

# *Dayton Riverfront Plan*

APRIL 2018 PLAN



YOUR CITY.  
GREATER  
DOWNTOWN  
**DAYTON**  
PLAN  
YOUR PLAN.



## 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

APRIL 2018 PLAN





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# *Executive Summary*

An overview of the  
Dayton Riverfront Plan





# 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.

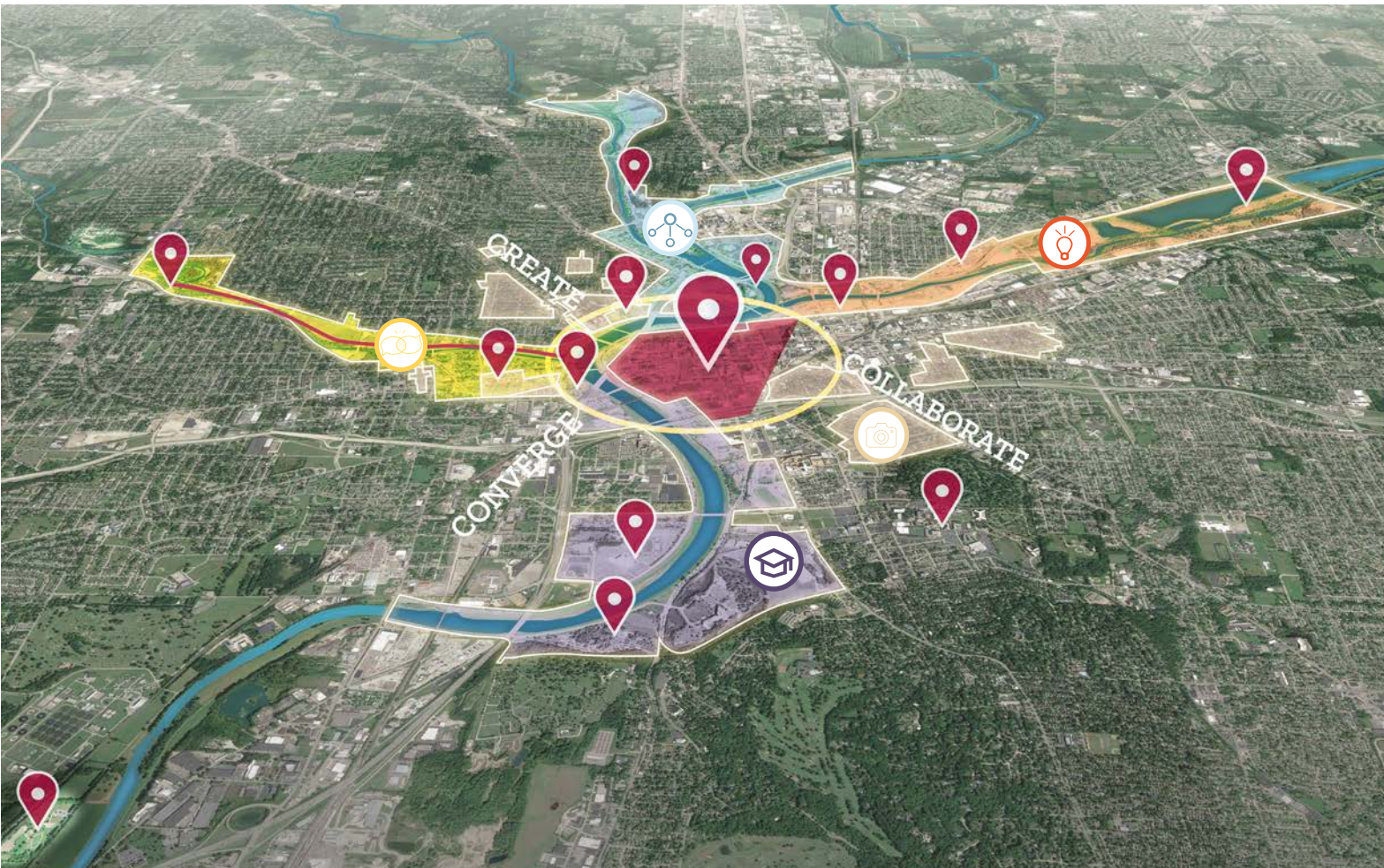
The Plan was created from a partnership-driven revitalization effort that brought together Five Rivers MetroParks, Miami Conservancy District, the City of Dayton, Montgomery County,

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 continous 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

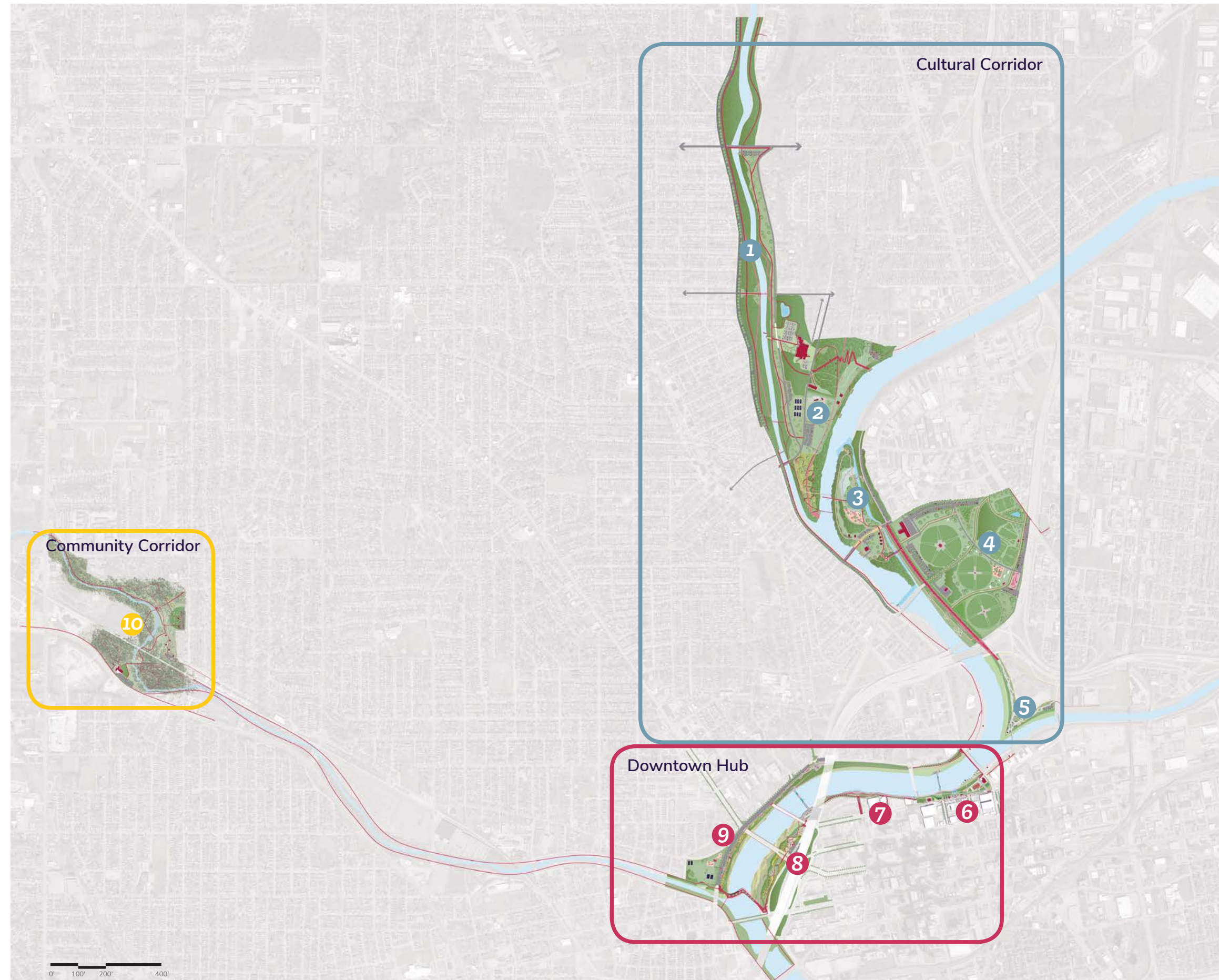
Consolidate the park and terrace the edges, providing riverfront space for fishing, recreation, and exercise along a continuous track of activity

## 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.



## CHAPTER 1

# *Introduction*

Getting familiar with the  
Dayton Riverfront Plan



**Since the Greater  
Downtown Dayton  
Plan was launched  
in 2010, the future  
of Dayton has never  
looked **brighter.****



# Introduction

## New Ambitions for Dayton’s Riverfront

Dayton’s riverfronts are the civic heart of the city. They anchor the downtown and connect the core to surrounding neighborhoods through a growing network of parks, trails, and river-oriented development. With four waterways converging in the center of the city, greater downtown Dayton’s twelve miles of river corridor have tremendous potential to unlock further growth and enhance quality of life for all residents who live, work, and play along the Great Miami River, the Stillwater River, the Mad River, and Wolf Creek corridors. The Dayton Riverfront Plan positions Dayton’s riverfronts as central to the city’s economic and neighborhood development, community and environmental health, and sense of place. The plan is a joint initiative of the City of Dayton, Five Rivers MetroParks, and Miami Conservancy District (Miami Conservancy District), together with the Downtown Dayton Partnership, Miami Valley Regional Planning Commission, Greater Dayton RTA, and Montgomery County.

Downtown Dayton has experienced a significant amount of development activity over the past decade. Since 2010, the city has seen more than a billion investment dollars, with more projects in the pipeline and planning stages. Recently completed private and public infrastructure projects, including the Dayton Metro Library and Water Street Apartments have created new energy and opportunity in downtown. With the Levitt Pavilion and Fifth Third Field, arts and entertainment amenities are on the rise and greater downtown housing is experiencing revitalization. Inner ring historic neighborhoods are seeing increases in both the real estate market and commercial development. Energy is building in the city core as well, with new business growth in Tech Town, and walkable local retail in the Oregon District.

It is no surprise, then, that *Outside Magazine* named Dayton “Best Rebirth of the American

Dream” in 2017, crediting much of this renaissance to its open-space amenities. Parks and open space improvements, like RiverScape River Run, have complemented Dayton's growth, enhancing recreation and refocusing attention on the rivers.

The 2010 Greater Downtown Dayton Plan set much of this momentum in motion and it shows no signs of slowing. Still, without a strategy to capitalize on the full opportunity of Dayton’s rivers and creeks, future changes may not result in the quality of life improvements that will yield an equitable, sustainable city. The Dayton Riverfront Plan integrates development opportunities with placemaking and environmental improvements that set the stage for more comprehensive city-building. Like many cities across the country, Dayton has rediscovered its downtown and its riverfronts. With a clear roadmap for riverfront improvements, the city can move toward a new era with greater livability.

## Plan Objectives

With an understanding that greater downtown’s recent successes represent an opportunity to further plan for the future, the City of Dayton, Five Rivers MetroParks, and Miami Conservancy District undertook a master plan in 2017. The Dayton Riverfront Plan focuses on the greater downtown’s four waterways and their potential to enhance regional vibrancy, livability, and economic vitality over the next 20 years. Building on recent projects and plans, the team worked with the community and stakeholders to examine the broad relationships between the city and its waterways, as well as focus on design opportunities for selected riverfront focal parks.

The Riverfront Plan:

- Explores quality open spaces in the downtown that transform waterfronts to active, vital places where the entire community comes together





- ▶ Promotes outstanding cultural assets, expands Dayton's quality outdoor recreation opportunities, and increases connectivity anchored by the region's remarkable trail network
- ▶ Enhances the environmental value of the river corridor through improved water quality and expanded natural habitat
- ▶ Addresses community issues such as public health, social justice, equity, flood protection, climate resilience, and accessibility—physical, visual, and perceptual
- ▶ Serves as a community economic development tool, increasing downtown Dayton's image as a destination and its attractiveness to a talented workforce and the innovative companies who will employ them
- ▶ Builds upon previous riverfront planning and design efforts that have launched a multi-generational rediscovery and re-imagining of Dayton's rivers as vital community assets. This plan in turn will engage future generations in the reinvention and vision for these waterways

As a result of this planning process, the team created six overarching riverfront goals, clarified the character and opportunities of Dayton's four distinct waterway corridors, and illustrated open space improvements in ten focal parks. This plan addresses greater downtown Dayton and the region through multiple topics: history, economy, ecology, culture, and connectivity.

Partnership Approach

The Dayton Riverfront Plan was created from a partnership-driven revitalization effort. Five Rivers MetroParks, Miami Conservancy District, the City of Dayton, Montgomery County, the Downtown Dayton Partnership, the Miami Valley Regional Planning Commission, and the Greater Dayton RTA led the planning effort for a shared vision. Additional funding support was provided

by Dayton Foundation and the Montgomery County Land Bank.

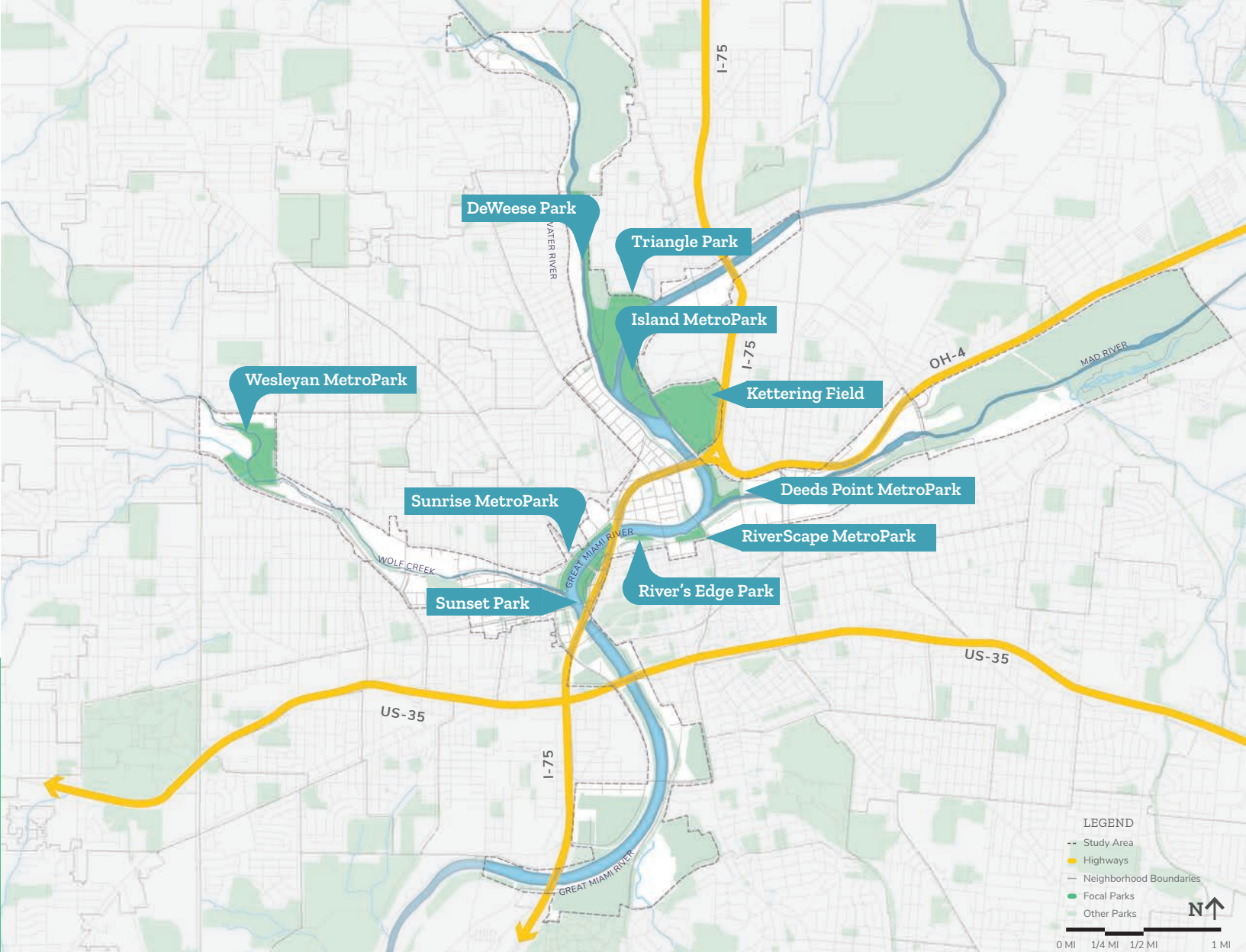
As public-private assets, riverfronts often have complex ownership patterns that require close, working partnerships like the one undertaken in Dayton. The ten focal parks studied in detail in this plan are collectively owned by Five Rivers MetroParks, Miami Conservancy District, and the City of Dayton, but their coordinated planning and design supports a cohesive riverfront vision. Additionally, many areas of the four waterways are fortified with levees to protect Dayton from flooding during storm events. A collaborative approach to riverfront planning better prepares the city to take advantage of state and federal funding and planning initiatives such as the United State's Army Corps of Engineers (USACE) Planning Assistance to States (PAS).

Study Area and Focal Parks

Planning Area

The Dayton Riverfront Plan centers on greater downtown. The study area includes downtown Dayton and the immediate areas along the rivers and creek that radiate outward. It follows the four waterways—the Great Miami River, the Stillwater River, the Mad River, and Wolf Creek—in all four directions of the compass for approximately three miles. In each direction, the study area for this plan terminates in a major park or open space. From downtown, the Dayton Riverfront Plan extends as follows:

- ▶ North on the Great Miami and Stillwater Rivers to reach Wegerzyn Gardens MetroPark
- ▶ East on Mad River to end at Eastwood MetroPark
- ▶ South on the Great Miami River to Carillon Historical Park, with an extension at Sunwatch Indian Village
- ▶ West on Wolf Creek to terminate at Wesleyan MetroPark



In total, the immediate riverfront study area includes 4,000 acres and touches 26 urban neighborhoods as well as many parks, trails, cultural assets, and academic institutions. While this zone defines the riverfront plan's core study area, the plan takes a regional approach. Dayton's downtown and riverfronts are regional resources, and this system's audience and uses are much broader, encompassing Dayton and the Miami Valley region.

Focal Parks

The plan includes conceptual designs for 10 riverfront parks within the study area. These parks include the following:

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

Planning Process

Schedule

The Dayton Riverfront Plan and focal parks site planning effort was a 12-month process that began in June 2017. Planning for both the Riverfront Master Plan and individual parks occurred simultaneously for integration of the overall planning effort with near-term design implementation. More than 450 people attended public open houses and stakeholder meetings. Through the website and online surveys, 3,000 more people participated.

