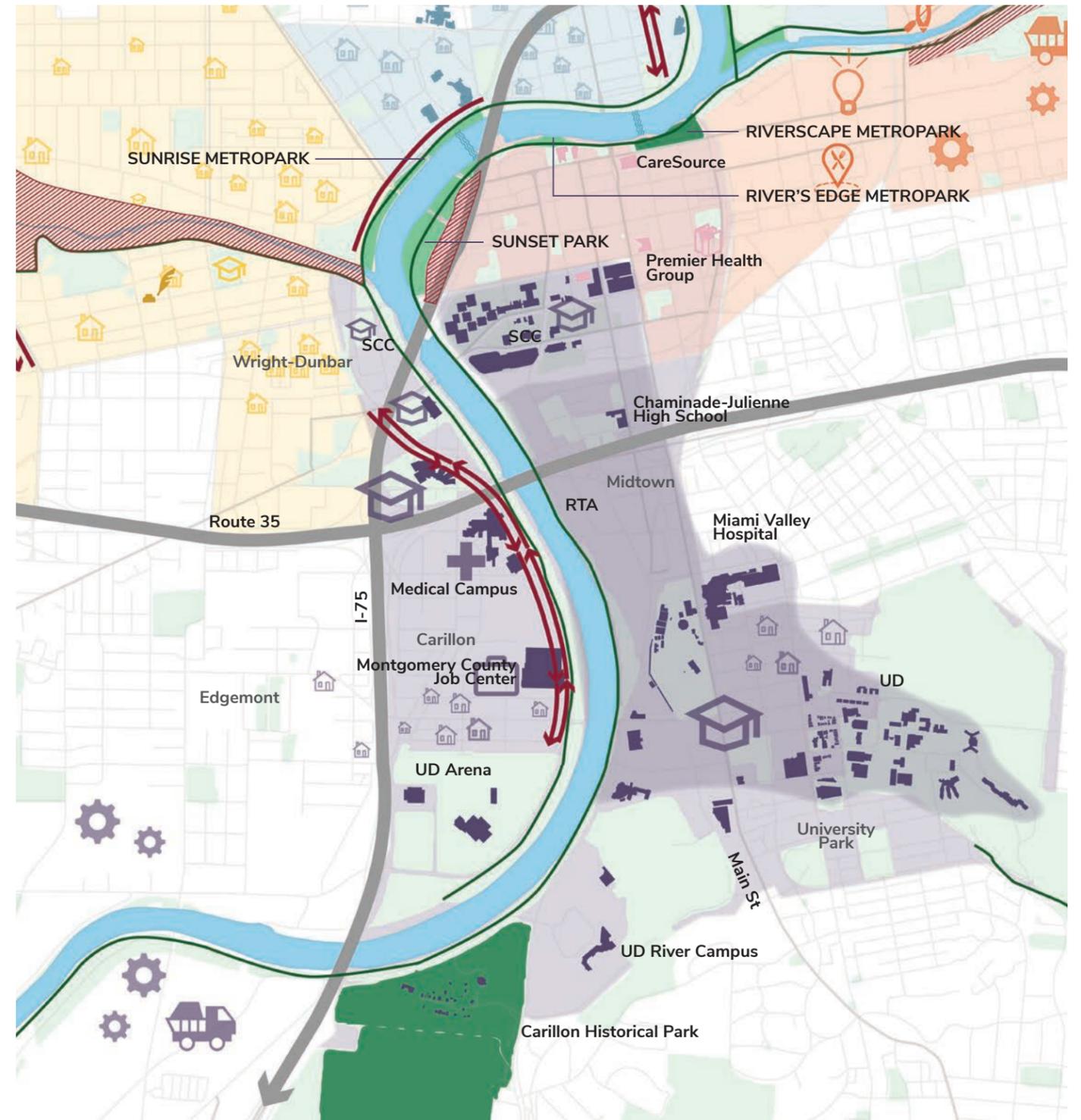
Within the Great Miami River area, both Sinclair College and the University of Dayton have been moving toward becoming campuses that span the river, with new facilities and acquisition on the west side of the river. Likewise, the future transformation of the Fairgrounds site, currently under study, brings great opportunities to connect the east side of the river into the neighborhood fabric. To the south, major historic and cultural open spaces anchor the area, with SunWatch Indian Village and Carillon Park. The urban structure of this area is characterized by scenic parkways, a wide and expansive waterway, large commercial and industrial parcels, recreation amenities, water access, and levees. The current scale of the corridor is monumental; its sense of spaciousness as well as its expansive views of downtown, the river, and the southern hills befit an institutional district.

The river has a great opportunity to be an educational and recreational asset for these institutions, and many do take advantage of it programmatically. Yet today, it is difficult to intentionally engage with the river in this zone. Campus amenities are located away from the river's edge, which is instead occupied by large industrial uses. Along most of the corridor, busy roadways (Edwin C. Moses and Patterson Boulevards) on both sides of the river are barriers to safe and easy crossing to the river.

Importantly, there is no formal water access south of Third Street, and the often steep levee slopes make physical access to the water problematic. The existing river banks lack a unified landscape aesthetic that could visually link both sides of the wide river together. The scale of the district streets is designed for cars to travel quickly at high speeds, but it is at odds with bicyclists and pedestrians who need to access and use the Great Miami River Bikeway. Instead, trail users now experience nearly treeless paths that provide little relief from the sun, wind, and views of traffic along the roadways.



UD Arena



N↑

LEGEND

- Culture Corridor
- Technology Corridor
- Community Corridor
- Downtown Corridor
- Boulevard Barrier
- Barrier to River



Parks, Open Space, and Environment

Education Corridor Vision

The knowledge base that is represented in Dayton through its institutions is an incredible asset. Places of learning infuse the city with younger generations that engage with public spaces and destinations on a daily basis. However, as redevelopment occurs in this area, a new relationship to the river needs to be defined, prioritizing access and engagement from all and better connecting to the health and education campuses, creating a riverfront campus village environment. Street connections from Sinclair College, University of Dayton, and Chaminade Julianne High School need to be safe and active. Opportunities exist to leverage partnerships to create meaningful spaces and experiences. Key projects to support this vision include the following.

- ▶ Convert Veterans Parkway to a pedestrian corridor in order to better connect the river to the fairgrounds site, Sinclair Community College, the University of Dayton (UD), and Greater Rubicon Park.
- ▶ Working within levee and floodplain guidelines, add plants and consistent site elements near the tops of the levees to provide shade, activate the paths, and unify the riverfront. Other elements could include gathering/resting spaces, shade structures, interpretive features, artwork, lighting, and site furnishings. All improvements should be constructed without impacting the protective function of the levees.
- ▶ Introduce habitat restoration and other plantings that improve the habitat value of the river banks and support the Great Miami River's role as one of the nation's most significant bird migration routes (ex. Veteran's Parkway, Carillon Blvd and Historical Park, and UD River Campus)
- ▶ Enhance the river's visibility from the nearby highways. For example, similar to the iconic river fountains near Deeds Point, several tall, vertical art or light towers could be placed at strategic locations along the river.
- ▶ Partner and collaborate on best practice stormwater management features and tree plantings at the UD Arena parking lot to reduce runoff and lower heat island effect.
- ▶ Connect to riverfront support agencies, such as Montgomery County Job Center, through multi-modal transit.
- ▶ Partner and collaborate with UD to create a landscaped central promenade with seating and integrated green infrastructure that connects Welcome Park to the River and across the proposed pedestrian bridge better integrating with the UD River Campus
- ▶ Lay back levee at Carillon and add a take-out point to complete a 7-mile paddle stretch between Carillon and Eastwood MetroPark
- ▶ Implement green infrastructure for stormwater management and wellhead protection in all developments and where possible within existing properties. Possible strategies include vegetated roofs, street trees, bioretention swales and demonstration gardens, and pervious pavement systems.
- ▶ Long-term, as capital and operational funds are identified and a transition plan is established, Five Rivers MetroPark will assume responsibility for the public open spaces along Dayton's riverfronts via long term leases.

Transportation, Trails, and Access

- ▶ Create a continuous bicycle trail loop along both banks that extends the length of the trail and provides more connections to adjacent neighborhoods.
- ▶ Introduce streetscape enhancements to Edwin C. Moses and Patterson Boulevards to fully realize the Olmstedian vision of a scenic parkway along the river. Simple enhancements could include street trees, improved sidewalks, safe pedestrian crossings, and a unified lighting strategy (pedestrian and vehicular).
- ▶ Make efforts to lower game-day vehicular traffic demand on Edwin C. Moses Boulevard and to improve cross-river access through a new pedestrian bridge linking South Patterson Boulevard and the University of Dayton to the UD Arena.
- ▶ Improve pedestrian safety and accessibility at Stewart Street bridge intersections.
- ▶ Coordinate with ongoing project and formalize boat access at former Tait Station Dam and Carillon Historical Park.
- ▶ Extend the Great Miami River Bikeway down West River Road to SunWatch and develop a formal river access point.
- ▶ Formalize a Park-n-Ride location along Carillon Boulevard.

Urban, Neighborhood, and Campus

- ▶ Create a stronger sense of place centered on the Great Miami River through near and long-term redevelopment of major riverfront sites on the east side and strong connections to the Carillon neighborhood on the west side.
- ▶ Coordinate with and capitalize on the redevelopment plans for the former fairgrounds site by collaborating on enhancements to riverfront views, streetscape connections, and creation of a new neighborhood.
- ▶ Work toward the long-term redevelopment of important downtown gateway sites along Veteran's Parkway, building toward a mixed-use campus village environment that provides complementary uses to nearby universities and a riverfront experience.
- ▶ Connect the Fairgrounds redevelopment with a strong pedestrian connection to the river and Veteran's Parkway
- ▶ Collaborate with local universities and secondary education institutions to enhance environmental education opportunities, linking them to potential riverbank restoration projects.
- ▶ Integrate with Sinclair College's long-term campus master plan, including transforming Fourth Street to a pedestrian-friendly corridor, connecting across the river to riverfront-oriented development on the west side, and coordinating with community development efforts such as the Wright Dunbar Business District and Bank Street.