The initial phase of the project focused on understanding existing conditions of the riverfront and surrounding assets and gaining community and stakeholder perspectives. The analysis considered local demographics and trends, reviewed policy documents, and

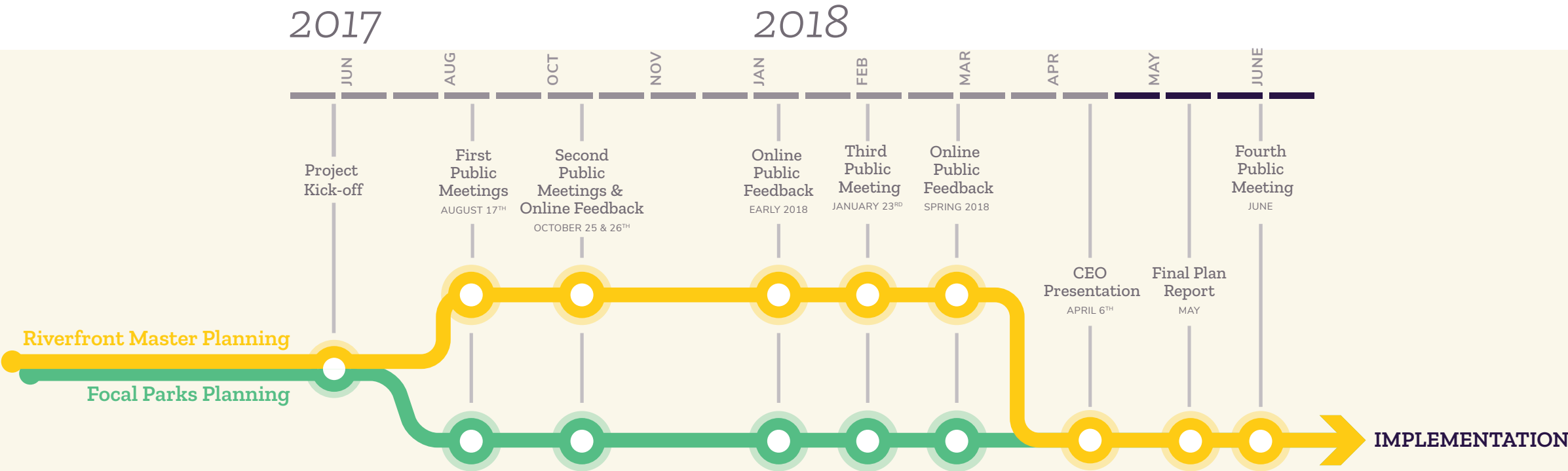
documented physical conditions of the riverfront. It drew from multiple stakeholder roundtables and interviews with partner organizations, organizational leadership, stakeholders, and members of the community. The team launched an online survey through a dedicated project website, which included an interactive map where people could note and reflect on how they use the river today, and share their aspirations for the future.

In the second phase, the team used these findings and feedback to create six goals and to describe a framework that highlighted the best qualities of Dayton’s riverfront, suggesting ideas for changes that would enhance these qualities or, in some cases, create transformative change. At

the same time, a SWOT (strengths, weaknesses, opportunities, threats) analysis and program visioning for the selected focal parks planted the seeds for their future designs. The master plan identified gaps in access and opportunities for economic or community development within the corridor. The team also developed initial site concepts for the 10 parks within the study area, taking into account the existing uses and plans for surrounding neighborhoods. The community gave feedback on these ideas at two community-wide public meetings as well as through intercept surveys at several local events: the African American Cultural Festival, the Hispanic Heritage Festival, and the Saturday Second Street Market.

With input from the community and additional

interviews, the third phase expanded the framework into a series of catalytic projects and general improvements including development opportunities, new trail connections, recommended vehicular improvements, and environmental or ecological enhancements. Stakeholder input determined the preferred designs and programming considerations for the master plan recommendations and areas for improvement, as well as the focal park designs and programming opportunities. The team created implementation steps, phasing, and a capital improvements plan. This plan, its recommendations, and site plans reflect the opinions of stakeholder groups, residents, visitors, employees, and the partner organizations involved in the planning process.







### Public Input

The riverfront planning process made clear that Dayton is passionate about its rivers and envisions an activate, healthy future! The public engagement strategy was developed to reach a variety of stakeholders, both in-person and online through the plan’s online resource, [daytonriverfrontplan.org](http://daytonriverfrontplan.org).

Stakeholder input determined the preferred designs and programming considerations for the master plan recommendations and areas for improvement, as well as the focal park designs and programming opportunities.

“Daytonians embrace our rivers. Let’s build on that support and do more.”



Public meetings were held at multiple locations throughout Dayton, including at the Dayton Metro Library - Central Branch. Pop-up events were held within existing public festivals like the Second Street Market and the African American Cultural Festival.



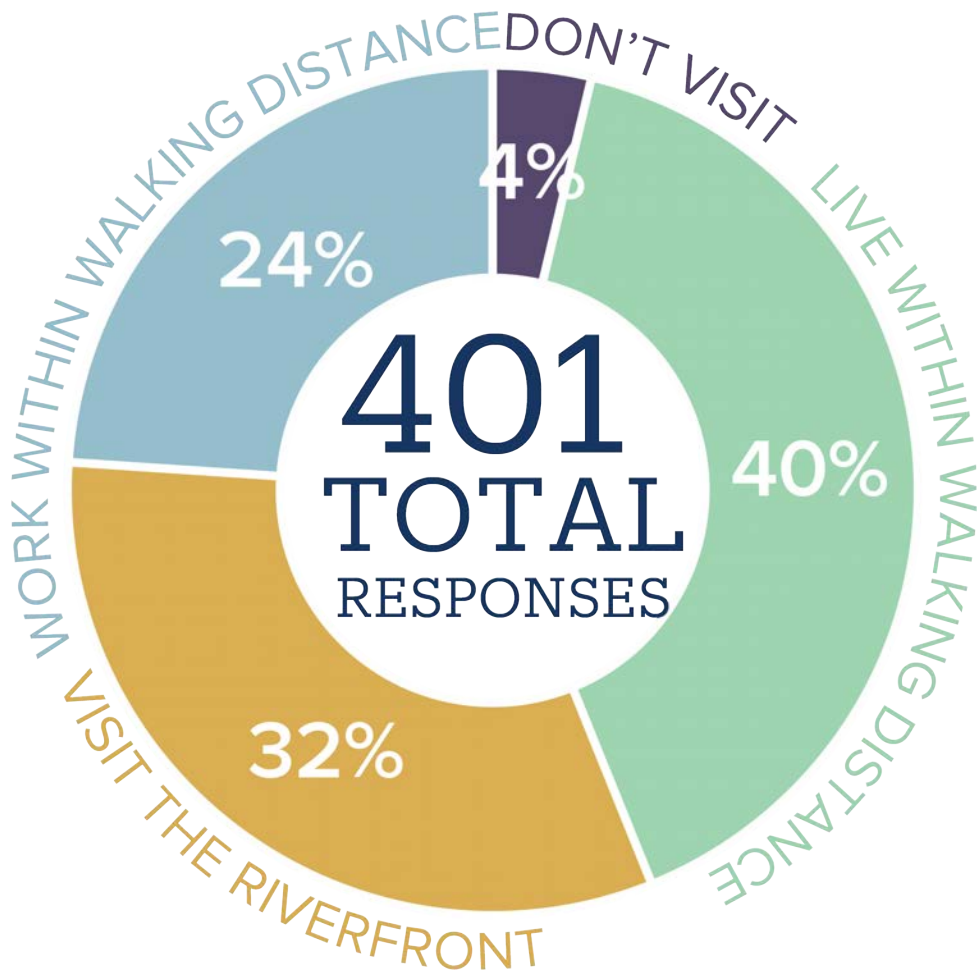
Trails and Access Methods



Floodable Open Spaces

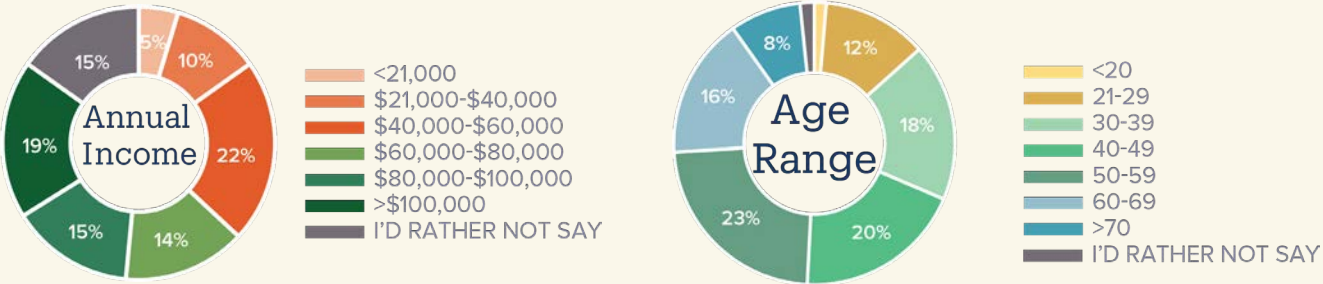


Hang out & Play



Top Visual Preferences

As part of the online outreach program, participants were asked to choose their preference from a selection of existing river conditions from around the country representative of the spaces that can be create along the Dayton Riverfront

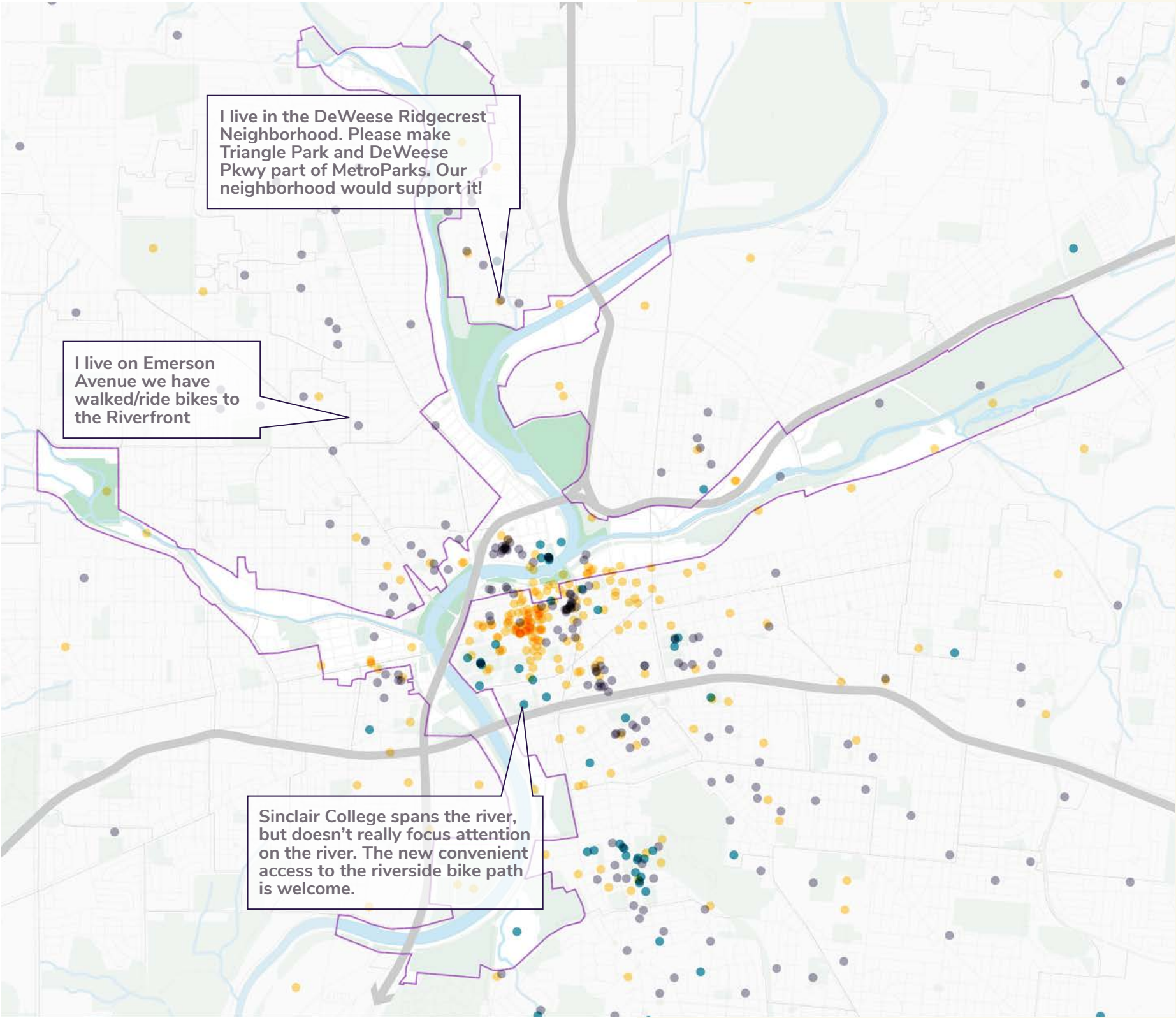




Online Presence

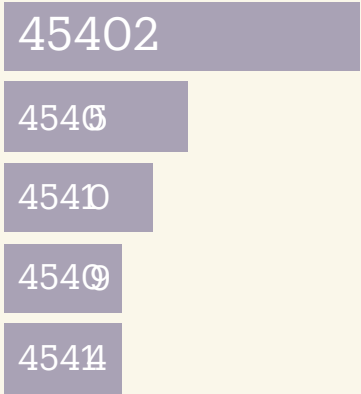
The project website [www.daytonriverfrontplan.org](http://www.daytonriverfrontplan.org) was visited over 3,000 times by the public for online surveys, information about the plan and schedule and for updates and information about ways to participate and provide their thoughts for the future of Dayton's riverfronts and waterways.

The website also contains information about ongoing projects influential to the Dayton Riverfront Plan.

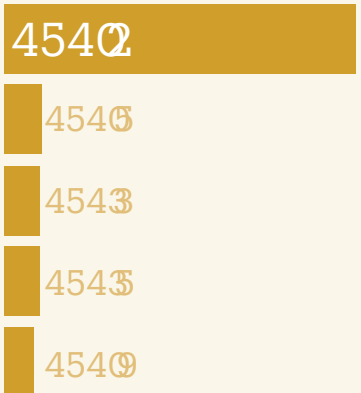


- Where do you live?
- And work?
- And study?

Most popular home zip codes:



Most popular work zip codes:



- Home
- Work
- School

CHAPTER 2

# *History & Current Context*



# History & Current Context

The riverfront has been central to Dayton’s culture, economy, and heritage for centuries. The Dayton Riverfront Plan builds on the riverfront’s evolution into a valuable urban amenity that is essential to the city and region’s bright future. This chapter evaluates Dayton’s waterways and edges, and examines their history, regional connectivity, and recent reinvestments in and along the rivers.

## Dayton's History

Dayton’s riverfront is—and has long been—central to the development of ideas, industries, and place in the city. The rivers were an important

resource for the first settlers who came to what was then known as the Mad River Valley, to take advantage of the region’s fertile soil and floodplains, which provided an ideal environment for agriculture and permanent settlement.

### Early Settlement

In 1749 Major Celoron de Bienville happened upon the Great Miami River, close to present day Dayton, and exclaimed in his journal “...the land is very rich, level and well timbered, some of the finest meadows that can be.” Less than 50 years later, cities sprouted up within Ohio’s river valleys as settlers flocked to the region to enjoy the riches these landscapes and waterways had

to offer. These early settlements remained closely tied to the rivers, which served as lifelines with their resourceful and increasingly well-navigated channels.

### The Invention Epicenter

Dayton's progressive and innovative culture grew out of these strong, resourceful waterways. The city’s proximity to resource-rich coal and natural gas fields in the Appalachian Mountains catalyzed its shift into a manufacturing center and led to significant population growth. Dayton became the heart of American ingenuity starting in the late 1800s: the cash register was invented in Dayton, as was the computing scale, microfiche, parachute, and airplane. People flocked to the city by the thousands with their own bold ideas and

aspirations, and Dayton grew. In the early to mid-twentieth century, Dayton provided jobs to skilled workers and their families, and promised stability and upward mobility for people of all backgrounds.

Over time, the significant achievements of the city’s residents and businesses marred the natural systems upon which the city was founded. As Dayton evolved into an industrial metropolis, those same technological advancements also shifted the way the city interacted with its waterways. The city took advantage of river access to power factory operations. Water was redirected from the Great Miami River into canals that supported mill and factory functions. Byproducts of

## Early Settlement

The region's humble beginnings and initial city development revolved around the rivers, however regular flooding made them into a double-edged sword.

## The Invention Epicenter

In the early to middle of the 20th century, Dayton was the invention capital of the country. The pioneering of flood protection systems, regional cooperation, extreme flood predictions, hydraulic structures, and other innovations were uniquely possible in Dayton because of bold, visionary citizens.

## Unprecedented Growth

City infrastructure struggles to keep up with the number of people migrating to the city.

## Industrial Decline

Dayton's early dependence on traditional manufacturing puts it at a disadvantage as globalization grows.

## Downtown Perseverance

Reinvestment in industry competitiveness and the public realm stems from riverfront initiatives.

Continue to promote a public riverfront

Future

1700's

Pre-settlement vegetation dominated the landscape.



1796

Dayton is founded along the banks of the Miami River.



1913

Catastrophic flooding covers Dayton in as much as 20' of water. The Miami Conservancy District (Miami Conservancy District) is formed in 1915 to combat



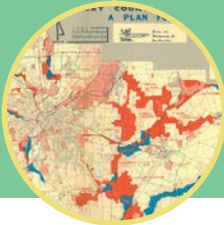
1922

A wide-scale flood control system designed by Arthur E. Morgan is put in place formed with surrounding lands preserved as park areas under the auspices of the Miami Conservancy District.



1960

Dayton's population peaks at 262,362 with the largest percentage of GM employees outside of Michigan. A 1958 study shows the proportional decline in open space.



1963

Montgomery County Park District are established by the City of Dayton and Miami Conservancy District as a response to concerns over rapidly disappearing open space.



1970-72

The Clean Air Act and Clean Water Act are passed, marking the beginning of healthier air and waterways, encouraging more usage of our outdoor resources including the launching of Dayton's bikeway system.



1970's

The creation of the River Corridor Plan becomes a pivotal step in activating and reinvigorating the riverfront. A necklace of riverfront neighborhoods began to emerge and the creation of the Oregon District in 1974 was a turn of the wheel in identity creation along the riverfront and in downtown Dayton.