Education Corridor Actions

Parks, Open Space and Environment:

- 1 Convert Veterans Parkway to pedestrian corridor
- 2 Riverfront support agency connections
- 3 Large southern anchor park integrating UD River campus into usable open space
- 4 Strengthen UD Arena and campus connections with green infrastructure enhancements
- 5 Increase river visibility from highways
- 6 Develop a consistent landscape identity strategy for the corridor
- 7 Lay back levee and create take out for 7 mile paddle from Eastwood

Transportation, Trails and Access:

- 1 Continuous bicycle trail loop along both banks
- 2 Streetscape enhancements to Edwin C. Moses and Patterson Boulevards.
- 3 New pedestrian bridge connection
- 4 Stewart Street Bridge pedestrian accessibility & UD Water Access Point
- 5 Tait Station Recreation Access (dam removed)
- 6 Sunwatch river access
- 7 Great Miami River Bikeway west expansion
- 8 Formalize Park-n-ride along Carillon Blvd and incorporate Carillon Historical Park's plan for improved parking and streetscapes

Urban and Neighborhood Development:

- 1 Fairgrounds site redevelopment & connection
- 2 Veterans Parkway Downtown Gateway
- 3 Howard Paper site redevelopment
- 4 Connect with educational institutions & community development efforts around campuses, neighborhoods, and cultural institutions such as SunWatch Indian Village and Carillon neighborhood
- 5 UD & Sinclair College's long-term campus master plan integration
- 6 Long-term redevelopment of RTA and industrial sites



LEGEND

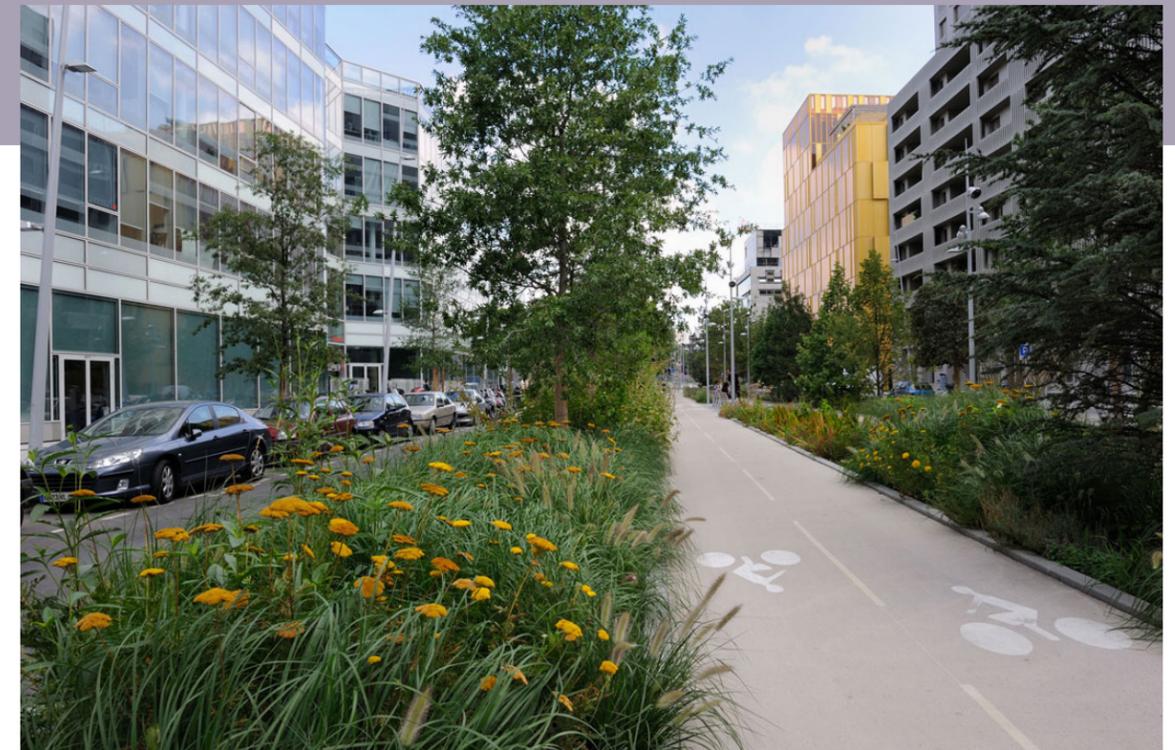
- At-Grade Crossing Improvement
- Underpass Crossing Improvement
- Existing Pedestrian River Access
- Proposed Pedestrian River Access
- Existing Boat Access
- Proposed Boat Access
- Proposed Pedestrian Connection
- Existing Trail
- Proposed Trail
- Downtown Loop
- Street Improvements & Safe Routes to Schools

Imagine Veterans Greenway

The Great Miami Bikeway shares a portion of its extents with a public, vehicular right-of-way in one location along Dayton's riverfront—along Veterans Parkway, between Washington Street and Patterson Boulevard, with the four-acre Vietnam Veterans Memorial Park as its terminus.

The plan proposes converting this section of Veterans Parkway to a multi-modal pedestrian corridor that better connects planned University of Dayton Fairgrounds' redevelopment, University of Dayton, Sinclair College, and Greater Rubicon Park to the riverfront. Removing vehicular traffic also has the potential to draw more visitors to the memorial and create opportunities for access to the water's edge.

At the base of the levee where several migratory birds have habitats along Veterans Parkway, the plan envisions significant habitat restoration with native plantings and silt control. Ultimately, the long-term redevelopment of important downtown gateway sites along Veteran's Parkway, will build toward a mixed use campus village environment that provides complementary uses to nearby universities and a strengthened riverfront experience.



Top Left: Hudson River Greenway

Bottom Left: Einhorn Family Walk

Top Right: Burke-Gilman Trail

Bottom Right: Cours Seguin

Road Adjustments

Road Realignments

The introduction of the car coincided with a period when Dayton was growing its boundaries and population, and the roads along Dayton's waterways were constructed to carry large numbers of vehicles in and out of downtown. Riverside routes like Edwin C. Moses Boulevard and Riverview Avenue were key transportation routes within the 1911 Olmsted Plan for Dayton—with grassy knolls on either side of the roads for picnicking, fishing and recreation along the Great Miami River. These boulevards and others that run alongside the rivers are wide roads that typically include four vehicular lanes and limited shoulders for bicycles. The roadways are fast moving arteries that now serve as barriers between Dayton's neighborhoods and waterfront parks and trails. System wide, the plan seeks to reduce high-speed traffic flows and to narrow roads where feasible to expand open spaces along the waterways. The plan also proposes further investigation into eliminating free right hand turns and reducing unnecessary intersections.

The Dayton Riverfront Plan has evaluated each of the following roadways for current traffic counts and capacities against opportunities to enhance connections to the corridors and other public amenities. The opportunities are summarized below.

A. Riverside Drive

This north-south regional roadway is a fast moving, four-lane separated artery with limited connections between the neighborhoods west of the Great Miami and Stillwater Rivers, parks and trails to the east, and downtown to the south. Current low traffic loads warrant new road layouts that integrate multi-modal transit and waterfront green spaces, and create gateways to riverfront communities.

B. Monument Avenue

Monument Avenue is a downtown eastbound one-way street that runs alongside the Great Miami River and the Mad River. For the purposes of this plan, the focus of this route's recommendations will be between Riverside Drive and the I-75 overpass. Monument Avenue connects downtown destinations like the YMCA, RiverScape MetroPark, and Fifth Third Field. Opportunities exist to reconfigure this route to reinforce connectivity between downtown activities and waterfront amenities.

C. Edwin C. Moses Boulevard

Edwin C. Moses Boulevard is a daily traffic connector and a high traffic artery during game-day events for the University of Dayton Arena, therefore the boulevard must maintain its ability to adjust to irregular changes in traffic volumes. The plan proposes limiting any changes to the road structure to a stretch of Edwin C. Moses Boulevard at the confluence of the Great Miami River and Wolf Creek and (between First St and Third St). This specific section of road will narrow to enhance safe connections between Sunrise MetroPark and the neighborhood amenity. Narrowing the street has the potential to lower vehicular speeds, incorporate space for shade trees, and provide on-street parking for both parks. Streetscape improvements could include sidewalk upgrades and planting improvements.

D. James H. McGee Boulevard

James H. McGee Boulevard currently connects West Dayton neighborhoods along the south side of Wolf Creek to regional communities including Trotwood. The road can support far more cars than it currently does—the boulevard's current traffic load is less than a fourth of an estimated capacity of 40,000 individual trips per day. The plan proposes consolidating lanes and allocating the resulting unused land to expand green infrastructure along the Wolf Creek corridor.

Road Removals

The following roads are opportunities to reduce roadway redundancy along Dayton's waterways and enhance the public right-of-way for pedestrians and bicyclists. Their removal would have little to no impact on traffic flow and would be valuable anchors for other civic investments. In future traffic studies, other removals, especially within the downtown I-75 zone should be explored.

1. North Bend Boulevard

North Bend Boulevard connects Deeds Point MetroPark along the Great Miami River past Kettering Field and Island MetroPark, and effectively terminates at Leo Street. This low traffic thoroughfare provides overflow parking for sporting events and festivals for both of the riverfront parks. North Bend Boulevard is re-envisioned as a multi-use promenade between I-75 and Helena Street, connecting Dayton's northern parks through to Deeds Point and on to downtown. The promenade would be a flexible space that is capable of hosting events, providing space for passive recreation like bird watching. Parking would be reconfigured within the redesign of Kettering Field.

2. Negley Place: Edwin C. Moses Boulevard to Middle Street

The confluence of the Great Miami River and Wolf Creek is also a key gateway to the neighborhoods in West Dayton. Removing Negley Place between Edwin C. Moses Boulevard and Orth Avenue will bring the diverse communities that use McIntosh Park closer to the waterfront and connect into the proposed north Wolf Creek Trail Connector. Organizations and businesses like Blessed Home Cafe, House of Bread, and Catholic Social Services of the Miami Valley would be accessible from Riverview Avenue.

3. Veterans Parkway

Veterans Parkway is a short access road off of South Patterson Boulevard between Stewart Street and the rail line. The road is open to vehicular traffic, but is a share route with the Great Miami River Recreational Trail. The road provides redundant back-of-house access to industrial uses along the river. The plan proposes that the road close to vehicular traffic to support recreational uses to support the University of Dayton, Sinclair College, and other anchor institutions along the Educational Corridor.

4. Robert Drive

Robert Drive is part of a one-way pair that runs southbound from Monument Avenue to First Street. With re-striping, its northbound counterpart, Maxwell Drive, could support two-directional traffic. Removing Robert Drive will increase the footprint of Sunset Park, reduce pedestrian crossings to the river, and enhance the park's connection to downtown amenities along Monument Avenue.

5. Dakota Street

Dakota Street borders the Wolf Creek near Edison PreK-6 School and is entirely vacant of houses between Sweetman Street and Paisley Street. It is recommended it be closed in this section and converted into open space as part of the Wolf Creek Greenway.

Focal Parks

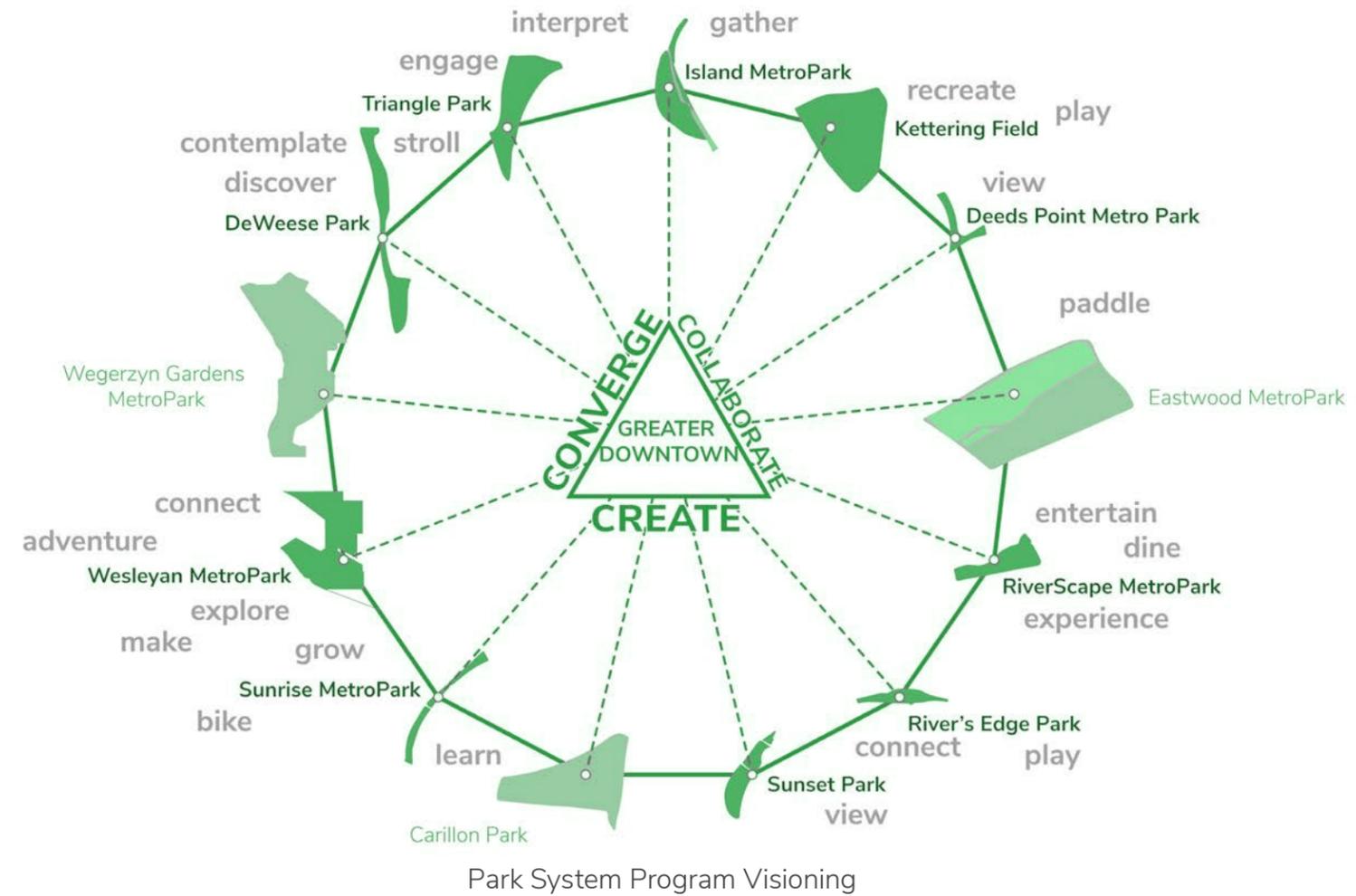
Introduction

The plan creates conceptual designs for 10 riverfront parks, envisioning near- and long-term park improvements that reinforce the overall riverfront plan ideas. While each park has a discreet theme and physical plan, a key goal is to create better connectivity among adjacent parks, between parks and trail systems, and among programmatic opportunities. Along the Stillwater River, DeWeese, Triangle, Island, Kettering, and Deeds Point parks become a linked network of neighborhood parks. RiverScape, River's Edge, Sunrise, and Sunset connect together to comprise the downtown loop, a continuous trail with a series of distinct experiences along it.

The designs of the parks are intended to amplify their riverfront presence, drawing on the area's riverfront identity with inspiration from local ecology, the historic geology of the region, and early settlement landscape forms and patterns. Over time, a compatible, cohesive system of lighting, signage, furnishings, and amenities will be deployed throughout to create a sense of consistency among the downtown riverfront parks.

These ten parks include:

- ▶ DeWeese Park
- ▶ Triangle Park
- ▶ Island MetroPark
- ▶ Kettering Field
- ▶ Deeds Point MetroPark
- ▶ RiverScape MetroPark
- ▶ River's Edge Park
- ▶ Sunrise MetroPark
- ▶ Sunset Park
- ▶ Wesleyan MetroPark



DeWeese Park

Existing Conditions

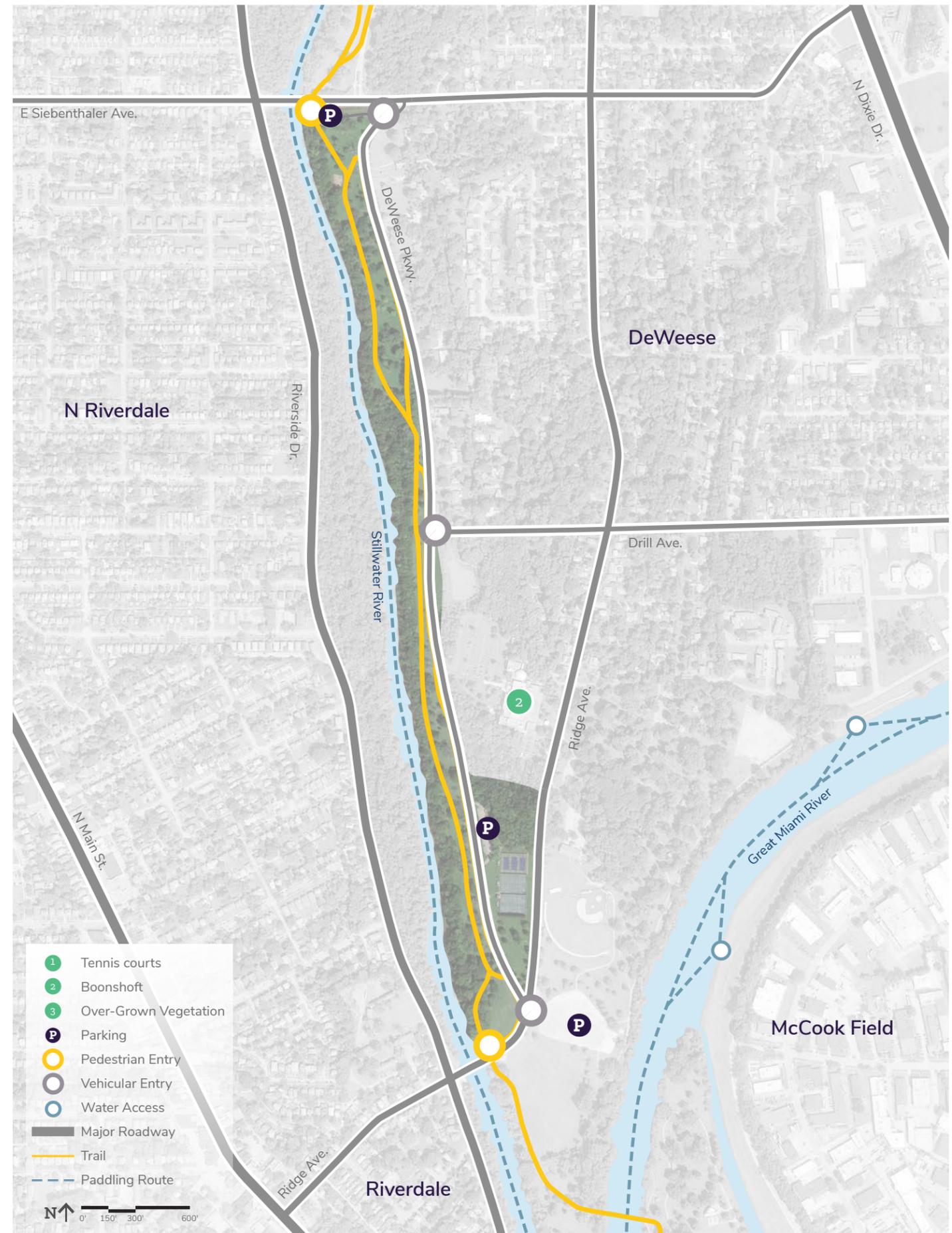
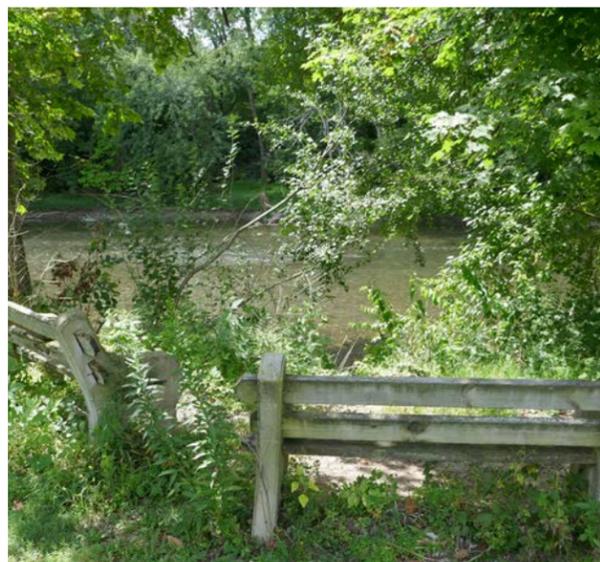
DeWeese Park is a narrow, linear green space located between the Stillwater River to the west and the DeWeese neighborhood to the east. The Stillwater River Bikeway connects this bucolic park to Wegerzyn Gardens MetroPark and Triangle Park. On any given day, DeWeese hosts walkers, runners, bikers, fishers, picnickers, and people enjoying nature in the park.

Near the southern end of the park, the Boonshoft Museum of Discovery is an important regional destination. Unfortunately, DeWeese Park does not have a strong pedestrian connection to the museum, which would invite people to explore this cultural asset. In general, connectivity is a significant challenge for access to the park, especially from the neighborhoods on the west side of the Stillwater River. This condition also prevents people from enjoying the park on that side of the river. With improved connections and additional amenities, DeWeese could offer a unique park experience along the Stillwater River and establish itself as the northern anchor for the cultural corridor.

Top Boat Access at Siebenthaler Ave

Middle Current Boonshoft Crossing

Bottom Benches uncovered during invasive honeysuckle removal program



DeWeese Park

Vision

The new DeWeese Park spans both sides of the Stillwater, creating a two-sided cultural park with strong trails throughout. A new continuous loop trail enlarges the park to embrace both sides of the river as it improves access to the park from the neighborhoods on the west side of the Stillwater. Exercise stations along the loop trail encourage wellness in a natural environment, and people can further immerse themselves in nature by directly accessing the river at several rustic stepping-stone crossings. Changes to the width, crossings, sidewalks, and landscape character of Riverside Drive improve the pedestrian experience and transform the street from a busy highway to the scenic parkway envisioned in the 1911 Olmsted Plan.

At the north end of the Cultural Corridor, DeWeese Park offers visitors multiple opportunities for hands-on learning and discovery—from informal play along the Stillwater River to the exhibits and activities at the Boonshoft Museum of Discovery. Safe and attractive pedestrian connections to DeWeese Park invite nearby residents to experience the beauty of the Stillwater River and participate in the many recreational opportunities available there. With all of these improvements, the plan builds on DeWeese Park's existing assets to create an intimate setting for spiritual and physical rejuvenation and a place to interactively learn more about Dayton's natural and cultural history.

Big Moves

- 1 **Expand the park along river right** clearing invasive vegetation and opening up trails and views from Riverside Drive
- 2 **Connect to Boonshoft** improving the intersection for pedestrians by removing the "pork chop" left turn curb and linking to Triangle Park
- 3 **Ephemeral in-channel crossings** increase permeability between the east and west during low water periods (avoid paddling disruption)
- 4 **Reduce Riverside Dr lanes** to slow traffic and improve neighborhood park access.