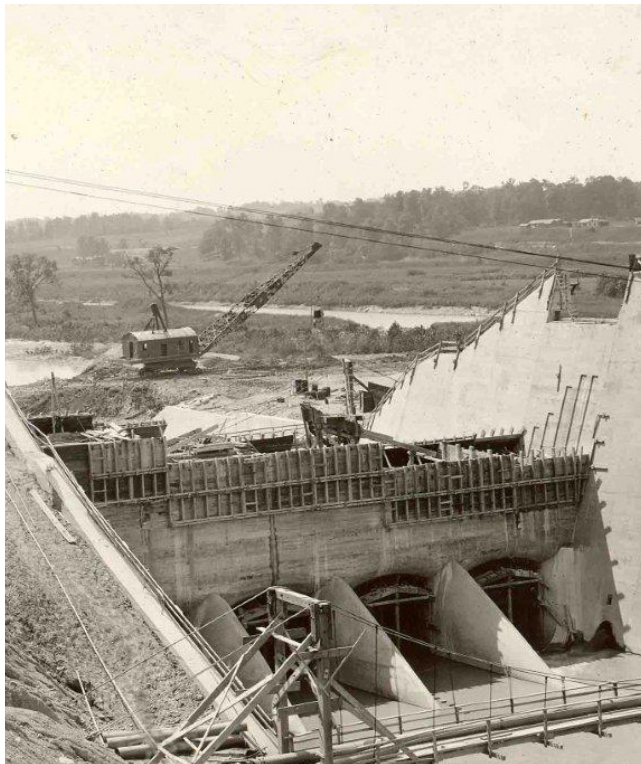


1970-Today

After losing almost half of the city's populations in the 1970s, 80s and 90s - the city's population increases in 2010. FRMP, Miami Conservancy District, and the City of Dayton and its partners continue acquiring land, negotiating conservation easements, and promoting connections to great open spaces all while investment has booms with over \$3 billion in investment from the mid-80's to today.







**Top:** Downtown Dayton during the great flood of 1913  
**Bottom:** A 1921 images of the construction of the Taylorsville Dam.

rapid industrialization and population growth meant that wastewater from industries and homes was returned to those waterways downstream.

### The Great Flood

Dayton’s low-lying location on the banks of several waterways made it susceptible to regular flooding from the Great Miami River. The city was inundated by documented flood events throughout the 19th century. In 1913 one of the most damaging and deadliest floods in US history inundated Dayton and forever changed the city’s relationship with the waterfront and water systems. The flood destroyed buildings, trees, and infrastructure, and left thousands of people homeless. Residents who survived the flooding realized that in order to protect their city from future floods, they would need to contain the Great Miami River and armor their riverfronts against the natural flows of the waterways that stretch through the city.

In 1915 Dayton raised funds to establish the Miami Conservancy District which, under the auspices of Arthur Morgan, engineered a complex flood protection system of dams, levees, and channels to protect the city from another catastrophic flood like that of 1913. Dayton built the flood protection system between 1918 and 1922, which was the largest public works project in the world at the time. Dayton and surrounding cities have flood protection that ranks among the best in the world because Dayton was the epicenter of invention and innovation during that time. The pioneering combination of flood protection systems, regional cooperation, extreme flood predictions, hydraulic structures, and other innovations were uniquely possible in Dayton in part because of the ingenuity of its residents.

### Unprecedented Growth and Industrial Decline

After the 1913 flood, Dayton rebuilt in time to share in the economic prosperity that defined the country in the 1920s. An unprecedented growth in industry and population was made possible because the city was now protected from regular flood events. It also boasted a series of new parks to support recreation within the flood protection areas. The midwest experienced many of the same economic successes alongside the rest of the country, but positioned itself as a manufacturing and distribution hub in the mid-1900s.

Since the city was dependent on relatively few industry sectors, the decline of manufacturing that began in the 1970s severely impacted Dayton’s working class communities and communities of color. The West Side of Dayton was once a thriving middle and working class community, where factories, foundries and assembly line jobs plentiful. As manufacturing became internationalized, advanced and more efficient, many of these West Side jobs went away. Those job losses were followed by the families that populated these thriving communities and transitioned into a period of disinvestment. The broader Miami Valley region experienced less extensive population losses over that same period, and instead captured much of Dayton’s outmigration. At its peak in 1960, the city had a population of over 262,000 residents. The city declined by more than 40 percent over the next three decades as a result of industrial decline, job losses, and population migration to the suburbs.

### Return to the River

The period of disinvestment and industrial decline in the mid-twentieth century ultimately shifted to renewed prosperity in the early 1990s. Continued planning efforts along the Great Miami River, the Stillwater River, the Mad River, and Wolf Creek, which began with the Olmsted Brothers plan for Dayton in 1911, have culminated in a connected network of trails and parks along these waterfronts with access to residential neighborhoods and economic hubs. The rebounding economy slowed the pattern of population decline. At the same time, perceptions of the value of riverfronts began to shift from places of industry to places of community access and public activation that can also spur economic investment.

### Recent Investments

Greater downtown Dayton’s waterways have attracted many projects along and within their banks during the past two decades. Through efforts of the City of Dayton, Miami Conservancy District, and Five Rivers MetroParks, many parks and trails were rededicated and reconstructed in the 1990s and early 2000s. In 1995, Van Cleve Park, now known as RiverScape MetroPark, was transferred to MetroParks from the city, along with Wesleyan, Wegerzyn Gardens, Island, Deeds

Point, and Sunrise parks. In 1997, Island MetroPark underwent significant renovations to modernize the park and enhance the outdoor spaces to be more flexible for events and festivals.

Five Rivers MetroPark continued to invest in parks and programming along the river corridors with the construction of Adventure Central at Wesleyan MetroPark—a youth empowerment center focused on health and nature education, and began fundraising for the first phase of RiverScape MetroPark in downtown Dayton. In 2001, the park opened to much fanfare from residents and business owners for its proximity to downtown activity, regular programming, panoramic views, and trails to the river. Continued investments in RiverScape, like the River Run—a water play area for kayaks, paddleboards, and other water crafts—and other open spaces along Dayton’s waterways, have spurred interest from employers and developers. The expansion of Dayton’s Children’s Hospital Patient Tower on the north side of Mad River and the Water Street District residential project at the confluence of Mad River and the Great Miami River are among the most recent developments along the river corridors.

To build on the renewed interest in the city’s core, the Downtown Dayton Partnership partnered with the City of Dayton, City-wide, the Greater Dayton RTA, Montgomery County, and Five Rivers MetroParks to set priorities for future development. Launched in 2010, the Greater Downtown Dayton Plan leverages greater downtown’s resurgence and sets forth a roadmap to attract further investment. Strategies include recommendations for adaptive reuse of vacant buildings and increased connectivity between downtown neighborhoods, employment centers, and other assets. The amount of investment completed or under development since the launch of the Greater Downtown Dayton Plan now exceeds one billion dollars. The Greater Downtown Dayton Plan’s launch was a foundation for future planning efforts like the 2016 City of Dayton Action Plan, the City of Dayton Citizen Participation Plan, the 2017 West Dayton Corridor Plan, and this plan.



## Riverfront Opportunities Today

Even with these recent public and private investments, opportunities still exist to enhance access to the rivers and expand the role of the river corridors as contributors to economic development, connectivity, neighborhood revitalization, and ecological health.

### Economic Development

Many of Dayton’s major industries and anchor institutions are located close to the city’s waterfront. The region is a manufacturing and logistics hub that also specializes in significant research and development innovation in industrial, aeronautical, and astronautical fields that reinforce the city’s legacy of ingenuity. The city also hosts a variety of health care and health-sciences–related industries, cultural and science museums, and several schools of higher education. The fastest growing industries are in wholesale trade (109 percent between 2010 and 2015), manufacturing (106 percent between 2010 and 2015) and education and health professions(102 percent between 2010 and 2015). Technology campuses like Tech Town and hospitals like Dayton’s Children’s Hospital are growing, illustrating a renewed interest in the city’s focus on downtown and the waterfront.

Dayton has already capitalized on a migration of talent to the city for jobs in these industries with supporting amenities and new development. Dayton’s bike share program, Link, has expanded to support demand in neighborhoods outside of the downtown, like Wright-Dunbar. Downtown has added more than 100 new businesses since 2015, but still struggles with office and ground-floor vacancy. Recent investments and opportunities to adaptively re-purpose or redevelop in strategic locations will not only strengthen Dayton as a center for commerce but also reinforce a front door to the waterfront.

### Connectivity

The physical character varies between each river corridor, especially moving outward from the downtown core. Close to downtown, river channels are wide and have levees on both bans

that provide flood protection. Along the confluence of the Great Miami River and Mad River and down to Wolf Creek, the riverfronts are densest—supporting both downtown economic and residential activities and growing life sciences, education, and technology functions further east and south. In the downtown core, recreation opportunities abound and water access, though limited to parks and lower levee trails, provides a number of opportunities to get down to the water. From the downtown core, and lengthening into each of the river corridors along the Stillwater River, the Mad River, and Wolf Creek, urban density gives way to largely residential neighborhoods and more natural conditions. Further from downtown, opportunities to get down to the water’s edge or be on the water vary in formality and level of access.

Connectivity is also a priority for Daytonians. When asked about their current relationship with the waterways, many residents felt strongly that their neighborhoods and community anchors within the study area had little to no relationship with the waterways. Residents reinforced in public meetings that accessibility must extend beyond access to the water’s edge. Many responses requested that future riverfronts include universally accessible trails and ramps between the levees, open views to make waterways feel more approachable and safe, and well-maintained, well-lit trails.

In the 1911 Olmsted Plan for Dayton, the brothers recognized that much of the city was not connected to its greatest civic assets. There were no clear connections to and between parks, open spaces, and waterways. Their plan envisioned linking the network with a series of parkways that connected significant city parks and parkways to the river. It imagined an arrival sequence announced with gateway moments and routes that traveled between “the heart of the city to the large landscape parks in the suburbs and to other towns.” The parkway system was never fully realized. Instead, the city is composed of wide, vehicular-oriented streets without gateways that would reveal the river corridor to visitors. Perhaps the strongest aspect of the plan’s vision is the regional trail network. This more than 330 mile

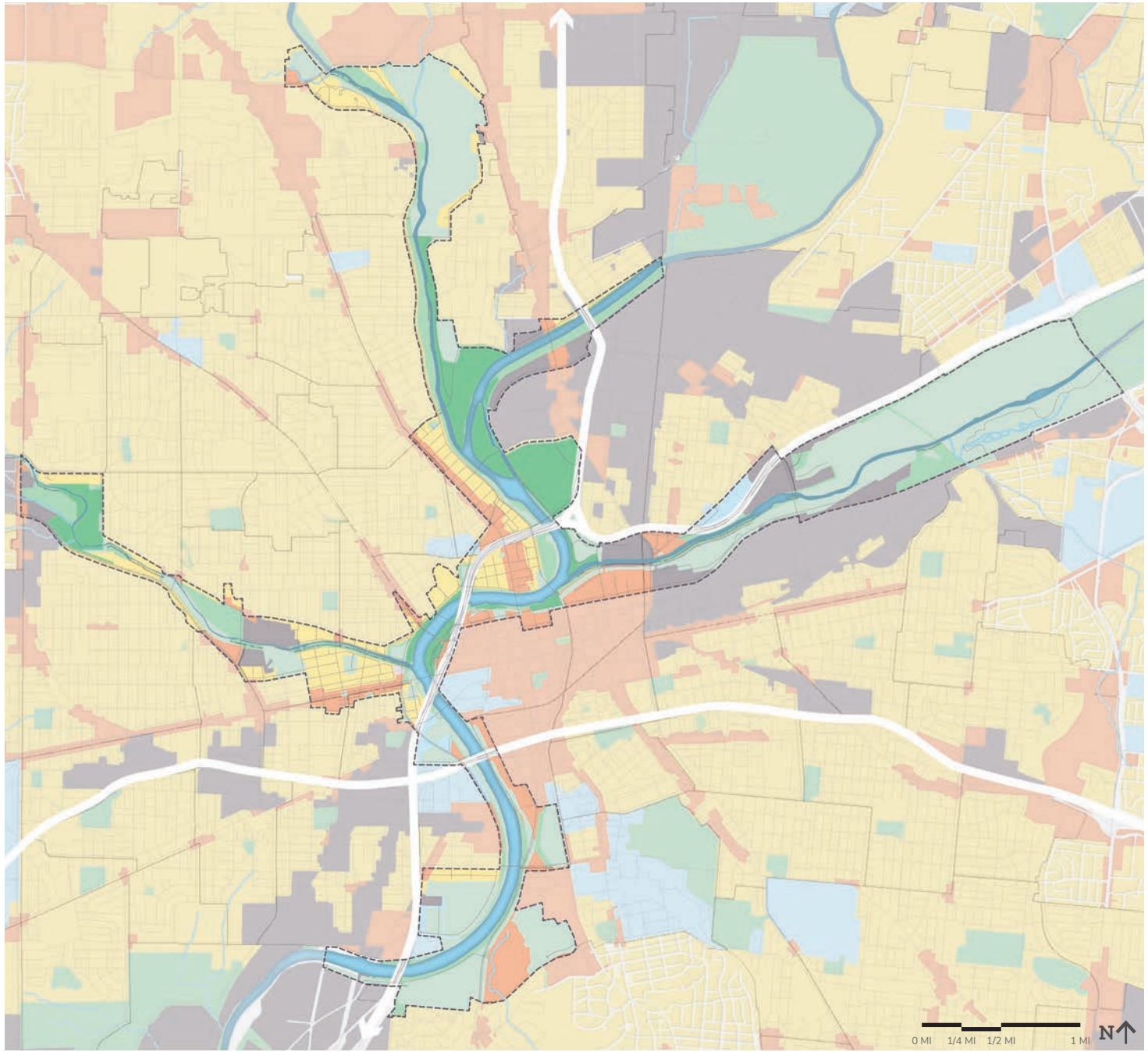


**Top** A recent housing boom in downtown Dayton is increasing the value of real estate along the river near downtown. Pictured: Water Street housing development.

**Middle** Completed in 2017, the Dayton Metro Library - Central Branch is an example of new public investments across the city.

**Bottom** Rendering of the future Levitt Pavilion at Dave Hall Plaza, a new cultural attraction in downtown.





--- Study Boundary
 ■ Focal Parks
 ■ Other Parks
 ■ Residential
 ■ Industrial
 ■ Institutional
 ■ Commercial

### Great Miami River Watershed Land Use



network takes advantage of the levees as public infrastructure to connect along rivers to anchor parks and to a larger regional network of trails. Gaps still exist in Dayton’s robust trail system, with opportunities to get more people to the waterfront, to introduce new ways to commute to downtown, and to expand linear recreational assets.

### Neighborhood Revitalization

The Great Miami River, although it is crossed by many bridges, remains a barrier between strong healthy neighborhoods with medium to high wealth distribution, economic mobility, and access to the riverfront, and neighborhoods with low access to and across the rivers, low educational attainment, and continued poverty. The Dayton metropolitan region has one of the highest rates of racial segregation in the country—a line that is quite literally drawn by the Great Miami River’s curvature.

Many neighborhoods west and northwest of the Great Miami River are experiencing a renaissance in investment as the city’s population begins to level and people are choosing to settle closer to downtowns. Existing strong and racially diverse communities are becoming more desirable in West Dayton. However, many other neighborhoods along the Wolf Creek, west of the Great Miami River, continue to face high levels of poverty, population decline, unemployment, vacancy, and disinvestment. All of these neighborhoods have punctuated and irregular experiences with the water and limited to no water access. MyRiverfront participants noted safety concerns and visual barriers like overgrowth as current barriers to access. Neighborhoods like North Riverside, Riverdale, Old Dayton View, Southern Dayton View, Cornell Heights, Westwood, Roosevelt, and Five Points have multiple opportunities to re-engage the community with their waterways and increase opportunities for reinvestment in these vibrant neighborhoods.

### Ecological Health

The rivers and creeks that wind through Dayton are all part of the larger Great Miami River watershed, which is a fertile region of 3,800 square miles of drainage systems that flow through 15 counties in Ohio. Four major land uses exist within the Great Miami River Watershed and influence runoff into the watershed: cultivated crops (71 percent), forests (11 percent), developed land (10 percent) and pasturing (8 percent).

The Great Miami River serves as the backbone of the confluence of rivers and creeks in Dayton. The Stillwater River, the Mad River, and Wolf Creek all flow into the Great Miami River and, today, the river sits within an armored corridor to protect the city from future flooding. In the past, the waterfront was a dynamic and changing edge due to regular changes in water level, and the historic floodplain stretched through the entire city.

Many native species of plants and animals also call the Great Miami River Watershed home. The Miami Valley hosts more than 245 species of native and migratory birds, 54 mammals, 45 reptiles and 167 fish—all of which rely on the waterways and native plant species for habitats. Of these species, 10 percent are listed as populations in decline by the US Fish and Wildlife Agency, Ohio Department of Natural Resources, and the Ohio Division of Wildlife. Some of the species native to the region are threatened and endangered due to habitat exploitation, invasive species, or overhunting and overfishing. Invasive species, which are typically introduced by humans or which have migrated to the region but are not historically from that particular ecosystem, can cause habitat destruction and lower the biodiversity of the region. Both invasive plants and animals are present along all of the river corridors. Purple loosestrife thrives in marshy areas along Mad River, while Wild Honeysuckle has found a home along Stillwater River and Wolf Creek, choking out native trees and reducing views from neighborhoods to the water.

**Left** The zoning map of Dayton highlights current land uses within the city and can help inform future development

## CHAPTER 3

# *Riverfront Framework*

Improve access through  
physical connections to and  
across the riverfront and to  
the surrounding community.



# Project Goals

*Informed by past planning efforts, the project establishes 6 project goals, which build on community and partner values for the future of the riverfront. Comprehensive in approach, the goal themes and statements set high aspirations for the riverfront and guide decision-making throughout the planning and implementation process.*

To implement the strategies and recommendations outlined in this plan requires transformative, yet achievable goals. The plan sets the groundwork for necessary future planning, partnerships and projects within each riverfront corridor chapter which is organized around three functional systems: parks, open space and environment; transportation, trails and access; and urban and neighborhood development. Each of these systems has a dedicated section within the corridor chapter that ties back to these goals.

The achievement of each of the 6 goals is clear in the functional systems recommendations. Public realm projects are identified throughout the riverfront system that support talent attraction from across the country, reinforcing Dayton's role as a strong **Economic Engine**. Recommendations for programming the 10 focal parks and creating cross river connections to neighborhoods that need them most will ensure

that there is **Something for Everyone** in this future system. The plan reinforces the unique identity of each of the riverfront corridors through placemaking strategies, branded trails and interpretive signage that embrace the **Heart of Dayton**. Ensuring the safety of visitors at the riverfront and getting residents outdoors are central themes of the water access and open space recommendations, and are key ingredients for the **Healthy City** goal. The transportation, trails and access element of each set of corridor recommendations focuses on connections between different communities in the city and the riverfronts, however a unified understanding of **Many Rivers, One City** is achieved in almost all physical recommendations in the plan. Dayton's engineered edges and flood protection system is strengthened by appropriate stormwater management and enriched with habitat reclamation for native wildlife, providing new layers of **Living Protection** well into the city's future.

1

## **Economic Engine**

Leverage the rivers to catalyze development in greater downtown and ensure long-term vitality of the region.

2

## **Something for everyone**

Provide more diverse programs and experiences, and ensure their equitable distribution across the riverfront.

3

## **Heart of Dayton**

Enhance Dayton's identity through placemaking that celebrates the historic legacy, cultural heritage, and vibrant future of its rivers.