Quick Wins

- 1 **Add Link station at Boonshoft & north parking lot** to bring DeWeese into the bike share system
- 2 **Install exercise stations** at regular intervals along the DeWeese loop

Park Features

- 1 **Formalize boat access at Siebenthaler Ave** with vehicular ramp
- 2 **Expand Siebenthaler Ave parking lot** to accommodate parking demands and new boat launch
- 3 **Vegetation management** to open up views and access while building habitat
- 4 **Riverfront clearings** create opportunities for fishing, observation, and interpretation
- 5 **Disc golf course** continues from Triangle Park into the Boonshoft woods.
- 6 **Jim Nichols Tennis Complex** to remain in place with improved access
- 7 **Extend west bikeway** along Riverside Dr with additional space from lane reduction
- 8 **Boonshoft river deck** extends axis of museum influence and provides overlook to accommodate fishing, picnicking, and sunbathing
- 9 **Extend trail along Boonshoft pond** with opportunities for interpretive nature and learning stations



Triangle Park

Vision

Triangle Park occupies the intersection of a number of natural and cultural forces. As part of the Cultural Corridor, the park lies between the more natural landscape and passive recreation of DeWeese Park to the north and the more urban character and active recreation parks closer to downtown. The park also sits between two rivers; its location makes it an ideal place to celebrate the confluence of the Great Miami and Stillwater Rivers with an iconic overlook or landmark that offers unique experiences of the peninsula—a soft counterpoint to the predominantly hard landscape character of Deeds Point MetroPark. Moreover, Triangle Park's topography lies at the intersection of the uplands at the north side of the park and the lowland floodplain at the south side.

Responding to these contextual influences, the new Triangle Park consists of two distinct zones—a forested upland area that provides amenities for the adjacent neighborhood, and a lowland meadow/riparian forest for habitat restoration and environmental education. The upland portion of the park is, in essence, a backyard for neighborhood residents where they can picnic, barbecue, enjoy river views, and have fun in the nature playground. The upland area also includes a central interpretive path that connects the Boonshoft Museum of Discovery to the Great Miami River. The lowland portion of the park is a restored floodplain meadow where people can learn about and enjoy native habitats near downtown. New boating access points, fishing decks, and overlooks make the presence of the river legible and palpable. Between the two primary areas of the park lies Howell Field, now a baseball field and once the location of the stadium where the nation's first National Football League game in 1920. This important historic site is interpreted along a path that links the upper and lower portions of the park. Even with the diversity of activities and landscapes within Triangle Park, it embodies the idea of backyard nature, connecting people to the rivers, nature, and each other.

Quick Wins

- 1 **Formalize northern boat launch**, add kayak rental facility, and create a safe bikeway crossing
- 2 **Disc golf course within existing terrain** would become the only course within the downtown region

- 3 **Slacklining and hammocking poles** along hillside and riverfront

Big Moves

- 1 **Create central park spine** Linking Boonshoft to the Stillwater and Great Miami Riverfronts
- 2 **Consolidate existing parking** opening up the adjacent land to connect the two ends of the park and create usable open space for recreation
- 3 **Convert Triangle peninsula into a low meadow** with meandering trails winding towards the confluence of the Stillwater and Great Miami Rivers

Park Features

- 1 **Integrate nature play zone into northern woods** and link with Boonshoft programming
- 2 **Riverfront overlooks** to create a more engaging and interactive feature that highlights Dayton's natural heritage.
- 3 **Maintain the iconic vegetation** such as mature trees which give Triangle Park its scenic appeal
- 4 **Add playspace and plaza at Howell Field** for kids to play on while siblings play sports
- 5 **Winter sledding hill**
- 6 **Replace and consolidate existing picnic structures** with safe, open pavilions at open vantage points (long term)
- 7 **Wildlife observation terrace** celebrating the confluence of the Stillwater and Great Miami Rivers
- 8 **Riverfront pavilions** accommodate larger gatherings and post game-day celebrations
- 9 **Formalize street crossing to Boonshoft** and consolidate upper parking lot
- 10 **Celebrate football's professional birthplace** with a historic marker near the recreational multi-purpose open space
- 11 **Bouldering area** in trees to the north.



Island MetroPark

Vision

The new Island MetroPark lives up to its name as a distinct, special urban oasis. An island in the middle of the Great Miami River, this is one of the few riverfront parks that does not have steep levees between it and the river, providing easy access to the river for fishing, paddling, wading, or simply skipping stones. Water play is one of the defining characteristics of the park.

The enhanced side channel on the east side of the island creates a paddling pass through for canoes and kayaks by extending the southern tip of the island to the low dam and allowing the side channel to fall several feet over a series of modifiable vertical drops. A new, smaller channel meanders its way through the middle of the north portion of the park, providing places for wetland habitat restoration and interactive play environments for children and their families. An updated nature playground includes a sprayground and site features that interpret the river history of Dayton in a playful way. On the south side of the park, the Greater Dayton Rowing Association (GDRA) facility continues to support the rowing community. At the Great Miami River, a new access dock for rowing and paddling take-out/put-in serves both the GDRA and the public.

Island MetroPark is also home to the historic Leslie I. Diehl Bandshell that has been a cornerstone of Dayton's cultural life since 1940. This bandshell continues to be an important venue for festivals, special events, and concerts that draw people to the park. Other amenities, complementing the unique experience of being in the middle of the river, are also major attractors. For example, existing and new picnic shelters now take advantage of river views, and new terraced seating along the east whitewater channel allows visitors to watch kayaks navigate the run and enjoy the sunsets across the island and river.

Finally, improved bike path connections to and through the park maximize the trail user experience while minimizing pedestrian and vehicular conflicts. A new pedestrian bridge on the south side of the island connects the park and trail to the Great Miami River Bikeway and Kettering Fields on the east side of the river. Helena Street's redesign is a multi-modal transportation plaza connecting the north and south sides of the park, reducing traffic speeds, and allowing for safe pedestrian crossings.

Big Moves

- 1 **Create a backwater creek** to encourage interaction with the water and foster habitat
- 2 **Convert E Helena St** to a pedestrian friendly at-grade crossing with traffic calming to create a bucolic park drive
- 3 **Connect bike path to Kettering Promenade** with a pedestrian bridge and habitat overlook
- 4 **Extend island** to increase nesting habitat and create a retaining wall to create paddling pass through at the dam
- 5 **Expand E Helena St culvert** and create paddling pass through

Quick Wins

- 1 **Re-route existing bike path** to mitigate conflict with other park users
- 2 **Renovate band shell** and program with open mic nights. Infill and close off lower level

Park Features

- 1 **Provide pedestrian bridge** for access from N Bend parking and future Great Miami River Bikeway expansion
- 2 **Set up campsites** for overnight through paddlers and bikers
- 3 **New nature play area** integrates with the island stream



- 4 **Create terraced seating** along new kayak pass through for slalom race viewing
- 5 **Relocate picnic shelters** closer to parking and along the waterfront
- 6 **Retain existing GDRA facility** and relocate Box 21
- 7 **Public access to GDRA take-out** will be more inviting and open and include a vehicular boat ramp
- 8 **High-canopy, iconic trees** remain throughout park with additional flood tolerant species added
- 9 **Renovate existing dam** to retain high water levels for boating and encourage avian habitat. Introduce pedestrian access onto the side of the dam structure
- 10 **Portage** for through-paddlers on river right

Kettering Field

Vision

Located in the heart of the Cultural Corridor, Kettering Field is the premiere active recreation park in Dayton. It includes high-quality facilities for baseball, softball, lacrosse, soccer, skateboarding, adventure play, and running/walking loops. But the park is much more than that. It is the greenest, or most sustainable, sports complex in the region with stormwater cleansing and infiltration features woven into the fabric of the park and a variety of native habitats reestablished in the interstitial landscapes between sports fields and other recreational features. A tall mound at the north end of the site supports an upland prairie habitat while providing a high vantage point to enjoy expansive views of the park and downtown Dayton. Additional open lawn areas allow for a variety of other activities, such as picnicking, kite flying, tossing balls, or playing tag.

Kettering Field is near the location of historic McCook Field, which played an important role in Dayton's aviation history. Between the main part of the park and the river, a promenade runway, at the former location of North Bend Boulevard, honors McCook Field with interpretive signage, furnishings, paving, and artwork. As part of the Great Miami River Bikeway, this civic promenade has ample capacity for festivals and large community events, and it offers stunning views of the river and downtown while connecting to Deeds Point MetroPark and beyond through an engaging underpass experience beneath I-75.

West of the promenade, park visitors can access the river with a number of access points and overlooks. Terraced seating on the levee affords opportunities to relax and enjoy the view and access the river. With bikeway connections to downtown and the upstream parks, Kettering Field serves the active and adventure recreation needs of the nearby neighborhoods as well as the greater Dayton region.

Big Moves

- 1 **Convert N. Bend Boulevard to a pedestrian runway** celebrating the history of McCook Field and the legacy of Dayton's history along a continuous stretch of programmable space with seating opportunities and lush plantings
- 2 **Create a Pedestrian Bridge** linking Kettering Field to Island MetroPark
- 3 **Create circulation paths throughout the park** and accessible connections to the promenade with earthwork ramping to levee height

Park Features

- 1 **Maintain existing fields**
- 2 **Expand parking** to offset the parking that was removed from N. Bend Blvd.
- 3 **New baseball & soccer/multi-use fields** cater to a broader user base
- 4 **Adventure Play area** for families
- 5 **Skate Park** becomes a city-wide draw
- 6 **Create terraced seating** along the levee to provide water/fishing access
- 7 **Future Dog Park** to replace Deeds Point dog park, accessible from downtown through North Bend Boulevard Promenade
- 8 **Boulder Seating areas**
- 9 **Reestablish oak /maple reforested area**
- 10 **Upland meadow/prairie landform** - Maintain open views
- 11 **Retention pond / wetland zone**
- 12 **Dam overlook** with accessible sloped walk connection from central spine
- 13 **Under-bridge connection** serves as a gateway and experience
- 14 **Maintain existing maintenance area** and screen from park
- 15 **Establish strong connection to Keowee St** and Kroc Center
- 16 **Bouldering and slacklining area**

Quick Wins

- 1 **Mural on the I-75 wall**
- 2 **Establish interstitial ecological areas** and adjust maintenance practices to limit amount and frequency of mown areas
- 3 **Establish running/walking loops** with adjacent meadow



Deeds Point MetroPark

Vision

The new Deeds Point MetroPark offers monumental, photo-worthy views of downtown, the Fiver Rivers Fountain, and the confluence of the Great Miami and Mad Rivers. At the southern terminus of the Cultural Corridor, Deeds Point MetroPark includes an extension of the Kettering Field promenade south toward downtown where it ends at a large, cantilevered sundeck. This deck accommodates large groups of people and includes covered seating near one of the fountain towers, allowing visitors to experience the power and beauty of the fountains. A large green space on axis with the sundeck provides a place for informal recreation as well as a venue for special events. Levee top lounges provide seating for sightseers and sunbathers

While vehicular circulation dominated the visitor experience in the past, the park is now more pedestrian oriented. From a new parking lot near Webster Street, visitors can easily walk to an adventure playscape with play features that are challenging and fun for both children and adults. Constructed of high-quality materials that can withstand high use, the unique play features promote fitness and skills in balancing, climbing, swinging, spinning, and jumping. Nearby, visitors with less active interests can relax in the hammock garden or test their balancing abilities at a slackline station.

In addition to these activities, Deeds Point is at the crossroads of several regional bike trails and serves as the gateway to downtown. The park connects to the east bank Great Miami River Bikeway at both its north and south ends, and to the Mad River Bikeway on the east side of the park. A new pedestrian/bike bridge across the Great Miami River connects the park to the Temple Israel, Korean War Veterans Memorial, and the west bank Great Miami River Trail. From Deeds Point, visitors can explore regional assets or simply sit and enjoy the view.

Big Moves

- 1 **Cantilever sun deck at the point** with waterproof covered seating for experiencing the fountains from a unique angle. Modify planted condition of underlying levee to revetment or weed barrier with stone to maintain integrity and reduce maintenance
- 2 **Create rockscape "beach" plaza** with vantage points on boulders at top of levee and moveable cafe seating
- 3 **Expand central green space** for continued flexible programming
- 4 **Connect to future commercial and residential development**

Quick Wins

- 1 **Enhance hangout spaces** with hammock garden and slacklining opportunities
- 2 **Create beach seating at edges of park**

Park Features

- 1 **Bioswales and rain gardens** along the land-side beautify the edge and filter stormwater runoff
- 2 **Reconfigure parking** lot the east along Webster St minimizing vehicular interaction with the park
- 3 **Adventure playscape** brings an engaging park experience to the top of the levee
- 4 **Add planting at the levee top**
- 5 **Paint existing bridge** to deal with rusting
- 6 **Convert existing roadway** to pedestrian walk (maintain access for maintenance vehicles)
- 7 **Wright Brothers Statue** to remain at edge of great lawn
- 8 **Maintain levee inspection and maintenance road**
- 9 **Maintain existing dog park**



RiverScape MetroPark

Vision

The new enhanced RiverScape sustains its role as a lively park that offers a place for visitors, residents, and workers year-round. Known as Dayton's front porch, RiverScape is a place for active paddling recreation on the river, views, access for all abilities down to the water's edge, and a mix of amenities for all ages.

Sitting on the banks of the Great Miami River, RiverScape MetroPark is central to future downtown redevelopment and the realization of a connected downtown park loop. It is one of the most highly programmed open spaces in downtown and is a central location for events and festivals.

RiverScape's renovation supports existing uses while renewing spaces, function and improving maintenance, the key requests from the public and staff outreach process. RiverScape will benefit from more interactive features and from an even higher level of activation during off-hours to entice users to visit more regularly.

Strengthened connections to downtown, adjacent streets, and the riverfront park loop create cohesion, improve functionality, and enhance the user experience. The reconfigured Monument Avenue and demolished and re-purposed structures along the river expand open space and reconnect users to the natural systems of the river.

Quick Wins

- 1 **Develop pop-up programming strategy** and calendar to activate RiverScape Pavilion

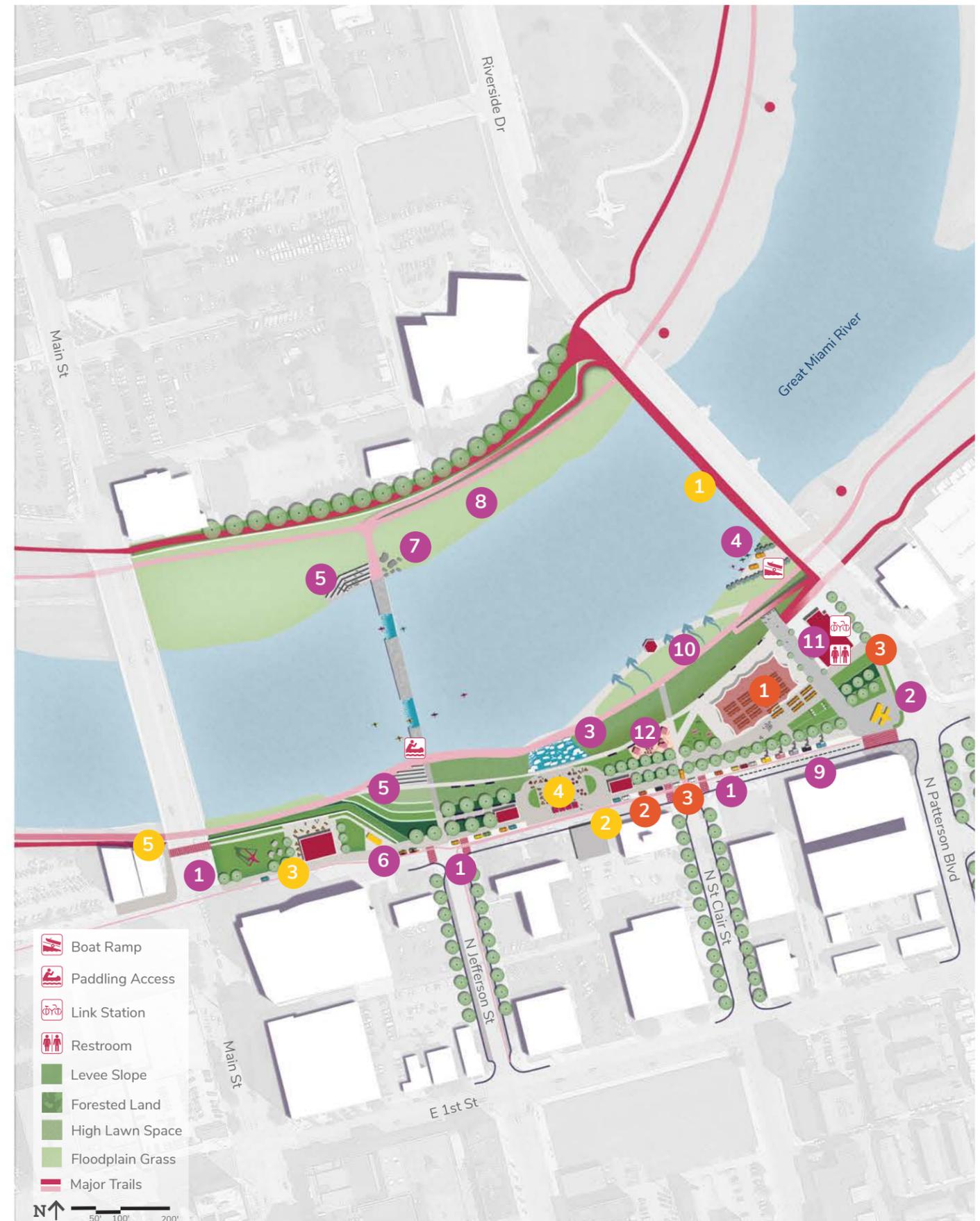
Programming recommendations include beer garden, flexible playscape, social games, virtual reality/interactive projector, supplemental food vending
- 2 **Move parking to the north side of Monument** for food truck parking and improved park expansion during events
- 3 **Curb Cut at St Clair St & Riverside Dr** for event/maintenance vehicular access and bike connection

Big Moves

- 1 **Create Pedestrian Bridge connection** utilizing the existing Riverside Dr bridge abutments linking to McPherson
- 2 **Reconfigure Monument Avenue** (see pg. 106)
- 3 **Remove ex. Fire dept. building** and convert to park space that extends the green way and re-purpose communications building into riverfront restaurant with outdoor dining
- 4 **Maintain central plaza** space as a flexible space for festival events
- 5 **Improve cantilevered crossing** and if the opportunity arises, create a corner park

Park Features

- 1 **Enhance roadway crossings for pedestrians and cyclists** and create continuous park experience
- 2 **Reconfigure plaza** at Monument and Riverside Dr. and activate plaza with relocated Wright Flyer Sculpture
- 3 **Re-envision the hydraulic jump feature** to create a more interactive feature highlighting Dayton's natural heritage
- 4 **Modify existing boat ramp** to shed debris and maintain clear access to the water
- 5 **Create terraced seating** at both ends of the River run. Create a boulder portage on the north side
- 6 **Kayak kiosk & boat return** and short-term parking for kayak & restaurant drop-off
- 7 **Enhance the north side of RiverScape** better relate to park character
- 8 **Install floodplain plantings** along mural wall
- 9 **Plant high-canopy trees** along Monument Ave and de-clutter streetscape
- 10 **Regrade lower open space** for positive drainage and raise lower bike path
- 11 **Open boat rental facility** to paddlers for boat storage and showers
- 12 **Nature play space** along the waterfront



River's Edge Park

Vision

River's Edge Park might be one of the narrowest parks along the riverfront, but it is packed with plenty of things to see and do. Several occupiable terraces step down to the water from the top of the levee and create places for people to exercise, relax, fish, and people watch. The terraces make the park more usable while maintaining both the integrity of the levee and the flood capacity of the river. The form and character of the terraces suggest the geologic and hydrological history of the region—from the stratification of the local bedrock to the erosional power of the Great Miami River. The terraces are intentionally programmed spaces for floodable exercise features like climbing walls, stairs, concrete blocks, and Parkour-like agility elements. Some of the terraces are paved and then furnished with movable tables and chairs that encourage people to eat, read, and socialize. Other terraces consist of gardens of beautiful, flood tolerant plants.

In addition to making the river more accessible from downtown, the terraces accommodate the Great Miami River Bikeway link through the park that connects to RiverScape MetroPark to the east and Sunset MetroPark to the west. The existing levee-top path is enhanced with additional site furnishings, lighting, and plantings, which include preservation of the existing sycamores at the top of the levee and replacing missing trees.

The YMCA is a valuable partner for the park, supplying both programming for and visitors to the park. To support the synergy between the park and the YMCA, a new, cantilevered activity terrace extends from the YMCA building. This terrace creates shared spaces for yoga and aerobics classes as well as other park and organizational activities.

The two biggest challenges that River's Edge Park has faced in the past were visibility and connectivity. Now, visibility of the park from Monument Avenue is improved by extending attractive plaza paving and multi-modal streetscape enhancements along North Wilkinson Street toward downtown and placing a new entry sign at the street to invite people into the park. Through property acquisitions and the construction of cantilevered walkways, River's Edge now connects more seamlessly and effectively with RiverScape MetroPark and produces a continuous open space experience along the riverfront.