4

## **Healthy City**

Build in places and programs that support health, safety, and wellness for all who live, learn, work, and play along the riverfront.

5

## **Many Rivers, One City**

Improve access through physical connections to and across the riverfront and to the surrounding community.

6

## **Living Protection**

Promote the ecological health of the riverfront while continuing to protect from flooding.



# Riverfront Framework

## HOW TO USE THIS PLAN

The Dayton Riverfront Plan presents a framework for the next 20 years. This report is introduced by a comprehensive framework for the entire study area, followed by a deeper dive into the riverfront functional systems: transportation and access, landscape and ecology, and economic and neighborhood development. The plan geographically explores ideas for development, infrastructure, and open space opportunities in detail for downtown and each river corridor. With this framework content, the plan describes conceptual plans for improvements in design, programming, and operations for 10 selected focal parks. Planning and design recommendations and ideas are only the first step of this process; next steps and implementation strategies are described at the end of the document.

Downtown Dayton lies at the center of the riverfront planning area and expands out three miles in four directions, along the unique riverfront corridors of the Great Miami River, the Stillwater River, the Mad River, and Wolf Creek. The framework for the Dayton riverfront is designed to activate more land for public use, enhance community access to Dayton's waterways, and spur investment spanning out from the downtown. This framework leverages historic development patterns, existing land uses, and emerging centers of activity within the four waterway corridors to create a riverfront that is accessible to all.

Within each river and creek, predominant uses and themes emerged. While none of the four corridors is exclusively devoted to the themes of community, culture, technology, education, and core, these ideas embody the overall focus of each of these interlinked systems. Downtown and the four water corridors have developed their own dominant uses and identities over time. The framework will strengthen the aspects of neighborhoods that are best loved and most beneficial to the city, affirm each area's distinct identity while encouraging a mixed use core that integrates the best Dayton has to offer from each of the corridors.

## GOALS



## CORRIDOR PLANS & DOWNTOWN HUB



## PARK PLANS





# 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

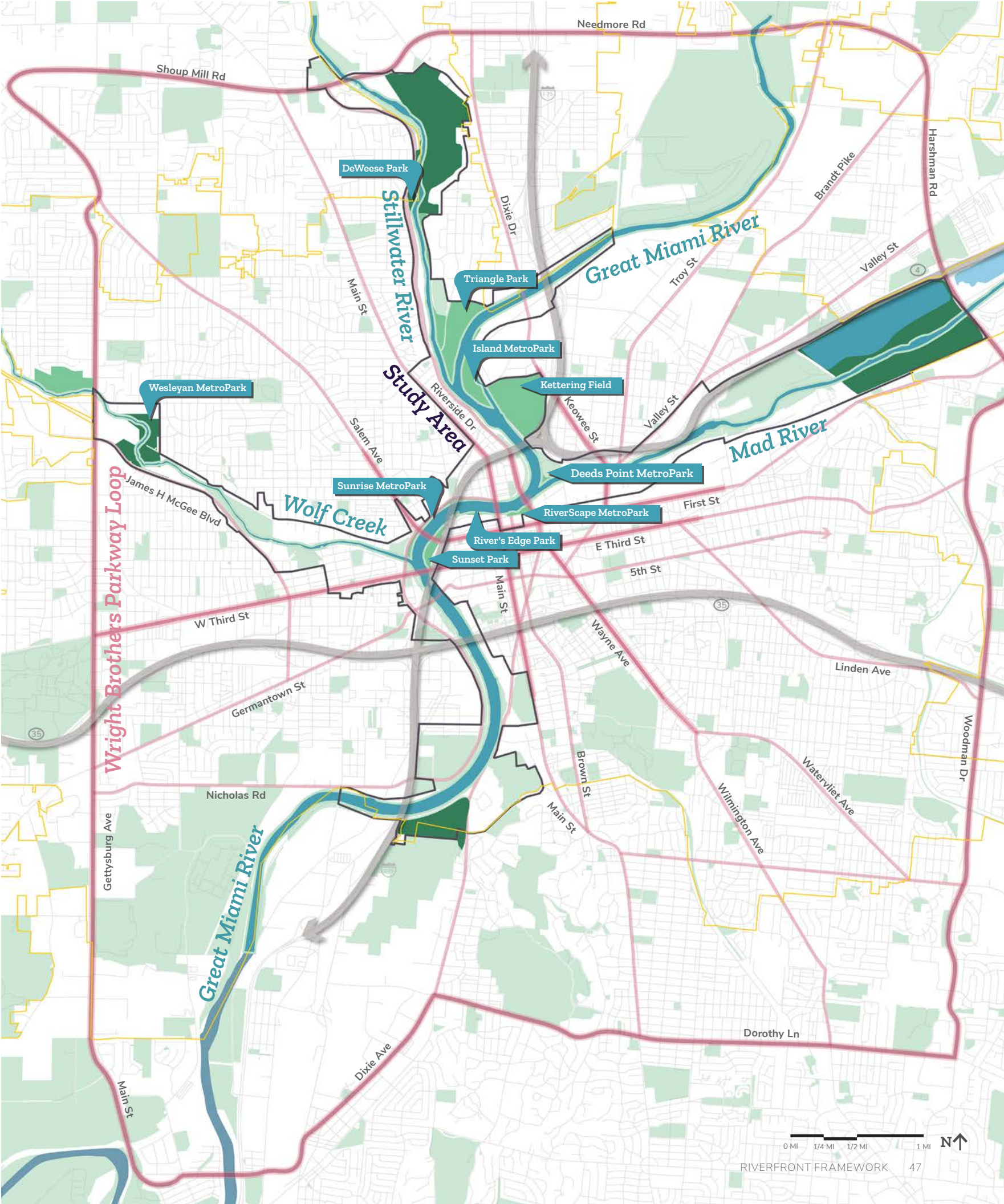
City of Dayton Extents

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, oportunties for walkwable connections, and more diverse transportation options. Recommenations 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

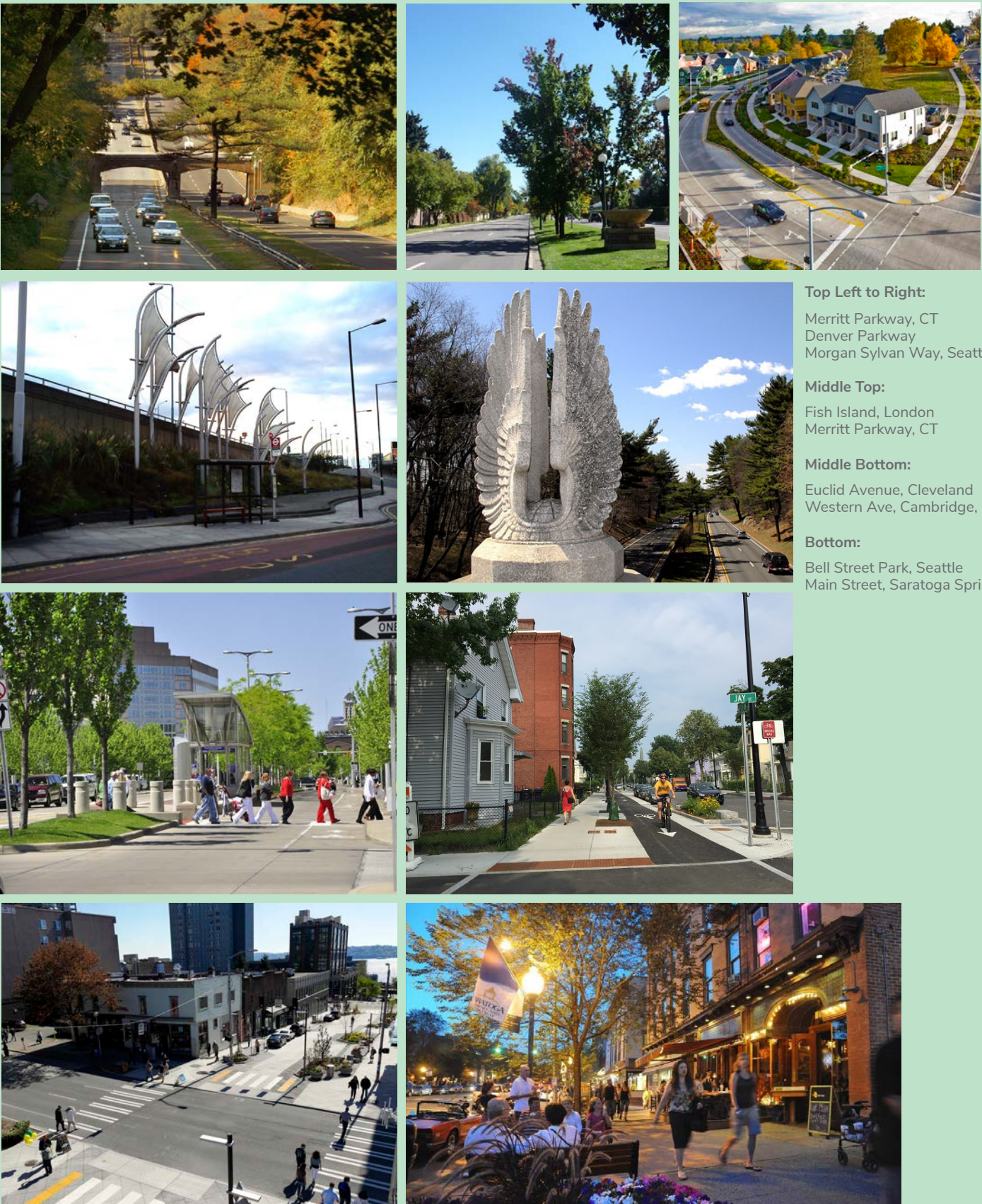
Collector roads such as Salem Avenue, W Third Street, Springfield Street, and Germantown St are important arterials to and from downtown. These collectors should serve the surrounding communities as economic development zones with multi-modal transportation options. Recommendations include the following.

- ▶ 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

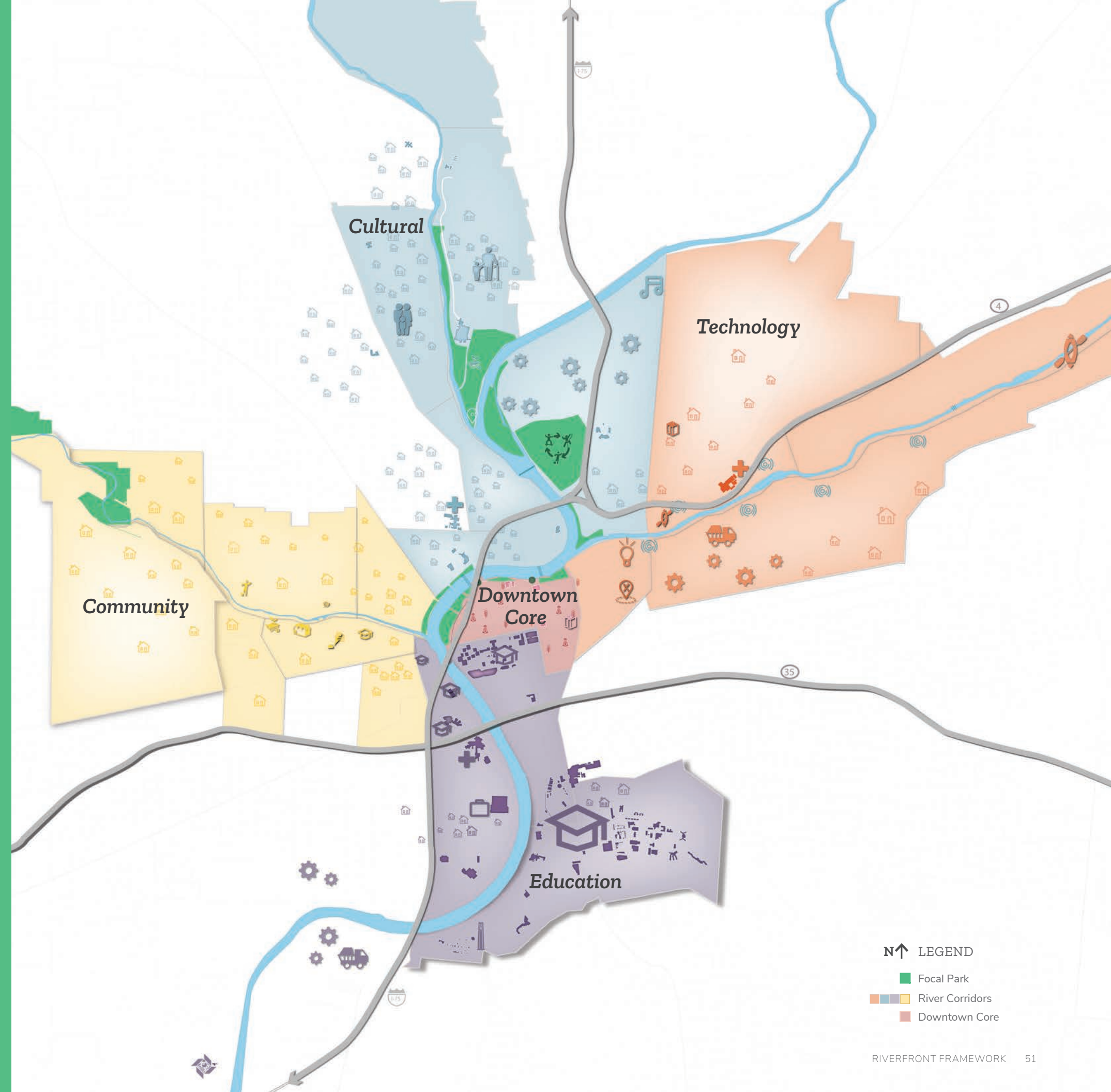
**Middle Bottom:**  
Euclid Avenue, Cleveland  
Western Ave, Cambridge, MA

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



# Downtown & the Four River Corridors

*Centered on the core, the Dayton Riverfront Framework reinforces neighborhood character and celebrates distinctive park and district identities in downtown and in each of the four river corridors: the Great Miami River, the Stillwater River, the Mad River, and Wolf Creek. Key streets, corridors, and trail connections link communities to the river and downtown.*





Existing Corridor Analysis

	Strengths	Challenges	Opportunities
Downtown Core	<ul style="list-style-type: none"><li>▶ Authentic district that attracts new residents and development</li><li>▶ Strong identity and presence along the river, in a few key locations</li><li>▶ Walkable scale</li><li>▶ Hub of “collisions, connections and creativity”</li></ul>	<ul style="list-style-type: none"><li>▶ Regional infrastructure creates barriers</li><li>▶ Minimal relationship between both sides of the river</li><li>▶ Downtown core is separated from waterfront activity at RiverScape MetroPark</li><li>▶ Lack of cohesive riverfront identity</li></ul>	<ul style="list-style-type: none"><li>▶ Strengthen the links between downtown's parks to create a strong sense of place and unified identity along a single 1+ mile linear park as a regional and local destination</li><li>▶ Reinforce gateways with landmarks and art</li><li>▶ Create a major pedestrian connection across the river</li><li>▶ Transform barriers like regional transportation networks into opportunities for community engagement and placemaking</li></ul>
Culture Corridor	<ul style="list-style-type: none"><li>▶ Established neighborhoods with strong history</li><li>▶ Expansive 4 mile connected open space into downtown and access to regional trails</li><li>▶ Wegerzyn Gardens destination park</li><li>▶ Rich cultural resources</li></ul>	<ul style="list-style-type: none"><li>▶ Neighborhoods do not identify with the river</li><li>▶ Lack of cohesive park planning</li><li>▶ Invasive species growth along Riverside Drive</li><li>▶ Missing links between west neighborhoods, large parks and institutions</li><li>▶ Trail gaps along Riverside Drive</li></ul>	<ul style="list-style-type: none"><li>▶ Create a recreation corridor from Wegerzyn to Deeds as a family regional destination linking local cultural assets</li><li>▶ Close North Bend Boulevard to vehicular traffic to link the corridor to Deeds Point MetroPark and beyond to downtown</li><li>▶ Increase Link station presence to encourage corridor exploration</li><li>▶ Renovate Island Dam and remove a portion to facilitate paddler passage</li><li>▶ Expand park corridor presence on west side of the river</li></ul>
Technology Corridor	<ul style="list-style-type: none"><li>▶ Hub for innovation and industries</li><li>▶ Emergence of the TechTown District, DaVinci Neighborhood (Kroc Center &amp; Children's Hospital)</li><li>▶ Destinations: Second Street Market, Mad River Runs and Whitewater Warehouse, Eastwood MetroPark</li><li>▶ Links to important employment centers (e.g. Wright Patterson AFB)</li><li>▶ Natural scenic waterway</li></ul>	<ul style="list-style-type: none"><li>▶ Ecological mono-culture in western area</li><li>▶ Industrial, commercial, and residential development doesn’t engage the water</li><li>▶ Long stretches without connections across the river or access points to river’s edge</li></ul>	<ul style="list-style-type: none"><li>▶ Enhance public interface at Ottawa Yards</li><li>▶ Continued tech industry and development expansion on available sites</li><li>▶ Expand habitat restoration efforts at riverside sites</li><li>▶ Increase trail access to neighborhoods (Springfield and Gateway) and institutions such as Dayton Children's Hospital</li><li>▶ Stronger linkages to the Old North Dayton &amp; DaVinci Neighborhood development</li></ul>
Education Corridor	<ul style="list-style-type: none"><li>▶ Cluster of academic and research institutions with plans for expansion</li><li>▶ Anchored by strong cultural amenities that serve as regional gateways: Carillon Historical Park &amp; Sunwatch Indian Village</li><li>▶ Westward expansion of SCC and UD spans the river</li></ul>	<ul style="list-style-type: none"><li>▶ Campus amenities are located away from the river</li><li>▶ No formal river access south of Third St</li><li>▶ Restricted pedestrian connections</li><li>▶ Industrial uses block connections between the river and adjacent neighborhoods and institutions</li><li>▶ Disconnected from downtown by Route 35</li></ul>	<ul style="list-style-type: none"><li>▶ Create connected campus feel along the riverfront</li><li>▶ New pedestrian corridors and crossings to link job centers, hotels, cultural / historic facilities, and education hubs</li><li>▶ Large parcel redevelopment opportunities</li><li>▶ Environmental education link to increased ecological diversity along the levees</li><li>▶ Create stronger connections to downtown</li></ul>
Community Corridor	<ul style="list-style-type: none"><li>▶ Wesleyan MetroPark and Adventure Central</li><li>▶ Recent planning efforts toward community health and revitalization</li><li>▶ Strong sense of cultural heritage in the history of the Wright Brothers and P.L. Dunbar</li><li>▶ Wright Dunbar Neighborhood</li><li>▶ Wolf Creek</li></ul>	<ul style="list-style-type: none"><li>▶ Active and inactive industrial sites limit activity along the river</li><li>▶ High number of vacant residential parcels and buildings</li><li>▶ “Piecemeal” investment in infrastructure improvements across and along river</li><li>▶ Dense vegetation and James H. McGee Blvd create barriers to Wolf Creek</li></ul>	<ul style="list-style-type: none"><li>▶ Invest in creekside catalyst sites to connect neighborhoods to the north and south.</li><li>▶ Strengthen connectivity to Adventure Central and the Third Street commercial corridor</li><li>▶ Create a safer, more complete, contiguous open space network from the downtown confluence to Wesleyan MetroPark and extend trail along both sides of Wolf Creek</li><li>▶ Leverage the cluster of open spaces and vacant lots at the center of the corridor (Dayton Tire, More for Less, &amp; Joan Hiers Park) to create resources for the local community (parks and community services)</li></ul>