Big Moves

- 1 **Convert N Wilkinson St** to a main entry corridor to the riverfront with flush curbs and uniform paving material and add an entry at First Baptist Church
- 2 **Remove island** and use the mass offset to add dimension to the park edge
- 3 **Extend cantilevered walkway** to create a larger pathway
- 4 **Cantilever activity terrace from YMCA** and encourage the institution to take an active role in programming River's Edge

Quick Wins

- 1 **Coordinate with credit union** to maximize I-75 parking for riverfront users
- 2 **Retain sycamore trees** along levee top path and add additional benches
- 3 **Create exercise circuit track**
- 4 **Accessible ramp to lower level**
- 5 **Hammock and slackline poles** under existing trees

Park Features

- 1 **Rock strata mural** along current blue retaining walls

- 2 **Enliven underpasses** at Main and I-75. Remove boulders from I-75 underpass to create event area adjacent to the river run
- 3 **Central lawn** for stretching, yoga, relaxation, and play
- 4 **Plant terraced river steps** with grasses and weave concrete paths through the experience
- 5 **Gradual levee** creates grassy space for picnicking, sunbathing, and relaxation
- 6 **Terraced park edge** reveals different topography at various water levels and an interesting exercise or fishing experience

- 7 **Attach ramp to side of retaining wall** for ADA access from upper to lower level and maintain ADA ramp in center of park
- 8 **Entry plaza** with rock landform and seating. Eliminate stairs for continuous ramp
- 9 **Build in fish/aquatic habitat** at waters edge below lighted floating orbs coordinated with bridge lighting
- 10 **Running circles**
- 11 **Bouldering wall**
- 12 **Boulder & peg climber and obstacle course**

Sunrise MetroPark and Sunset Park

Big Moves:

- 1 **Create a Park over the River** linking the east and west sides of the river and creating an experiential vantage point for the park system
- 2 **North Sunset Park becomes a highly programmed hub** of intergenerational play spaces and recreation opportunities to interact with earth, water, and flora
- 3 **Expand the art terrace along the riverfront** in front of DAI, beginning the art walk and relocate existing tennis courts
- 4 **Expand McIntosh Park** to the riverfront by closing Negley Place to Middle Street, beginning the new Wolf Creek Greenway
- 5 **Underpass experiences** encourage movement underneath I-75 including rotating art pieces, lighting installations, interactive features, and music
- 6 **Allow public vehicular access** down to the river run with a turn around and open a kayak rental kiosk/lock up

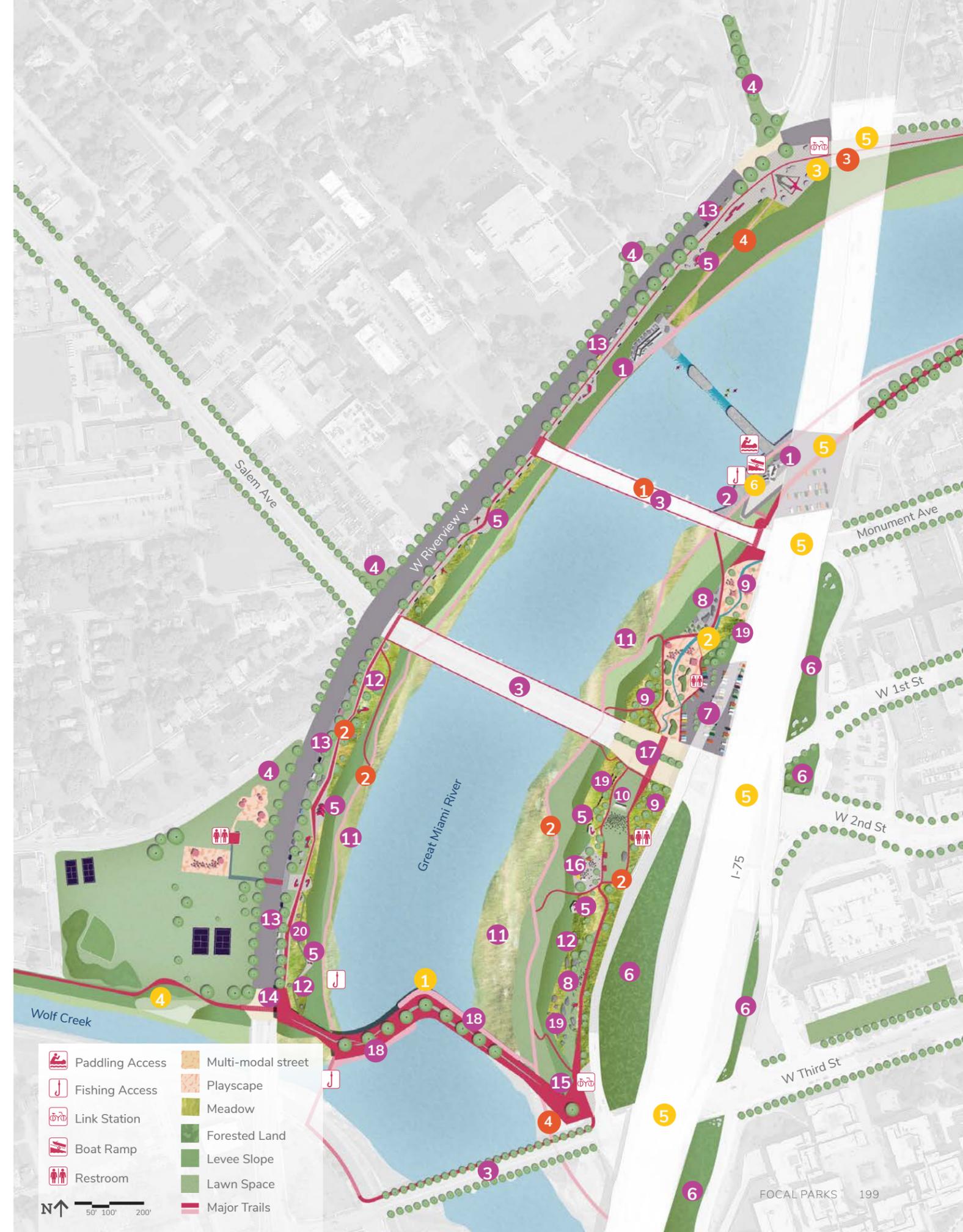
Quick Wins

- 1 **Parallel parking lane** on Monument Ave Bridge
- 2 **Connected bike and pedestrian loops** along the top and bottom of levee
- 3 **Extend the River Walk** from McPherson, under I-75, to Belmont Park North intersection as a foundation for the art walk
- 4 **Connect the top and bottom of levee** for pedestrian and cyclist access at the DAI and at First street descending to the river level at Third Street.

Park Features

- 1 **Create terraced seating** at both ends of the river run, converting the current I-75 concrete underpass to a sculpted form

- 2 **Introduce benches and river platforms** encouraging fishing and hanging out near the river run
- 3 **As bridges are renovated**, improve the pedestrian experience, integrate bike lanes, and widen walkways along Monument, 1st, 3rd, and 5th St bridges
- 4 **Straighten road intersections** at Edwin C. Moses Blvd, Salem Ave, and Belmont Park. Turn Forest ave into a park strip connecting Dayton Art Institute and McKinley Park
- 5 **Sculpture terraces** along the art walk
- 6 **Enhance existing highway berms** to tie into the park aesthetic
- 7 **Close Robert Dr** and convert space below I-75 off-ramp into parking lot
- 8 **Boulder terrace** provides opportunity for bouldering, learning, relaxing, and adventure
- 9 **Continuous destination multi-generation play spaces and forest terrace** creates a much needed amenity for downtown
- 10 **Great lawn** opens up for unprogrammed recreation and large events
- 11 **Plant and manage native vegetation** along the river-side of the lower bikeway to create habitat
- 12 **Modify the levee** to create a varied edge along the parks
- 13 **Integrate parking** along Riverview Avenue
- 14 **Link to McIntosh Park** at the Park over the River entrance
- 15 **Park over the River entry plaza** greets pedestrians with food trucks, sculptures, and gardens
- 16 **Event Plaza** for large scale great lawn events
- 17 **Reconfigure 1st St bridge intersection** to link the two halves of Sunset Park with a pedestrian-friendly streetscape
- 18 **Bridge park extensions** to lower trail level
- 19 **Create a downtown meadow** above the levee on both sides of the river



Wesleyan MetroPark

Vision

Wesleyan MetroPark expands its nature education role in the Community Corridor while addressing the recreational and social needs of the surrounding neighborhoods. Building on the invaluable impact of Adventure Central in educating west side youth about nature, the entire park landscape is imagined as a hands-on nature center with greater access to forests, meadows, and the creek. An enlarged trail network enables visitors to explore a variety of habitats, experience the site's topography, and learn how to safely cross the creek. A new zip line over a small ravine provides a unique glimpse into the world of birds and other tree canopy dwellers. New nature play elements—like boulders, logs, and native plantings—increase the size of the existing playground and enrich the play experience by informally exposing children to nature and its materials and processes. A trail connecting the park to an upstream park expansion and to the Trotwood community provides access to ponds where visitors can learn about and enjoy boating and fishing. For the more adventurous children and adults a skills training trail for mountain biking offers visitors the chance to learn a new skill.

On the north side of the site, the park primarily functions as a recreational amenity for Cornell Heights and the nearby neighborhoods. New shelters located within shady tree groves provide facilities for team gatherings, corporate picnics, and family barbecues. Numerous trail loops connect to the shelters, expanded playground, updated restrooms, and the neighborhood to encourage walking and running throughout the park. In addition, the Wolf Creek Trail extends into the park. This trail enables residents to easily and safely explore the green spaces and neighboring communities between the park and downtown Dayton. In the end, both the nature education experiences and community building activities provided by Wesleyan MetroPark help residents appreciate nearby nature and use that sense of stewardship to affect the character and economic, social, and environmental impact of future development along the Community Corridor.

Big Moves

- 1 **Expand trail towards Trotwood** and the new Wesleyan park expansion. Introduce natural surface trails along the paved trail for nature exploration and creek access
- 2 **Create a wild nature trail** along west side of wolf creek, culminating in a high point observation structure
- 3 **Mountain biking skills trail** fully accessible to all ages

Quick Wins

- 1 **Extend trail access to creek** gravel bar for fishing and exploration access
- 2 **Create in-channel crossings** usable at low water levels or by fording the stream to access western bank and as a training ground for hikers to learn proper river crossing technique
- 3 **Connect north creek trail** to existing park trail

Park Features

- 1 **Create at-grade and below-grade** crossing at Gettysburg Avenue and a Wesleyan Park expansion trail
- 2 **Integrate existing playground** into nature playscape and extend programming to zip line
- 3 **Extend existing trail network** to take advantage of the full extents of the park
- 4 **Stabilize riverbank** and encourage gravel bed, riparian meadow exploration with trail access and Adventure Central engagement
- 5 **Demolish and replace existing picnic pavilion** with smaller structures spaced throughout the playground area
- 6 **Add parking** to serve the north section of the park. Align entry with Princeton Drive
- 7 **Improve neighborhood access** with trail entry at Earlham Dr
- 8 **Create signage and wayfinding along Cornell Drive and Gettysburg Avenue** to guide people to Wesleyan



- 9 **Add picnic areas to centralized trail** through unprogrammed open space. Preserve and expand network of trees in the area
- 10 **Secure parking lot and structure to the west of Adventure Central** will accommodate the organization's vans, maintenance vehicles, equipment, and bicycles
- 11 **Expand the nature trail within the Adventure Central's back yard** for additional diversity of experience along the learning path
- 12 **Expand existing parking and create two-way access to the east, tucking the lot closer to road** while maintaining picnic and open space along the top the creek bank
- 13 **Extend Wolf Creek Trail** along the south side of the rail line through vacant properties to connect to the Great Miami River Bikeway
- 14 **Accommodate Adventure Central's kitchen expansion** and create a stronger sense of entry into the park from the parking lot
- 15 **Retain maintenance building** at Riverview Ave along with public parking and entry
- 16 **Remove existing nature center** and build a creek overlook
- 17 **Over time, with willing sellers,** MetroPark acquisition of remaining residential lots along Wesleyan Rd
- 18 **Install zip line** through woods near playground

Implementation

The 2018 Dayton Riverfront Plan is the result of a 12-month effort that aims to provide Dayton visitors and residents better access to the water, encourage community economic development, and leverage public spaces into an accessible system for the enjoyment of future generations.

The plan is timely; implementation is on the heels of recent investments in Dayton's downtown and waterfront. Its champions are committed stakeholders, citizens, regional and local government organizations, and private partners. A critical first step in the implementation of this plan is leveraging those existing investments to generate partnerships and cultivate new relationships with groups invested in the future of the systems, ensuring that funding aligns with community needs and priorities.

Implementation Recommendations

The implementation process will involve prioritizing improvements based on existing needs and assets, community demands, and funding feasibility, as well as unforeseen opportunities. Implementation recommendations in this chapter include initial, system-wide next steps to lay the foundation, prioritize project recommendations, and identify potential funding sources for each project.

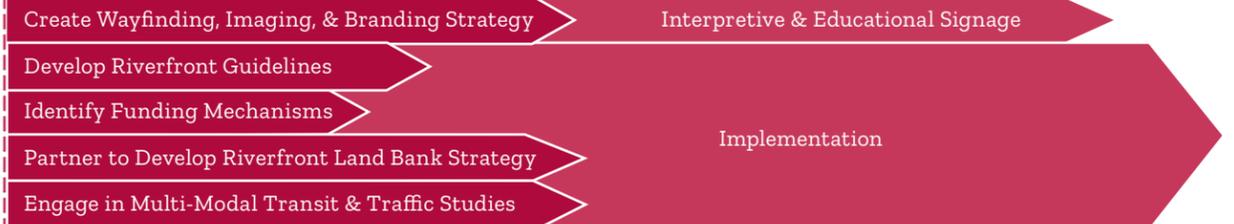
Corridor Implementation Framework

System-Wide

Comprehensive opportunities to invest in the entire riverfront system and touch all neighborhoods.

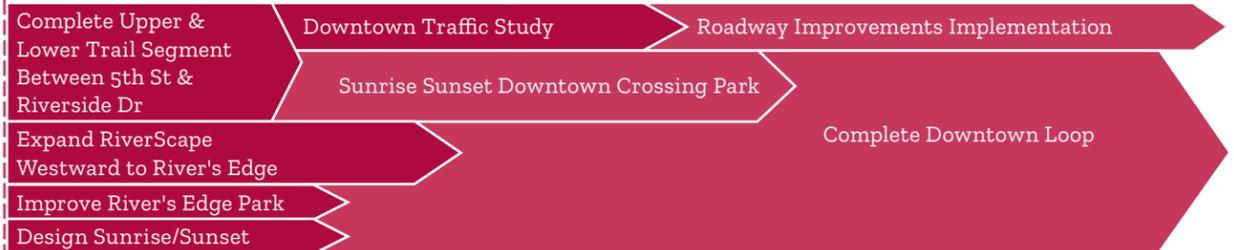
Near-Term

Long Term



Downtown Core

The nexus of the four corridors, the Downtown Hub links riverfront parks and continuous civic experience along the Great Miami River.



Cultural Corridor

The development of the continuous string of open spaces along the Stillwater and Great Miami River will link neighborhoods and institutions together.



Technology Corridor

Innovation and job creation are hallmarks of the Mad River corridor and its scenic nature complements the future facing development here. Private-Public partnerships will be key in implementing any strategy for the corridor.



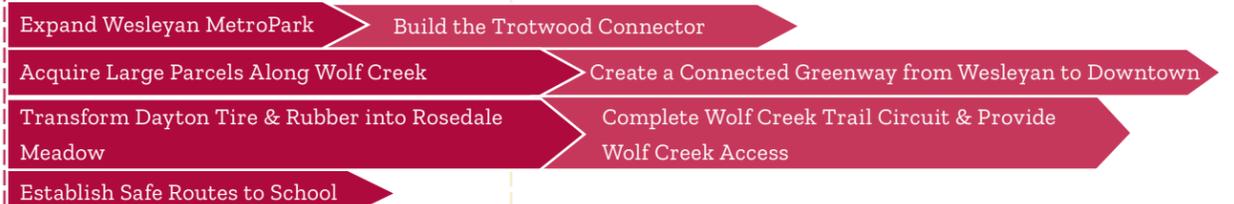
Education Corridor

Institutions bring new ideas and young minds to the riverfront and can aid in fundraising and implementation of Education Corridor plans.



Community Corridor

Wolf Creek offers opportunities to create a new greenway that connects under-served communities to the rest of the city.



Downtown Core

Project	Project Description (For reference only)	Long-term/Opportunistic			Partners
		Near-term	Mid-term	Opportunistic	
River's Edge Park	Park Redevelopment	x	x		Miami Conservancy District, Five Rivers MetroParks, City of Dayton, Downtown Dayton Partnership
RiverScape MetroPark	Park Redevelopment	x	x		Miami Conservancy District, Five Rivers MetroParks, City of Dayton, Downtown Dayton Partnership
Sunrise MetroPark	Park Redevelopment	x	x		Miami Conservancy District, Five Rivers MetroParks, City of Dayton, Downtown Dayton Partnership
Sunset Park	Park Redevelopment	x	x		Miami Conservancy District, Five Rivers MetroParks, City of Dayton, Downtown Dayton Partnership
Monument Avenue Infill Development	Develop infill sites with structured parking to support desired densities along Monument Avenue between RiverScape MetroPark and the the river to the west (Sunset Park).	x	x		Private Developers, Downtown Dayton Partnership, Five Rivers MetroParks, City of Dayton
Revitalize state/county public administration open spaces	Connect to and enhance park spaces in the Downtown including Cooper Park and open space opportunities in the Montgomery County Administration Building campus.	x			Private Developers, City of Dayton, Montgomery County, Downtown Dayton Partnership
Downtown long-term redevelopment	Encourage long-term redevelopment of underutilized parcels from Third Street north to the river.			x	Private Developers, Downtown Dayton Partnership, City of Dayton
Monument Avenue between Riverview Avenue and North Keowee Street	In the short term, maintain one-way two-lane traffic while shifting parking to the north side of the road and adding a bike lane. Provide a buffer between park-goers and the roadway, improved ADA parking access, and a space for food trucks. The long term strategy for Monument Ave will reduce vehicular traffic to one lane between St. Clair and Jefferson, retaining one-way traffic and on-street parking in that stretch.	x	x	x	ODOT, City of Dayton, RTA, Downtown Dayton Partnership, MVRPC, Private Business Owners, Private Developers
First Street between Riverview and Keowee Street	Improve public realm for pedestrians with street trees and wide sidewalks and enhance or create safe connections for bicyclists.		x		ODOT, City of Dayton, RTA, Downtown Dayton Partnership, MVRPC, Private Business Owners, Private Developers
Riverscape Pedestrian Bridge	Create Pedestrian Bridge connection utilizing the existing Riverside Dr bridge abutments linking downtown to McPherson.			x	ODOT, MCD, City of Dayton, Downtown Dayton Partnership
McPherson East park redevelopment	Create a modest park with gentle slopes to engage the north side of the Great Miami River and connect two major open spaces across the river.			x	MCD, City of Dayton, Five Rivers MetroParks, Downtown Dayton Partnership
Re-purpose 15 East Monument for riverfront supporting activities	Re-purpose the City of Dayton Police signals building into riverfront restaurant with outdoor dining next to RiverScape MetroPark.		x	x	City of Dayton, Downtown Dayton Partnership, Private Developers
Convert Wilkinson Street to pedestrian friendly gateway	Convert N Wilkinson St to a main entry corridor for pedestrians and vehicles to the riverfront with flush curbs and uniform paving material, similar to a typical woonerf		x		City of Dayton, ODOT, RTA, Downtown Dayton Partnership
Robert Drive Removal along I-75	Robert Drive is part of one way pair that runs southbound from Monument Avenue to First Street. Its northbound counterpart, Maxwell Drive, will be re-stripped to support two directional traffic and reduce pedestrian crossings to the river.	x			City of Dayton, ODOT, RTA, Downtown Dayton Partnership

Priority Projects

The improvement plan will serve as the tool to strategize, prioritize, and time improvements and projects within the Dayton riverfront system. The improvement plan identifies priority projects within each of the corridors and evaluates each project as a near-term, mid-term, and long-term priority.

The plan places implementation tasks into three time frames, simplifying the recommendations and maximizing investments over the life of the plan.

- ▶ Near-term priorities typically require less capital investment or implementation complexity, contribute to the goals of the plan, and provide a significant return for the community. Near-term investments can then be used to support funding for additional investments throughout the system.
- ▶ Mid-term priorities include projects with minimal financial or regulatory hurdles, and completion often will require partnerships with other organizations.
- ▶ Long-term priorities are a culmination of near- and mid-term investments. They represent significant benefits to the system, but have the largest draw on resources, requiring public and private partnerships to secure funding and land, additional planning or design, and longer coordination or construction leads.

Coordinating Ongoing Projects

With the many on-going projects happening in Greater Dayton, it is important to leverage partnerships and coordinate efforts between agencies and stakeholder groups. The following spreadsheets display projects identified in the Dayton Riverfront plan, recommended time frames, and the agencies involved in their execution.