# Downtown Core

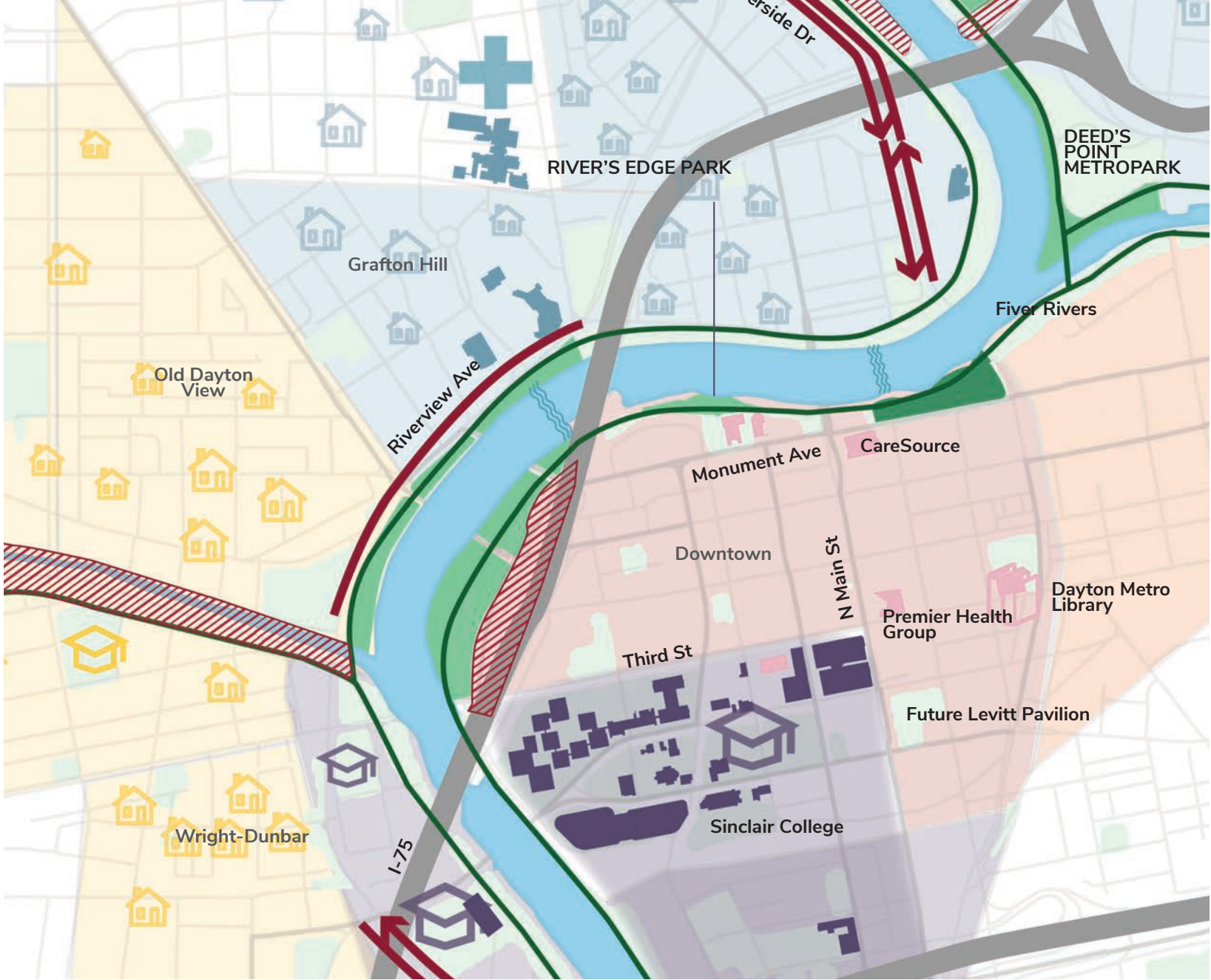
## Downtown Today

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↑



## 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:*

- ▶ 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 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)





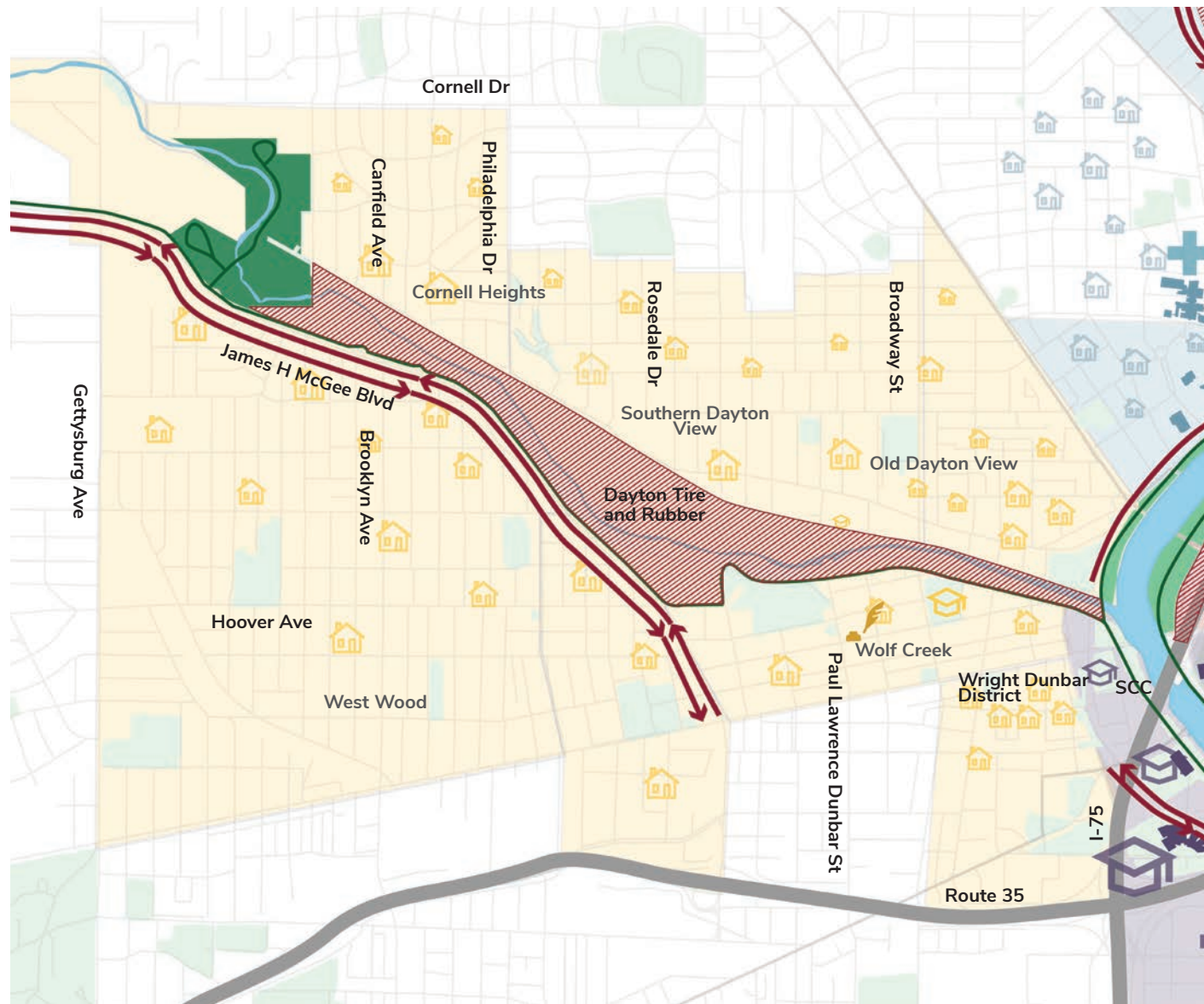
# Imagine the Downtown Dayton River Loop

At the nexus of the four river corridors, the Downtown Dayton River Loop will link four riverfront parks to create a continuous civic experience along the Great Miami River with a single riverfront identity. This riverfront trail will link RiverScape MetroPark, River's Edge Park, Sunset Park, and Sunrise MetroPark and will support a variety of programs and amenities. The three mile-long River Loop extends from the river into downtown along key streets such as Third, Main, 5th, and Patterson, integrating the river to other signature experiences including the Levitt Pavilion, Fifth Third Field, and the newly constructed Dayton Metro Library Main Branch. Improvements to existing bridges and the creation of two new pedestrian bridges (between Sunrise MetroPark and Sunset Park and between Deeds Point MetroPark and the East McPherson neighborhood) will broaden the reach of the downtown riverfront to the west side and to other neighborhoods. A Park over the River between Sunrise MetroPark and Sunset Park will become an icon anchoring the western side of downtown, similar to the fountains to the east.

The River Loop supports recent river access projects at RiverScape and provides new ways for spectators to enjoy this water recreation hub. A similar water recreation amenity hub can be considered at the northernmost section of Sunrise MetroPark and Sunset Park, including bathrooms, changing spaces, and lockers with parking and drop-off for boaters.







#### LEGEND

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



# 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

## 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

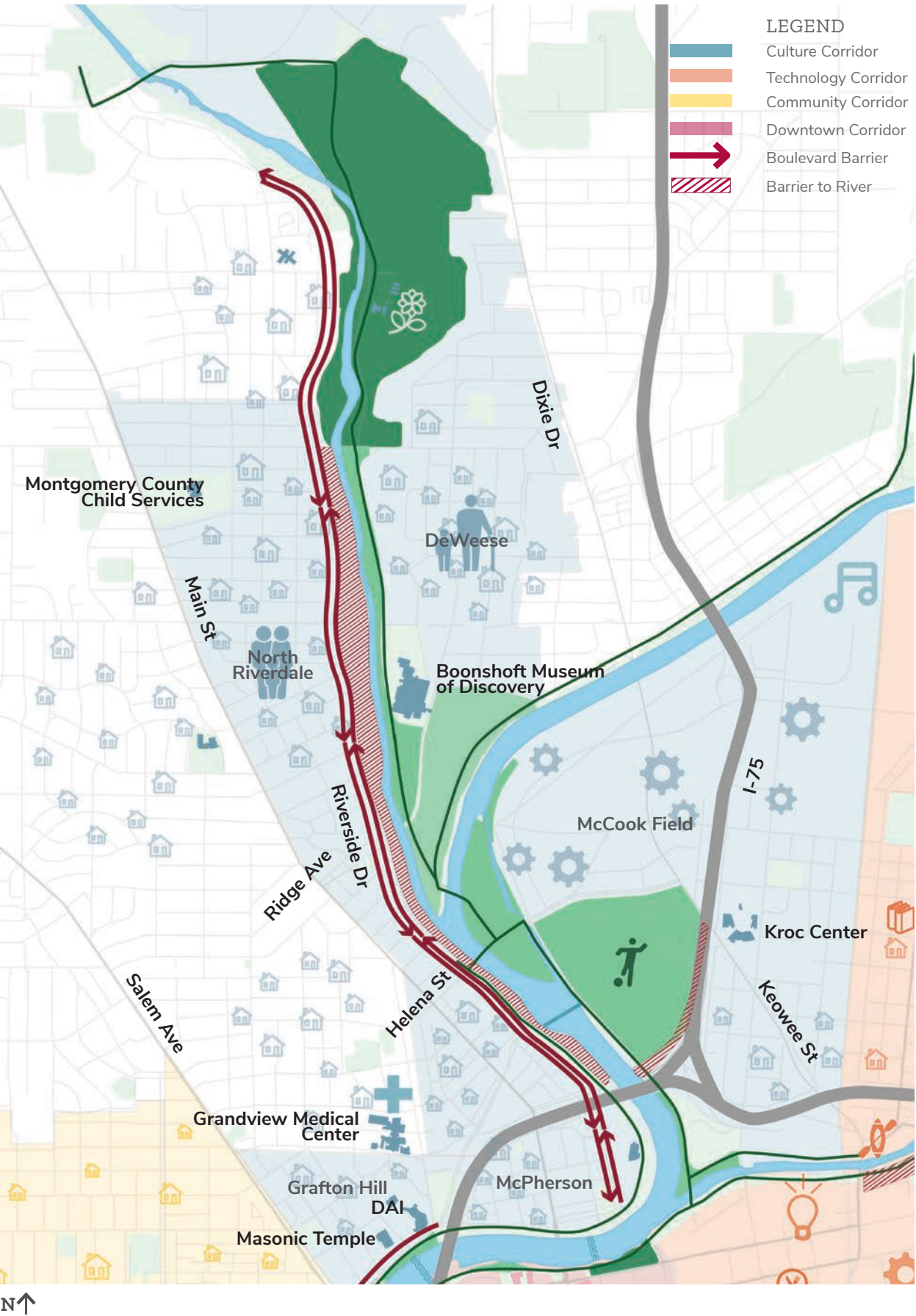
North of downtown, the study area includes the stretch of the Stillwater River from Wegerzyn Gardens MetroPark south to where it meets the Great Miami River, and the portion of the Great Miami River from North Keowee Bridge to Deeds Point MetroPark: the cultural corridor. The Stillwater corridor includes 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, canoing, 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.

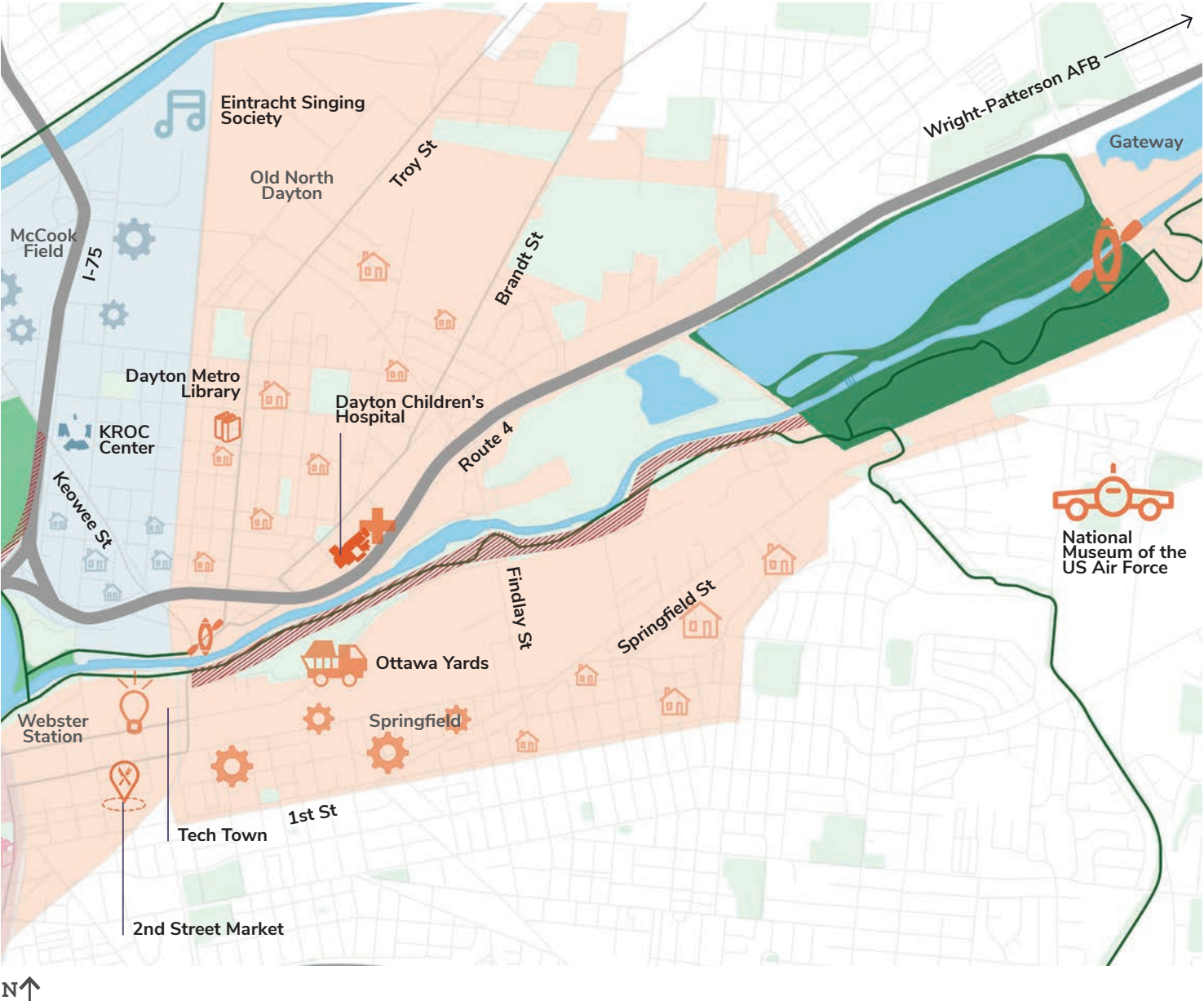
While industry has played a significant role in this corridor, it likely would not have happened had it not been for the presence of the Mad River. The river has been a source of water for a variety of industries, and has provided means for the transportation of goods downstream to the Great Miami River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

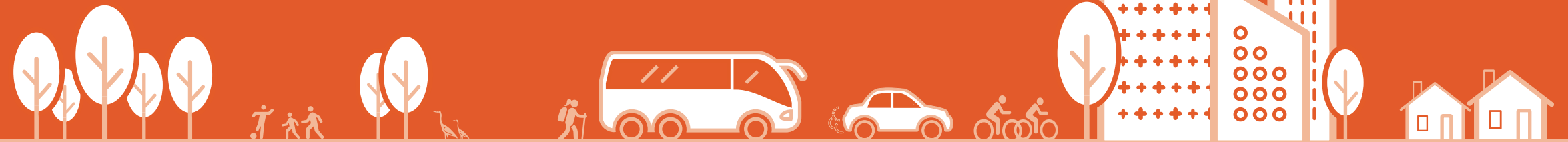
Like many rivers, the Mad River has been impacted by pollution, erosion, and low dam impoundments that have affected water quality and aquatic habitat; but, through clean-up efforts and government regulations, the river’s health has greatly improved in recent years. Still, the western area of the river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

### 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.*

- ▶ 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 Actions

Parks, Open Space and Environment:

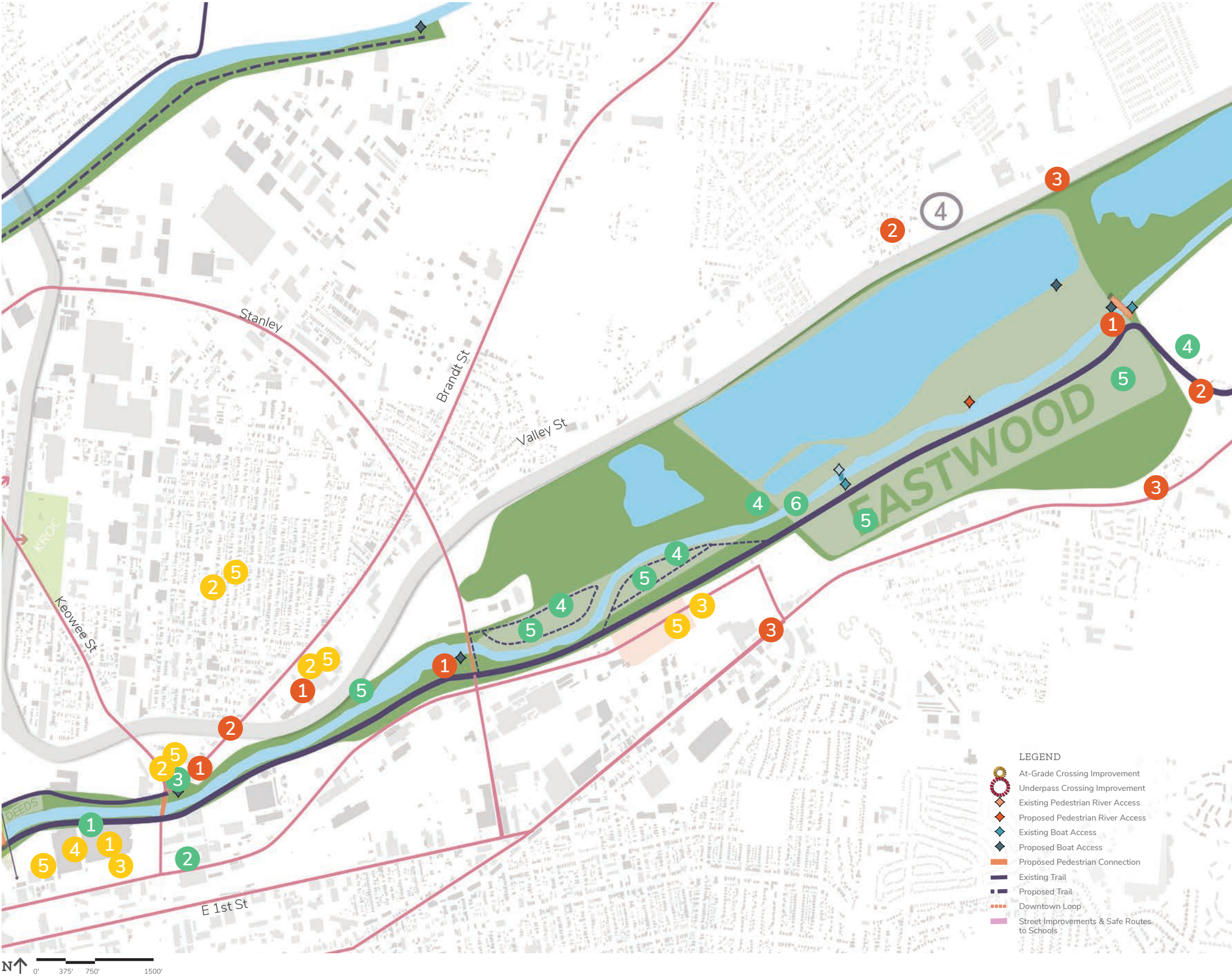
- 1 Continuous river-facing public open space at Tech Town.
- 2 Ottawa Yards perimeter enhancements
- 3 "The Point" open space improvements
- 4 Green infrastructure for stormwater management and wellhead protection
- 5 Habitat area enhancements and restoration (including pollinator gardens)
- 6 In-river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

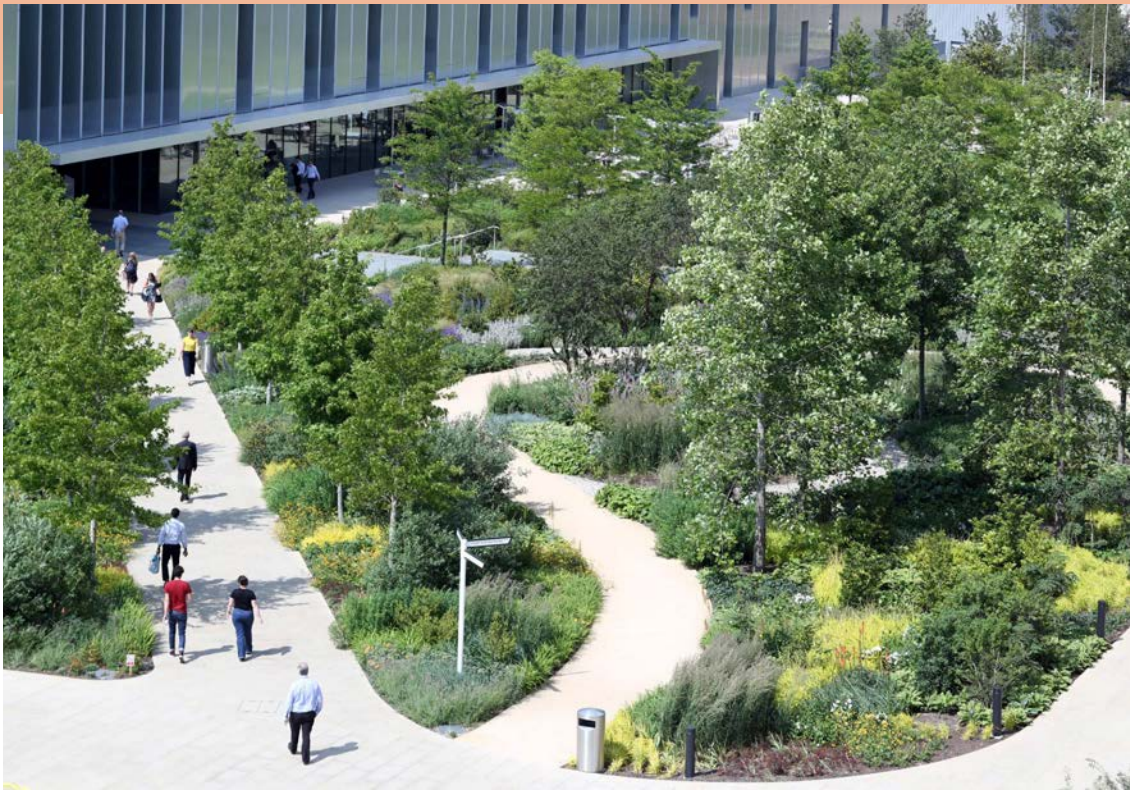




Imagine the  
Tech Town Green

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 Julianne 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.

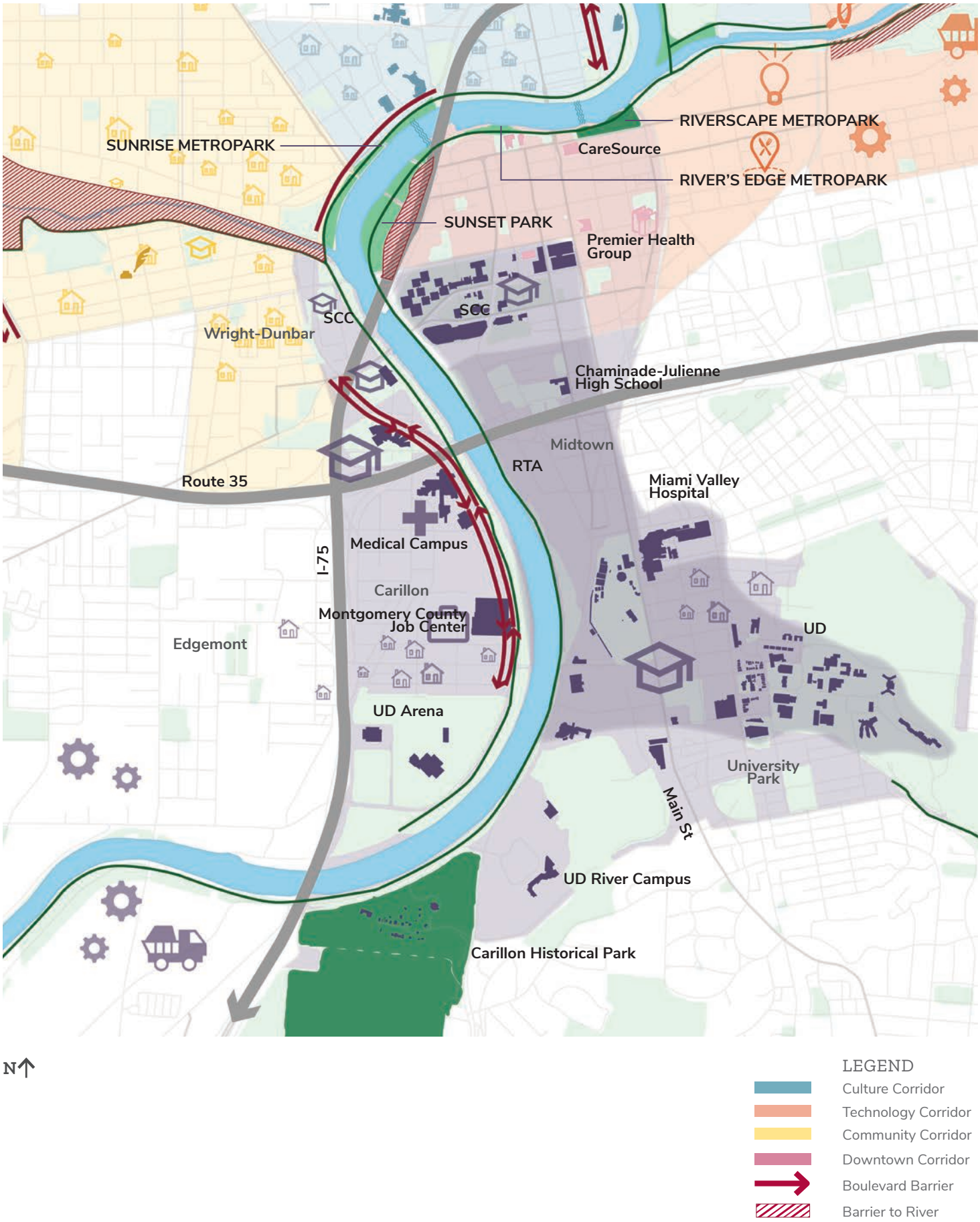
Within the Great Miami River area, both Sinclair College and the University of Dayton have been moving toward becoming campuses that span the river, with new facilities and acquisition on the west side of the river. Likewise, the future transformation of the Fairgrounds site, currently under study, brings 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







## 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



## CHAPTER 4

# *River Systems*

Waterways aid in defining  
four unique corridors flowing  
into downtown Dayton

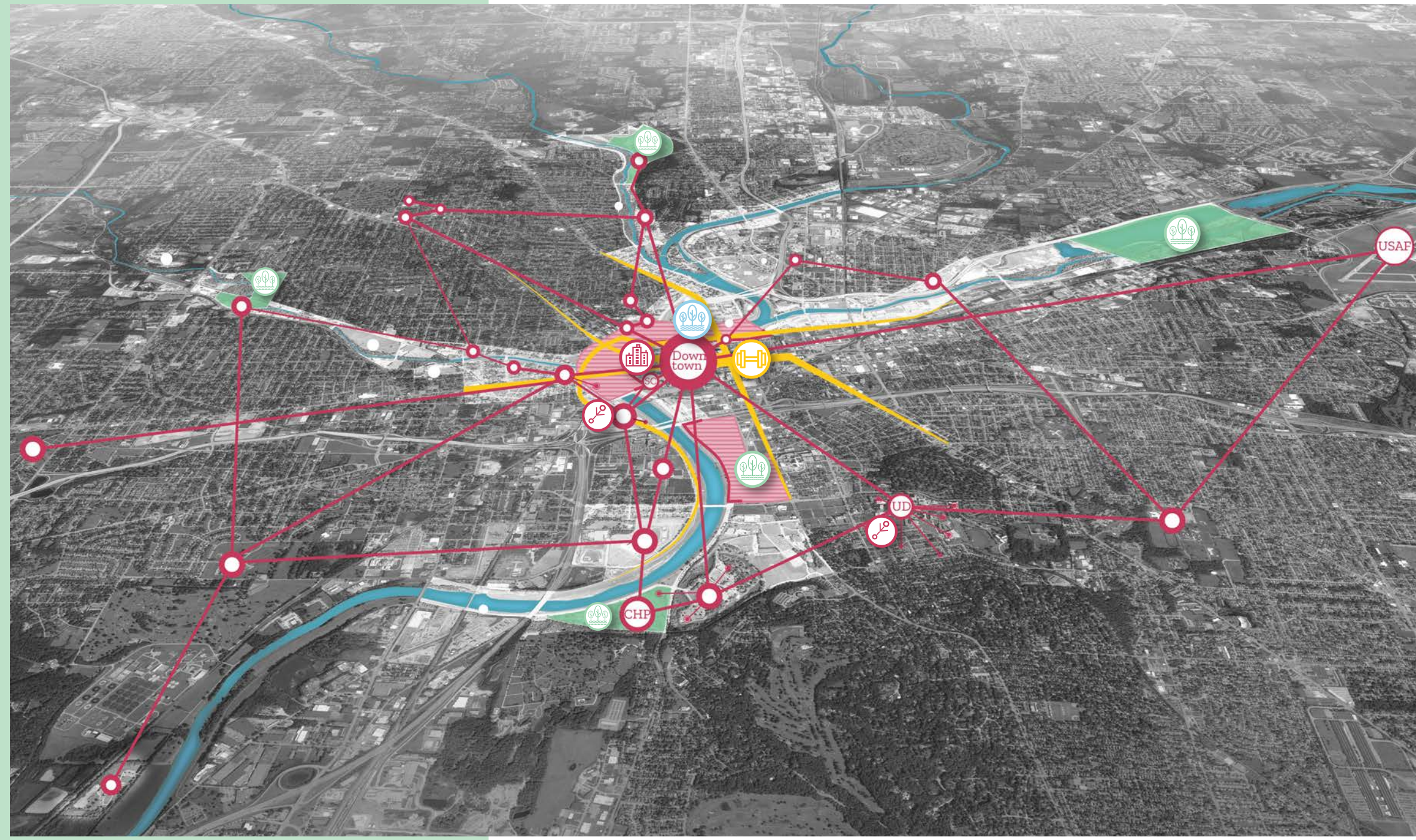




# Riverfront Redevelopment

Activation of Dayton's riverfronts requires a combination of open space amenities and new, river-oriented development that will bring activity and vibrancy to the water's edge. Dayton residents aspire to experience more downtown riverfront retail and restaurants, expanding on some of the amenities that have begun to flourish near RiverScape. The Dayton Riverfront Plan recommends first focusing those retail/restaurant amenities in key sites, in and around the Monument Avenue area, in order to build a destination riverfront where visitors can experience a variety of choices.

-  Leverage riverfront amenities to attract and retain a bright and talented workforce
-  Create value through open space development along the riverfront
-  Connect important job centers and cultural resources to downtown and to the river
-  Strengthen retail corridors with streetscape improvements and multi-modal transit options
-  Support growth industries downtown
-  Protect the city from flooding and improve water quality





### Near-Term Opportunities

An abundance of development and open space sites exist along each of the four riverfront corridors as well as within the downtown core. In aggregate, these riverfront development sites present opportunities to redefine and transform major stretches of Dayton’s riverfronts. This plan identifies near-term opportunities as sites that are vacant today, are already undergoing visioning, are representative of a simpler path to ownership transfer and implementation, and/or are transformative in nature and should be prioritized. This list is not meant to be exclusive or exhaustive; many circumstances may arise that change the sequence and allow other projects to move within the overall phased approach.

Multiple near-term infill and adaptive reuse sites exist in downtown along Monument Avenue and the riverfront. With proximity to many of the downtown riverfront’s most visible investments, the McPherson and McPherson East neighborhoods also show potential for several near-term projects, including a key riverfront site as well as long-term redevelopment zones. Along Mad River, several open sites near Tech Town offer additional growth area for this district. Likewise, along the South Great Miami River, the Montgomery County fairgrounds site is currently undergoing a planning study to determine its future vision. While implementation of that site will evolve over many years, the plan will likely identify some near-term catalysts or projects that can be coordinated with riverfront access and connectivity improvements.

In West Dayton, a variety of sites exist with near-term development potential. Across the South Great Miami River from Sinclair College, several large vacant sites await development, and small vacant sites are available. The Stillwater River corridor is different from other areas of the river, in that there are limited development sites within this zone. In the near-term, major opportunities along the Stillwater focus on bolstering existing open space and trail improvements.

### Long-Term Opportunities

Over the coming decades, more opportunities for redevelopment of major riverfront zones will arise. Within downtown, it is anticipated that the successful revitalization that has occurred east of Main Street, around the Fifth Third Field, the Dayton Metro Library renovation and RiverScape, will spread west toward I-75. As this occurs, design of future development sites can create a friendlier pedestrian realm. Along Mad River, several large sites near Eastwood may be redeveloped over time and should be planned to improve connectivity to the park, as well as introduce uses that are more compatible with this evolving district. To the south, several large zones, north and south of the fairgrounds site, are prime for long-term development. In particular, the soft sites along Veterans Parkway have the possibility to be thoughtfully re-planned over time to better connect Sinclair College and the University of Dayton into the riverfront and into a connected educational corridor. West of the river, some long-term sites should be dedicated to development that better fronts and engages with existing or future open spaces.

### Infill and Land Bank Strategies

While many large redevelopment sites exist on the east side, due to the scale of previously industrial properties or infrastructure zones, the west side of Dayton’s rivers is characterized by smaller properties and a more residential character along and around Wolf Creek. For this reason, the strategy for growth and redevelopment in West Dayton is focused on infill redevelopment and land banking in key zones. The Montgomery County Land Bank is already an active partner in this area and has been aggregating parcels of land for future sale or development. As opportunities arise, sites along Wolf Creek and Salem Avenue are prime opportunities for strategic, long-term open space connections and new neighborhood development that supports existing residents, attracts new ones, and ultimately create vibrant mixed-income communities. Sites immediately adjacent to Wolf Creek can be consolidated and dedicated to open space, creating more access to open space, to important trail connections, and to the water in West Dayton. Meanwhile, sites off the creek can become new forms of development that better knit the neighborhood to its amenities.