Community Corridor

Project	Project Description (For reference only)	Long-term/ Opportunistic			Partners
		Near-term	Mid-term	Opportunistic	
Edwin C Moses Blvd between I-75 and Wolf Creek	Increase street tree plantings to emphasize boulevard feeling and slow traffic through park zone. Add parking along both sides of the road for increased park access and traffic calming. Extend Sunrise MetroPark's usable park space by 12'.		x		City of Dayton, Miami Conservancy District, Five Rivers MetroParks, ODOT, MVRPC
Dayton Tire and Rubber Site development (and neighboring privately owned parcels)	Convert Dayton Tire and Rubber at Riverview and Rosedale Drive into a publicly accessible open space and meadow with an important trail link and environmental/wayfinding signage.	x			Miami Conservancy District, Five Rivers MetroParks, City of Dayton, Ohio Department of Natural Resources, US EPA
Infill Parcel Development	Infill parcels in west Dayton between Salem Avenue and Germantown Street, focusing on parcels adjacent to Wolf Creek.	x	x		City of Dayton, USHUD, Montgomery County Land Bank, CityWide
Wolf Creek Corridor open space land banking	Acquire parcels necessary to create a park along both sides of the Wolf Creek from the confluence at the Great Miami River to Wesleyan MetroPark	x	x		Miami Conservancy District, Five Rivers MetroParks, City of Dayton, Ohio Department of Natural Resources, US EPA, Montgomery County Land Bank
More For Less Site	Infill vacant sites along Wolf Creek with a mix of small, connected open spaces and new affordable housing with a focus on Rosedale Drive.		x		Miami Conservancy District, Five Rivers MetroParks, City of Dayton, Ohio Department of Natural Resources, US HUD, US EPA, Montgomery County Land Bank
Negley Place to Middle Street closure	Close Negley Pl to Middle Street to extend McIntosh Park to the Wolf Creek waterfront.		x		RTA, ODOT, City of Dayton, Five Rivers MetroParks, Miami Conservancy District, Private Business Owners
South Wolf Creek Corridor mixed-use revitalization	Infill development and retail corridor improvements to the Wright Dunbar and Wolf Creek neighborhoods.		x		City of Dayton, USHUD, Montgomery County Land Bank
Germantown Street between Edwin C. Moses and Route 35	Improve public realm for pedestrians with street trees and wide sidewalks and enhance or create safe connections for bicyclists.		x		City of Dayton, ODOT, RTA
Gettysburg Avenue between Salem Avenue and Route 35	"Improve public realm for pedestrians with street trees and wide sidewalks and enhance or create safe connections for bicyclists. Through signage or other gateway elements, establish a Wolf Creek gateway along the Gettysburg Avenue portion of the Wright Brothers Parkway."		x		City of Dayton, ODOT, RTA
James H McGee Blvd between North Gettysburg and West Third Street	Reduce number of lanes and allocate previous vehicular right of ways for a new open space/pedestrian pathway on the SW side of the Boulevard and improve the trail, greenway corridor, and connection to the creek.		x		City of Dayton, RTA, Five Rivers MetroParks, ODOT, MVRPC
Wesleyan MetroPark	Park Redevelopment	x	x		Five Rivers MetroParks
Wesleyan MetroPark expansion	Acquire land to the west of Wesleyan with opportunities for greater access to water, fishing and nature (project in progress).	x	x		Five Rivers MetroParks, MVRPC, ODOT
Trotwood Connector	Complete trail connection between Wesleyan MetroPark and the regional trail system that connects to the community of Trotwood		x	x	RTA, ODOT, City of Dayton, Five Rivers MetroParks, Miami Conservancy District, Private Business Owners
Wolf Creek Trail development	Complete the off-street trail network along both sides of Wolf Creek from Adventure Central to the Great Miami confluence.		x	x	RTA, ODOT, City of Dayton, Five Rivers MetroParks, Miami Conservancy District, Private Business Owners
Sunrise /Sunset Park over the River	Pedestrian Park over the River across the Great Miami River that connects the Wolf Creek neighborhood to Downtown via a new Sunset Park.			x	RTA, ODOT, City of Dayton, Five Rivers MetroParks, Miami Conservancy District, Downtown Dayton Partnership

Cultural Corridor

Project	Project Description (For reference only)	Long-term/ Opportunistic			Partners
		Near-term	Mid-term	Opportunistic	
Third Street between Brooklyn Avenue and Smithville Road (including the Third Street bridge)	Improve public realm for pedestrians with street trees and wide sidewalks and enhance or create safe connections for bicyclists.		x		City of Dayton, ODOT, RTA
DeWeese Park	Park Redevelopment	x	x		Five Rivers MetroParks, City of Dayton, Miami Conservancy District
Island MetroPark	Park Redevelopment	x	x		Five Rivers MetroParks, City of Dayton, Miami Conservancy District
Kettering Fields	Park Redevelopment	x	x		Five Rivers MetroParks, City of Dayton, Miami Conservancy District
Triangle Park	Park Redevelopment	x	x		Five Rivers MetroParks, City of Dayton, Miami Conservancy District
Deeds Point MetroPark	Park Redevelopment	x	x		Private Developers, Downtown Dayton Partnership, Five Rivers MetroParks, City of Dayton, Miami Conservancy District
Grandview Hospital North Main Street property	Gateway and development expansion for Grandview Hospital on North Main Street, between I-75 and Great Miami Boulevard.		x		City of Dayton, Greater Downtown Dayton Partnership, Grandview Hospital, Private Landowners
Riverside Drive between Monument Avenue and Shoup Mill Road	"Make traffic improvements to Riverside Drive that reduce lanes and support the historic scenic parkway vision. Short-term: Reduce to two lanes and repurposing of outer lanes into protected bike lanes. Long term: Consolidate lanes and remove central partition while adding a planted edge and pedestrian/bike path along the eastern toe of the levee. Accommodate 11' turning lane by expanding into re-purposed green space at intersections."	x		x	City of Dayton, ODOT, RTA, Five Rivers MetroParks, MVRPC
North Bend Boulevard between Helena Street and Deeds Point Park	Close North Bend Boulevard to vehicular traffic and extend a pedestrian promenade between Deeds Point and Island MetroPark.	x			City of Dayton, ODOT, RTA, Five Rivers MetroParks, Downtown Dayton Partnership, MVRPC
Salem Avenue between Riverview Avenue and West Hillcrest Avenue	Improve public realm for pedestrians with street trees and wide sidewalks and enhance or create safe connections for bicyclists.	x	x		City of Dayton, ODOT, MVRPC
Cultural Trail system development	Introduce an interpretive cultural trail system from Wegerzyn Gardens, to Deeds Point, and through to downtown institutions (DAI) that incorporates historic and educational storytelling and celebrates the river confluences.	x	x		Five Rivers MetroParks, City of Dayton, Miami Conservancy District, MVRPC
Expand Link bike network	Add Link stations at Wegerzyn Gardens MetroPark, Boonshoft Museum of Discovery, and Island MetroPark.	x			Five Rivers MetroParks, City of Dayton, RTA

Education Corridor

Project	Project Description (For reference only)	Timing			Partners
		Near-term	Mid-term	Long-term/ Opportunistic	
Extend trail to Eintracht	Extend the Great Miami River Recreation Trail north along Great Miami River left to connect to the City of Riverside's Eintracht Singing Society and future development of Old North Dayton.		x	x	Five Rivers MetroParks, City of Dayton, Miami Conservancy District, MVRPC
Construct a paddling pass near Island MetroPark	Create a paddling pass through on the river left and a formal portage on river right at Island Dam.		x		Five Rivers MetroParks, City of Dayton, Miami Conservancy District
Dayton Fairgrounds	Connect new development at the Dayton Fairgrounds on Main Street and Stewart Street to the river.		x		University of Dayton, City of Dayton, Premier Health
Area between Veterans Parkway and Patterson Boulevard	Long-term redevelopment of Downtown gateway sites on Third Street, Fifth Street, Route 35, and Stewart Street.			x	RTA, City of Dayton, Montgomery County Land Bank, Private Landowners
Veteran's Park (adjacent to RTA)	Convert the Veterans Memorial Park to a green space that engages Fairgrounds and Greater Rubicon Park with the river.		x		City of Dayton, Five Rivers MetroParks, Miami Conservancy District
Veteran's Parkway closure between Fifth Street and South Patterson Boulevard	Close Veteran's Parkway to vehicular traffic and expand the Great Miami Recreation Trail on the east bank of the River.	x			City of Dayton, Five Rivers MetroParks, Miami Conservancy District, ODOT
Dryden Road between Stewart Street and East River Road	Improve public realm for pedestrians with street trees and wide sidewalks and enhance or create safe connections for bicyclists.		x		City of Dayton, ODOT, RTA
Stewart Street between I-75 and Brown Street (including bridge connection)	Improve public realm for pedestrians with street trees and wide sidewalks and enhance or create safe connections for bicyclists. Enhance the intersection at the Stewart Street bridge across Great Miami River.		x		City of Dayton, ODOT, RTA
Patterson Boulevard between Monument Avenue and Carillon Historical Park	Improve public realm for pedestrians with street trees and wide sidewalks and enhance or create safe connections for bicyclists.				City of Dayton, ODOT, RTA

Technology Corridor

Project	Project Description (For reference only)	Timing			Partners
		Near-term	Mid-term	Long-term/ Opportunistic	
Wayne Avenue between West Third and Stewart Streets	Improve public realm for pedestrians with street trees and wide sidewalks and enhance or create safe connections for bicyclists.		x		City of Dayton, ODOT, RTA
Fifth Street between Edwin C Moses Boulevard and South Patterson Boulevard	Improve public realm for pedestrians with street trees and wide sidewalks and enhance or create safe connections for bicyclists.	x			ODOT, City of Dayton, RTA
Tech Town campus edge improvements	Invest in green streets along Keowee, Webster and Monument around the TechTown development and expand public space along the south side of the Mad River.	x	x		RTA, ODOT, City of Dayton, Five Rivers MetroParks, Private Landowners
Ottawa Yards	Enhance the riverfront public realm and streetscapes around Ottawa Yards. Reduce and filter runoff from the site through bioswales and sponge parks.	x	x		RTA, ODOT, City of Dayton, Five Rivers MetroParks, Private Landowners
McCabe Corporation	Redevelop parcels on the current site of the McCabe Corporation for future commercial uses.		x		RTA, ODOT, City of Dayton, Five Rivers MetroParks, Private Landowners
Keowee Street between First Street and Route 4	Improve public realm for pedestrians with street trees and wide sidewalks and enhance or create safe connections for bicyclists.	x			City of Dayton, ODOT, RTA
Burkhardt Avenue between Fifth Street and the Dayton Metro Library - Burkhardt Branch	Improve public realm for pedestrians with street trees and wide sidewalks and enhance or create safe connections for bicyclists.		x		City of Dayton, ODOT, RTA
Linden Avenue between Third Street and Smithville Road	Improve public realm for pedestrians with street trees and wide sidewalks and enhance or create safe connections for bicyclists.		x		City of Dayton, ODOT, RTA
Springfield Street between Third Street and Wright Patterson Air Force Base	Improve public realm for pedestrians with street trees and wide sidewalks and enhance or create safe connections for bicyclists to Wright Patterson Air Force Base		x		City of Dayton, ODOT, RTA
Pedestrian Bridge at E. Hillcrest and Drill Avenue	Create a pedestrian bridge connection between E. Hillcrest Avenue and Drill Avenue, joining the two sides of the river through DeWeese.		x	x	
Tech Town riverfront park	Add a community riverfront park at Tech Town that provides strong river connectivity with a softened, set back levee and access for Webster Station, integrated with future high-density development plans at Tech Town.		x	x	RTA, ODOT, City of Dayton, Five Rivers MetroParks, Miami Conservancy District, Private Landowners and business owners
Monument Avenue improvements	Improve public realm for pedestrians with street trees and wide sidewalks and enhance or create safe connections for bicyclists.		x	x	City of Dayton, ODOT, RTA
First Street and Springfield Street multi-modal improvements	Create a multi-modal connection between downtown Dayton and Wright-Patterson Air Force Base with public realm improvements that support pedestrian, bicycle, and shuttle activity.		x	x	City of Dayton, ODOT, RTA
Habitat Expansion on the Mad River	Building on the Miami Conservancy District habitat expansion west of Eastwood, enhance and restore habitat areas along the Mad River to expand the of plant and wildlife diversity from Eastwood MetroPark to Findlay Street.	x	x		City of Dayton, Five Rivers MetroParks, Miami Conservancy District, Private Landowners
Great Miami River Recreation Trail extension	Extend the Great Miami River Recreation Trail down West River Road to Sunwatch and develop a formal river access point.		x	x	City of Dayton, Five Rivers MetroParks, Miami Conservancy District, ODOT
Boat Access and levee regrading at Tait Station Dam	Formalize boat access and park and ride opportunities at Tait Station Dam and Carillon Historical Park. Lay back levee at Carillon and add a take-out point to complete a 7-mile paddle stretch between Carillon and Eastwood MetroPark		x		City of Dayton, Five Rivers MetroParks, Miami Conservancy District, ODOT, RTA