- Top Left: Community Corridor** Land band properties along the Wolf Creek and create a large park greenway from Wesleyan MetroPark to the confluence of the Great Miami River
- Top Right: Technology Corridor** Develop Tech Town as a green campus that is connected to the waterfront
- Middle Left: Cultural Corridor** Consolidate Riverside Drive on Deweese Park’s western side to connect with neighborhoods
- Middle Right: Downtown Core** Redevelopment of underutilized downtown parcels
- Bottom Left: Education Corridor** Fairgrounds Redevelopment Site



Development and Open Space Opportunities: Corridor Sites

There are an abundance of development and open space sites along each of the four riverfront corridors. Below are general characterizations for each corridor.

Cultural Corridor

Opportunities within the Cultural Corridor revolve around bolstering existing open space and connecting the extensive system of parks into a cohesive whole while improving and providing access to neighborhoods on the west side of the Stillwater River

Technology Corridor

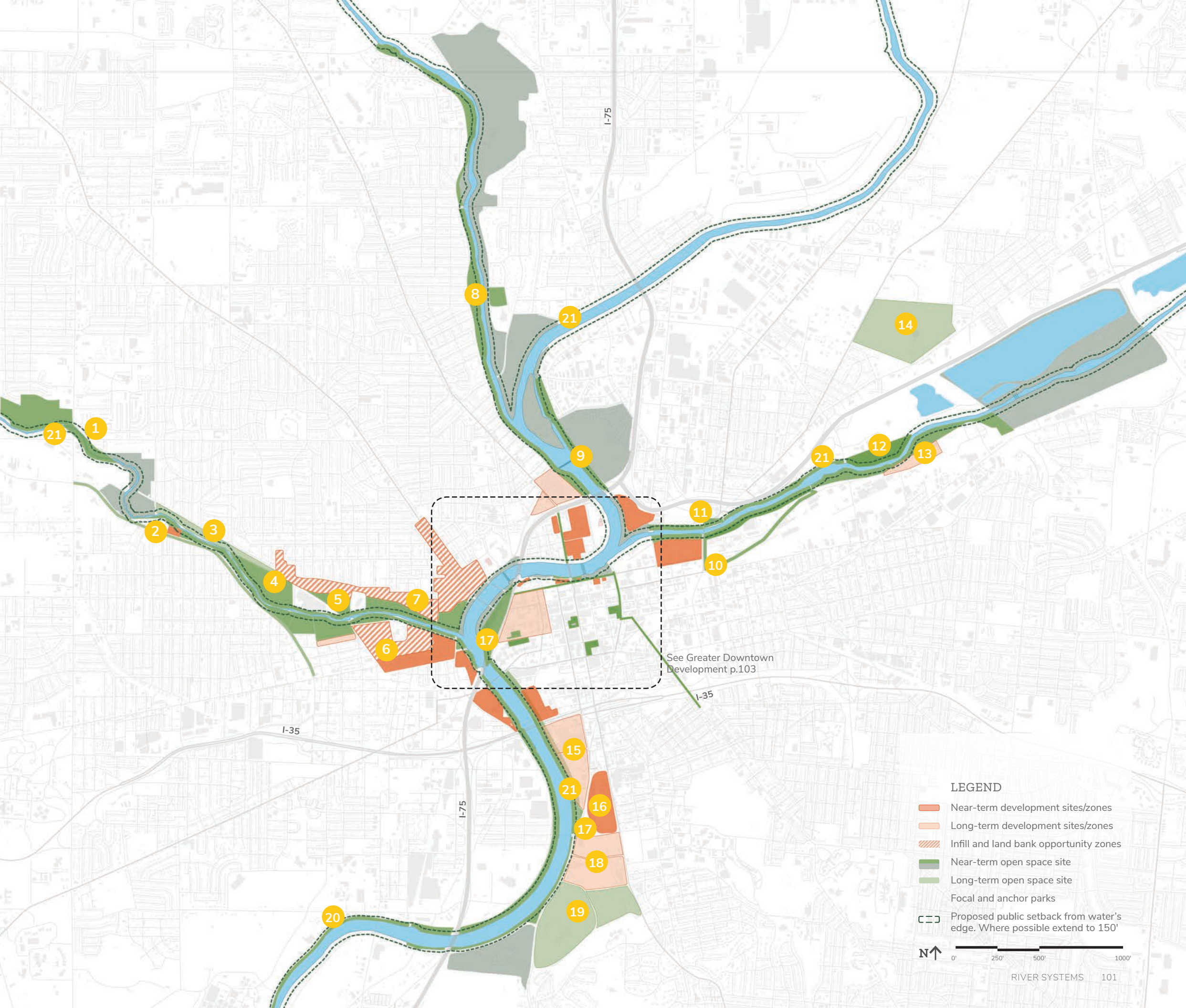
A land use mix of tech, industry, public works, medical, and nature, the tech corridor opportunity sites revolve around improving engagement and aesthetics around the riverfront while supporting industry and introducing new housing.

Education Corridor

Home to largest opportunity sites within the system (Fairgrounds, Veterans Boulevard, and University of Dayton River Campus), the education corridor focuses on working with institutional and city partners to create a cohesive southern "campus" to the city.

Community Corridor

As the most under-served corridor, opportunity development revolves around providing residents with better access to public amenities, removing blight while maintaining affordable housing costs, reclaiming brownfield sites, and connecting with the regional open space network.





## Development and Open Space Opportunities: Corridor Sites

- 1 Connect Wesleyan to new acquisitions to the west, enhancing its ability to execute initiatives aimed at getting the community out of their comfort zone and into nature. Expand the trail to connect to Trotwood and beyond to the regional trail network.
- 2 Low traffic volume and high speeds makes James H. McGee Boulevard a safety concern as well as a physical barrier between neighborhoods to the south and the Wolf Creek. Reduce the amount of lanes to reflect current and expected traffic counts and introduce expanded crossings at key intersections such as Rosedale Drive, Philadelphia Drive, and Adventure Central.
- 3 Create Wolf Creek Park, an expansive system of open space from the confluence of the Great Miami River to Wesleyan MetroPark expansion that connects adjacent schools, churches, community centers, and neighborhoods.
- 4 Enhance Dayton Tire meadow with trail access and environmental/wayfinding signage. Re-brand as the Rosedale Meadow. Establish its relevance with the community by creating recreational facilities that reflect popular sports in the area such as soccer as well as iconic plantings.
- 5 The large quantity of vacant properties should continue to be land banked. Intermediate goals for these properties includes stormwater management, community gardening, and pop up pocket park programming for local communities. The long term goal is to create a continuous green corridor from McIntosh Park to Wesleyan MetroPark, stabilizing the neighborhood, plant and animal habitat, and decreasing air pollution while providing much needed connections to adjacent communities, schools, and workplaces.
- 6 Infill vacant sites with a mix of small, connected open spaces and new affordable housing while connecting to significant sites such as the Dunbar House and Wright Brothers Bicycle Shop bolstering the infill's identity. Connect to ongoing west side redevelopment efforts and commercial corridors such as Third Street.
- 7 Accommodate existing community resource such as House of Bread while expanding the green space corridor around them. Modify the levee where possible to create a large creek corridor and lower planting zone adjacent to the 15' levee setback
- 8 Expand open space on the west side of the Stillwater River beginning with the land adjacent to DeWeese Park and continuing to establish trails and invasive species control programs north to Shoup Mill Road and south connecting to the existing Great Miami River Bikeway south of East Helena Street.
- 9 Close North Bend Boulevard to vehicular traffic and set back the levee to create a large habitat zone below Island Dam and extend a multi-purpose pedestrian promenade along the top of the levee. Pay homage to the history of the site by loosely associating the promenade with the McCook Field runway while also incorporating aspects of Dayton's geological past.
- 10 Invest in green streets along Keowee, Webster and Monument around the Ottawa Yards site and expand public space along the south side of the Mad River.
- 11 Develop a gateway park at the junction of North Keowee Street and Valley Street and coordinate a Mad River access point
- 12 Create ecological niches that are explorable and interpreted for the public along the Mad River Bikeway at the two sites owned by Miami Conservancy District along opposite banks
- 13 Redevelop Dayton Bag and Burlap site into new housing along the Mad River targeted towards outdoor enthusiasts and the environmentally conscious. With front door access to a river run, scenic paddling, and nature trails, a 10 minute drive to MoMBA, and a 15 minute bike ride to downtown the site could become a hub for the outdoor community. Development would maintain the areas natural feel while being minutes away from the urban core.
- 14 Long-term remediation and redevelopment of gravel yards brownfield site.
- 15 Long-term redevelopment of the area between Veterans Parkway and Patterson Boulevard and surrounding light industrial uses will allow the creation of a more unified, public waterfront along Veterans Memorial Parkway. The area has the potential to become a destination interim open space and gathering space for restaurants and beer gardens between the downtown loop and Carillon Historical Park and a link between the city's educational institutions and the Woodland Cemetery And Arboretum.
- 16 Coordinate with the Fairgrounds to Future plan to connect to the redevelopment of the 38 acre fairgrounds site, a city institution for 160 years. This plan should incorporate a strong connection between the riverfront and the fairgrounds.
- 17 Convert the Veterans Memorial Parkway to a green space that engages the Fairgrounds and Greater Rubicon Park with the river. Extend this green gesture up through downtown facilitating movement between institutions such as UD, Sinclair College, and Chaminade-Julienne with parks and development within the downtown loop such as Sunset Park and the Arcade.
- 18 Redevelop open space adjacent to GE Aviation center and reduce the parking areas adjacent to the Marriott at the UD
- 19 Engage with UD River Campus to support the riverfront and adjacent park spaces.
- 20 Expand the Great Miami River Bikeway along river right from Cincinnati St to Sunwatch along W River Rd to connect the cultural institution to the multi-use trail system, which currently does not provide access to river-right.
- 21 Riverbanks armored with levees to protect against flood events have become ideal recreation and open space corridors because they are publicly owned. Along corridors like Wolf Creek, Great Miami River north of Island MetroPark, or the Stillwater north of Wegerzyn, there are opportunities to connect into the rest of the riverfront system through a universal setback. This setback could be an easement through privately owned land or an opportunity for long term acquisition and would likely range in width from water's edge between 50 feet 150 feet.

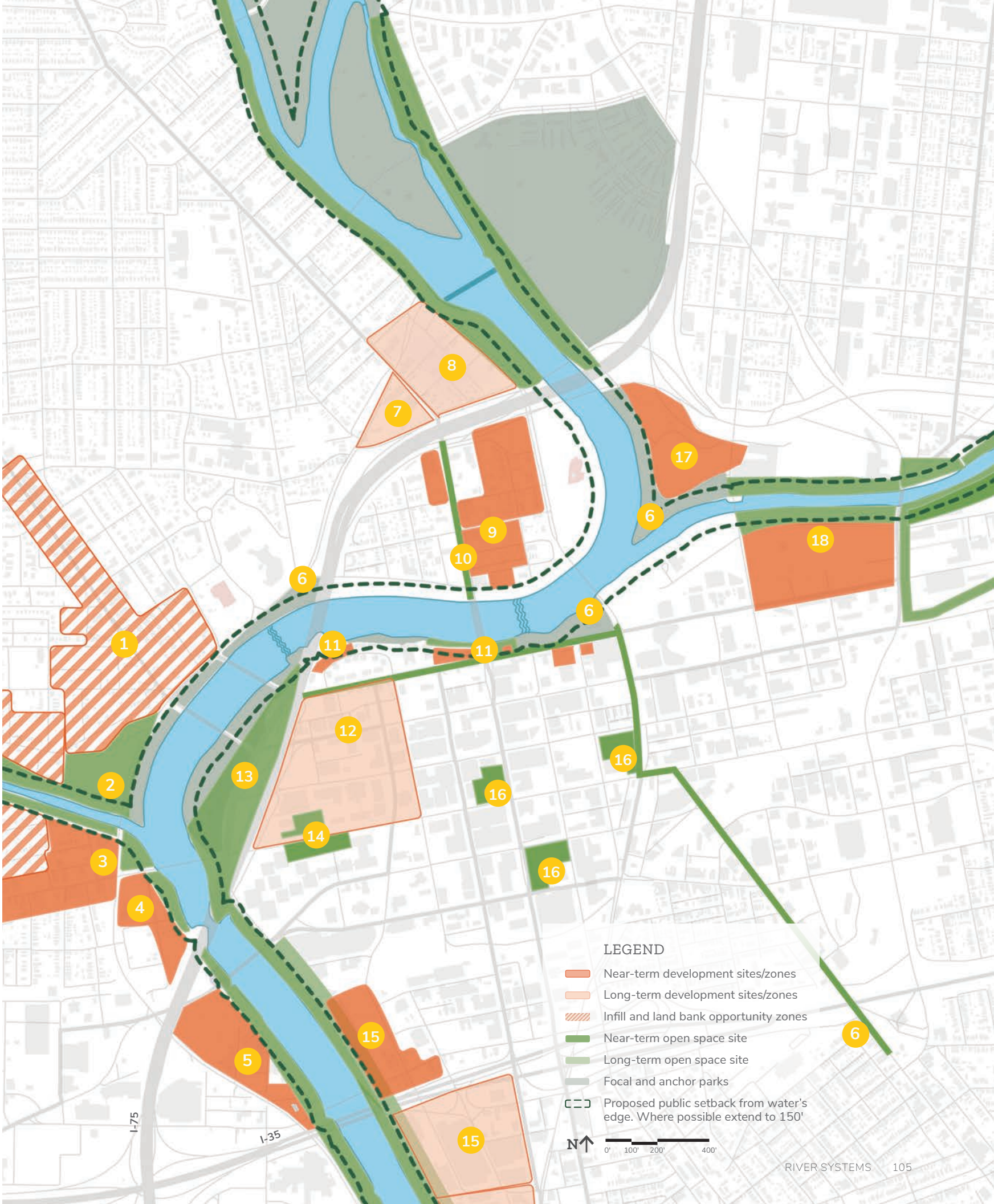


Development and Open Space  
Opportunities: Greater Downtown

Since the 2010 Greater Downtown Dayton Plan launch, over \$1 billion in investment has poured into the city center. Occupancy rates are above 97% and 7.25 million people visit each year. With this much momentum, it's critical form a plan for the remaining opportunity sites in the area.

- 1 Leverage community-led efforts along the Salem Avenue corridor to create a key pedestrian and cycling-oriented gateway into downtown from West Dayton, connecting to the river.
- 2 Close Negley Pl to Middle Street to extend McIntosh Park to the Wolf Creek waterfront.
- 3 Infill development and retail corridor improvements to the Wright Dunbar neighborhood, celebrating historical sites and brick roads.
- 4 Coordinate with Sinclair College's riverfront-oriented development to tailor the riverfront to the student population.
- 5 Invest in underutilized sites along riverfront, such as the former mill site along Edwin C Moses Blvd.
- 6 Six breweries exist along Wayne Ave and Patterson Blvd leading to RiverScape. Extend free shuttle bus service from the Oregon District to access this line through a "brewery bus" Create additional outdoor beer gardens at Dayton Art Institute Terrace, Deeds Point, and RiverScape.
- 7 Pre-development, Grandview Hospital's gateway site should serve as a community open space oriented towards health and wellness. Post-development, compensatory green space should be established within the river corridor
- 8 Land bank along the river in east lower Riverdale and work with local partner Miami Valley Fair Housing Center to develop a new neighborhood with a riverfront presence and connection in a socially conscious manner.

- 9 Ensure new development is in kind and scaled with the residential nature of East McPherson and Lower Riverdale and provide riverfront dining experiences.
- 10 Establish a Downtown gateway along Main Street through McPherson.
- 11 Develop infill sites with structured parking to support desired densities along Monument Avenue between RiverScape MetroPark, the re-imagined River's Edge Park, and Sunset Park.
- 12 Encourage long-term redevelopment of underutilized parcels with strong connections along Monument Ave, 1st St, 2nd st, and 3rd St to the river by creating a place-based theme unique to this area.
- 13 Conduct a further study on consolidating streets and intersections beneath I-75 at Sunset Park to create open space and pedestrian-friendly environments connected to downtown (Road Improvements p.XX).
- 14 Enhance Sinclair College corridor along W Third St and W 5th St making the streets more pedestrian friendly, connecting it to Sunset Park and the river. Make use of open space opportunities in the Montgomery County Administration Building campus.
- 15 Redevelop underutilized sites to embrace the river with thoughtful development with places to gather such as beer gardens. As the crossroads between Sinclair College, University of Dayton, and Chaminade Julienne, this zone could benefit from a mix of open space and mixed use development.
- 16 Connect to and enhance park spaces in the Downtown including the Levitt Pavilion, Courthouse Square, and bringing Cooper Park up to the standard set by the new downtown library branch.
- 17 Partner with developers to ensure new development aligns with Deeds Point MetroPark implementation plans.
- 18 Transform TechTown into a connected campus with authentic public gathering spaces that embrace and face the Mad River and the urban character of the downtown.





# Neighborhood Placemaking

## A Day in the Life:

Dayton's diverse neighborhoods and demographics all have opportunities to take advantage of their shared assets along the waterfronts. The image at right shows how the plan can accommodate multiple users and enhance their experiences along the waterways. Persons of all ages and abilities have a place here on and along the water. In each of the scenarios at right, the abundance of existing amenities are bolstered by new investment in open space, an expanded trail network, enhanced access and wayfinding, and creating more unique experiences that overlap close to downtown.



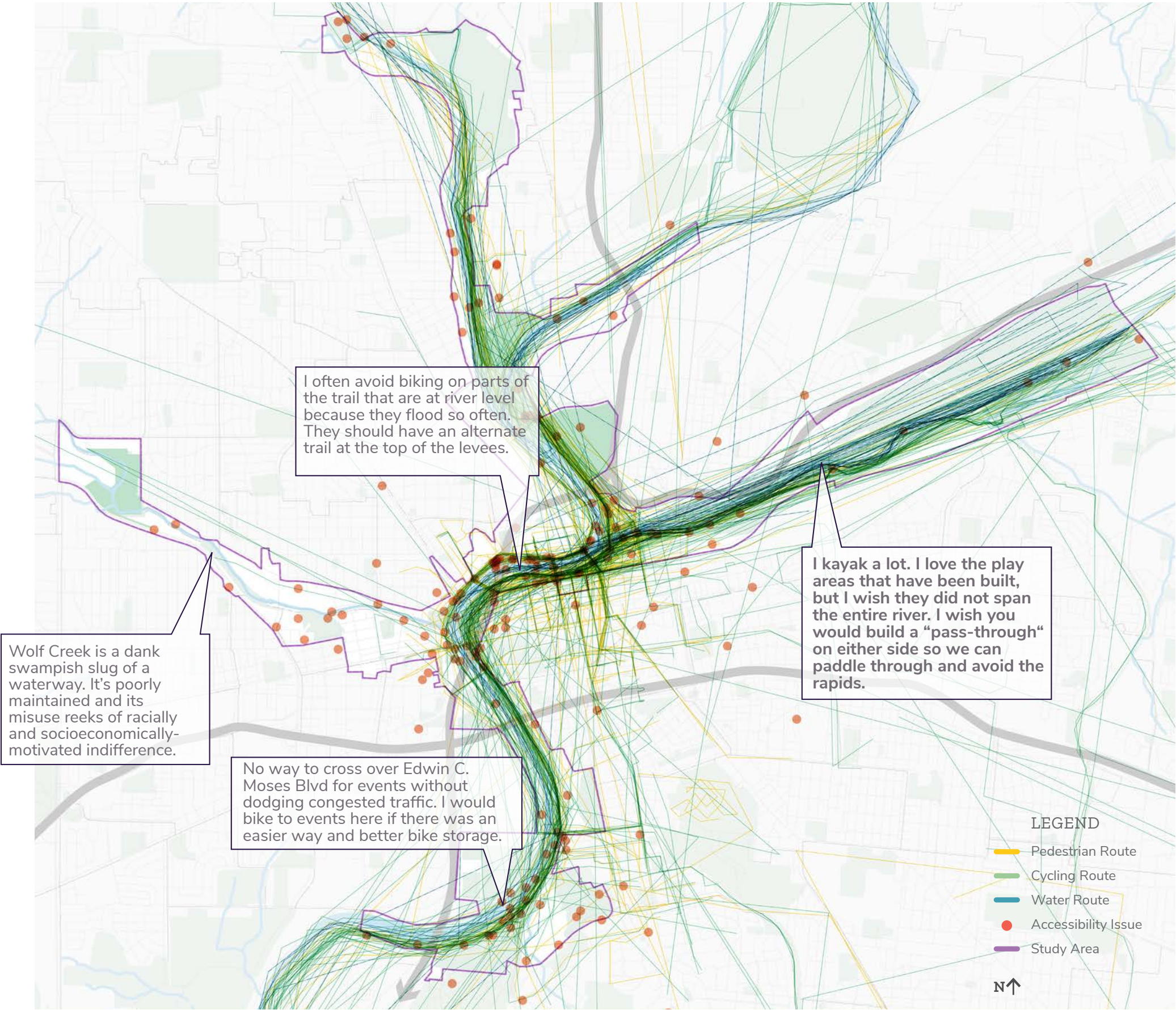


# Transportation & Access

## Introduction

One of Dayton’s strongest features is the multi-modal network that connects the city to the region. In fact, the city is home to the largest paved trail network in the United States. The city’s highway, transit, bike, and trail systems converge on downtown’s walkable street grid, which make the greater downtown accessible from areas across the Miami Valley. Yet, many roads are designed to support vehicular traffic at two or three times their current capacity, leaving an unwelcoming environment for pedestrians and bikers. Major highways form barriers between Dayton’s neighborhoods, the downtown, and the riverfront. Trails for bicyclists and pedestrians are disjointed and inaccessible to the places that need them most.

Recent federal and state projects are creating opportunities to better connect neighborhoods to waterways and open spaces, to downtown and to the region, and are spurring new development in their wake. In the last decade, 10 of the 11 bridges that connect across the Great Miami River, Mad River, and Wolf Creek have been replaced. The federal I-75 modernization project, completed in 2011, has greatly enhanced safe connections from downtown to the water along Third Street and improved access between Sunset Park and River’s Edge Park through public art, lighting, and landscape beautification efforts. Even with the more than \$371 million investment in multi-modal enhancements, clear opportunities still exist to provide safer appealing connections to and across Dayton’s waterways that can better leverage this investment. This chapter will make recommendations for trail connections, water access, wayfinding, and road improvements that reinforce connectivity between the city and its waterways.



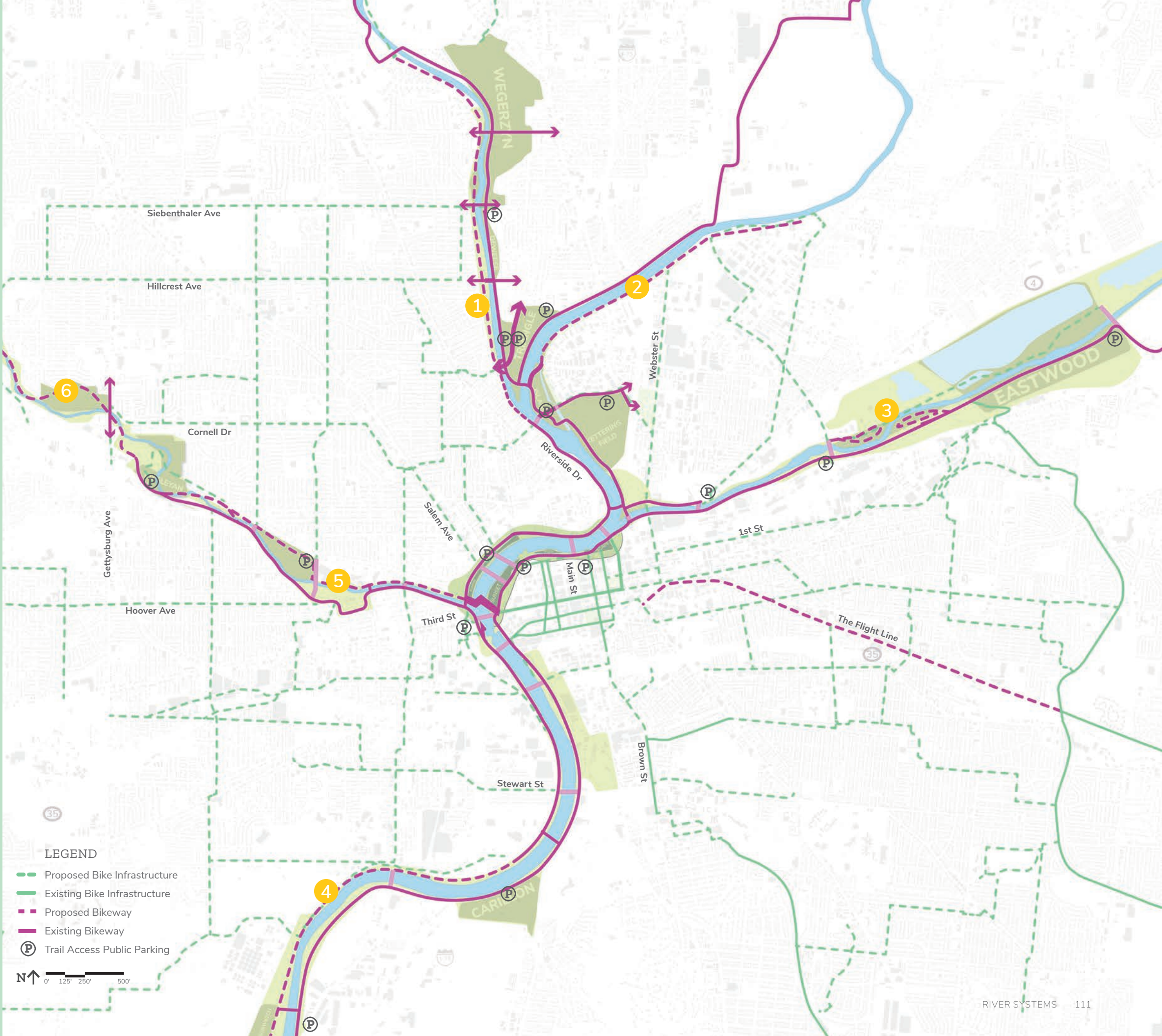


# Trail Network

The Miami Valley provides over 330 miles of paved, multi-use trails that support a variety of recreation activities and connect Dayton to valuable community assets. This robust trail network also has a number of gaps which limit access to this trail network from neighborhoods and from the outer suburbs.

The Dayton Riverfront Plan identifies and prioritizes opportunities to connect existing trail gaps based on identified community need, stakeholder input, existing or planned bike infrastructure, and hurdles to implementation (required land acquisitions, levee manipulation constraints, etc). Many of the proposed bike infrastructure improvements and other trail extensions would greatly increase access to and front the riverfront. All proposed trailheads and water access points will be universally accessible, and any existing trailheads and water access locations that lack appropriate considerations for universal accessibility will need enhancement to support all visitors to this extensive system.

Beyond connections along existing roadways and enhancements to internal park trails detailed in Chapter Three, Riverfront Framework, the plan prioritizes the following system-wide trail connections.





## 1 Stillwater West

Today, the Great Miami River Recreational trail runs along Riverside Drive, exits downtown to head north, and terminates at Helena Drive, which connects via bridge to Island MetroPark. This bridge connection is vital for east-west trail connections to Triangle Park, Island MetroPark, and Kettering Field but does not connect the neighborhoods west of Great Miami and Stillwater Rivers to those water bodies or amenities on the east side of those rivers.

The Dayton Riverfront Plan envisions extending the trail north along Riverside Drive to Siebenthaler Avenue and looping across the Stillwater River to the Stillwater River Bikeway on the other side, effectively transforming DeWeese Park into a two-sided park. In the long-term, the Great Miami River Recreational Trail will extend along the Stillwater to Sinclair Park on Shoup Mill Road and connect to neighborhoods and the Stillwater River Bikeway further north.

## 2 Great Miami Trail Extension

Within the Cultural Corridor north of downtown, the Great Miami River Recreational Trail runs along the Great Miami River adjacent to North Bend Boulevard and winds through Island MetroPark and Triangle Park. The trail continues along the northwest side of the river regionally to Taylorsville MetroPark and beyond. The plan proposes a new parallel, multi-use trail on the levee on the opposite side of the river that terminates in the City of Riverside Eintracht Park and Elks Lodge and reconnects the McCook Field and Old North Dayton neighborhoods to the river.

## 3 Habitat Trail Extension

Along the Mad River, an envisioned short-loop trail will have a trailhead at Findley Street and Monument Avenue, which bridges across the Mad River and into recent and ongoing habitat expansion efforts. This natural section of the trail will wind through forested areas of the Mad River and connect the to current location of the Dayton Bag and Burlap site. A pedestrian connection across Findlay St Bridge will facilitate this new connection through more natural areas of the Mad River corridor.

## 4 SunWatch Link

The southern section of the Great Miami River Recreational Trail extends from downtown beyond Carillon on the west side, passing Sinclair College, the University of Dayton, and other academic institutions along the river. This corridor is one of the most significant commuting corridors for bikes and cars, yet it is also more exposed than other corridors. Views stretch across the river to either side of the city, but restrictions to vegetation along the levees and a lack of streetscaping limits shade and lowers aesthetic value. The west side of the Great Miami River also lacks a significant trail connection from the University of Dayton Arena south to SunWatch Indian Village—a reconstructed Native American village and archaeological site that is on the National Register of Historic Places. The plan envisions these needed connections, as well as the addition of shade at the upper trail.

## 5 Wolf Creek North Connector

No trail exists today along the northern side of Wolf Creek. The plan envisions completion of the trail network along Wolf Creek corridor from Adventure Central to the Great Miami confluence. The nature of property ownership along the north side of the creek will require careful coordination with the railway right-of-way, crossings, and easements with private property owners. The Wolf Creek North Connector will take advantage of existing bridge connections across the creek between neighborhood amenities and commercial corridors. Not only will this new trail increase access to open spaces for adjacent neighborhoods, but the additional connections align with programs supporting safe routes to and from schools and other youth education programs.

## 6 Trotwood Connector

Five Rivers MetroParks recently purchased approximately 40 acres west of Wesleyan MetroPark. The acquisition will expand Wesleyan westward. It will also extend the reach of the Wolf Creek Trail to Trotwood to link the Wolf Creek Trail into a major regional connector that terminates in downtown. Along Wolf Creek, this trail will also connect east from Wesleyan to downtown, better linking Wolf Creek into the local and regional systems.



### Great Miami River Bikeway

57 Miles | This regional connector runs from Piqua, OH to Franklin, OH. It flanks both sides of the downtown of Dayton and connects all other River trails



### Wolf Creek Bikeway

16 Miles | Wolf Creek has a levee condition until N Paul Laurence Dunbar Street. As it leaves the city, it follows an old rail corridor.



### Mad River Bikeway

6.6 Miles | Connects downtown all the way to Huffman Dam, terminating before Wright-Patterson AFB. Travels past Rohrer’s Island water infiltration facility.



### Stillwater River Bikeway

5 Miles | Stillwater has been designated as an Ohio Scenic River since 1975. This trail has dense foliage and the banks are not leveed.



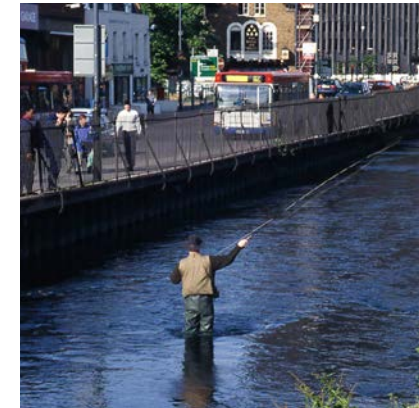
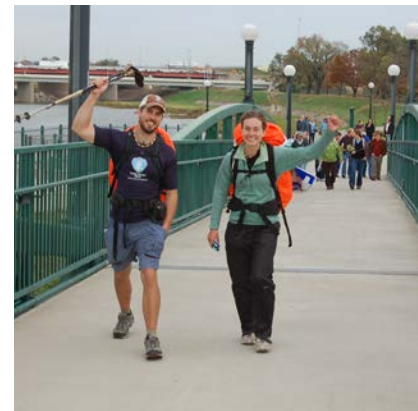
# Outdoor Recreation

## *Developing Dayton's riverfront as a recreation destination*

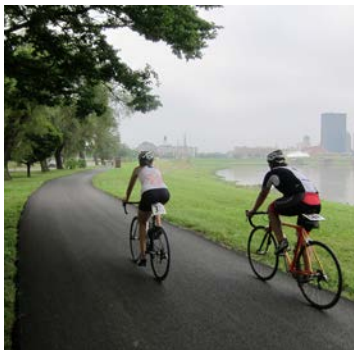
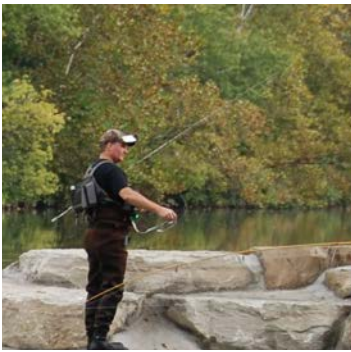
Dayton's declaration as the Outdoor Adventure Capital of the Midwest is rooted in its trail systems, many of which converge along the river corridors in downtown. Over 340 miles of paved trail forms the largest network in the country, traversing each of downtown's four waterways. Downtown's three rivers have been designated state and national water trails, part of Dayton's 400 miles of streams. In addition, the 4,600-mile North County National Scenic Trail and 1,444-mile Buckeye Trail traverse downtown along the rivers. A growing array of other outdoor recreation amenities exist within the study area as well. Dayton's distinction in outdoor recreation has spurred vibrancy and economic development in the region.

The Dayton Riverfront Plan inventoried the current catalog of outdoor recreation amenities along the riverfront and developed recommendations for strengthening what is successful today and for seizing on improvement opportunities. Each corridor represents a unique flavor of activity, yet they all have elements in common, the rivers being the ultimate unifier. Implementing a holistic outdoor recreation strategy that treats the Dayton riverfront as a connected whole is critical to the success of the plan.

The plan recommends strategically adding to this network of outdoor recreation assets by implementing both the focal park plans and the corridor level open space recommendations which developed out of the outdoor recreation inventory, community engagement meetings, and staff input. The array of outdoor recreation elements in the greater downtown will further distinguish Dayton's brand, bolstering Dayton's cache with the talented workforce who choose to build their lives in Dayton, as well as with those throughout the region who travel to Dayton to take advantage of the scene.







### Downtown Core Downtown Today

Downtown serves as the epicenter of Dayton’s outdoor adventure scene. Dayton’s designation as a Bicycle Friendly Community and as a Trail Town are evident throughout downtown. Whitewater play spots and cycling the river banks are accentuated with additional amenities along the newly developed River’s Edge and Sunset parks. Young people, families, and older adults engage with outdoor adventure elements in the heart of downtown in quality time with friends and family, all while steps away from the center of the city.

### Community Corridor

Existing hubs for outdoor recreation such as Adventure Central and Wesleyan MetroPark are strengthened while new areas are added along the Wolf Creek Greenway. The corridor is home to a unique and expanding urban forest that provides opportunities for fishing, ziplining, mountain biking, cycling, and nature play areas.

### Cultural Corridor

The Cultural Corridor hosts the densest collection of outdoor recreation opportunities within the study area. The Stillwater and Great Miami rivers, both state and national water trails, host the Buckeye and North Country Scenic trails in addition to the bikeways. The branded Dayton Cultural Trail contains a disc golf course, skate park, rowing facility, kayak slalom course, and bouldering areas. The whole family can take part,

with nature play areas for the kids and a dog park.

### Technology Corridor

The Technology Corridor along the Mad River, a state and national water trail, starts at Eastwood MetroPark which hosts the Midwest’s premier outdoor adventure festival each fall. Paddlers, whether recreational or whitewater, and anglers, whether novice or veteran fly fishermen, take advantage of the river, lake and picturesque lagoon. The wooded stretch of the Mad River into downtown, along one of the most paddled stretches of river in the state, is accentuated with whitewater and abundant wildlife. Hikers and cyclists enjoy the same corridor along the Buckeye and North Country Scenic trails.

### Education Corridor

The education corridor has the unique opportunity of connecting college youth to Dayton’s outdoor recreation scene. With the removal of the Tait Station low dam, the river is opened to paddlers as the end of a seven mile downtown paddle or the beginning of a trip to explore the southern reach of the Great Miami River. An extended bikeway connects to SunWatch Indian Village and a new connection to the University of Dayton engages the student population in the riverfront and outdoor recreation.



# Water Access

The plan identifies multiple opportunities to increase water access along each of the corridors. Due to the typically shallow nature of Wolf Creek, any additional water access points will be limited to invasive species removal and increased pedestrian access down to the water's edge to enhance visual connections to the creek. The western extension of Wesleyan MetroPark includes a new access point to encourage local community access to the creek. Two important water access opportunities are identified along the Rosedale Meadow (former Dayton Tire property); implementation of these points is dependent on public acquisition of that land.

The education corridor along the southern section of the Great Miami currently lacks adequate paddling vessel put-in and removal opportunities. Today, no opportunities exist south of Third Street. The plan proposes five new watercraft access points on both sides of the river, which include vehicle-accessible routes down to the water for offloading and formal parking facilities at the top of the levee.

The technology corridor, which is the most popular paddling route, also has the best current access for paddlers to the water. Access points exist at Eastwood MetroPark, the river run, and informally at Findlay Street. Expansion of the facilities at Findlay Street and another access point downstream at Webster Street will allow vehicles to get closer and will enhance the recreational paddling experience. Proposed boat access at the lake at Eastwood MetroPark will provide needed space for beginners to better acquaint themselves with paddling vessels and enhance the experience for more leisurely paddling activities. Anglers will be given better vehicular and small boat trailer access at Eastwood MetroPark, DeWeese Park, and Triangle Park.

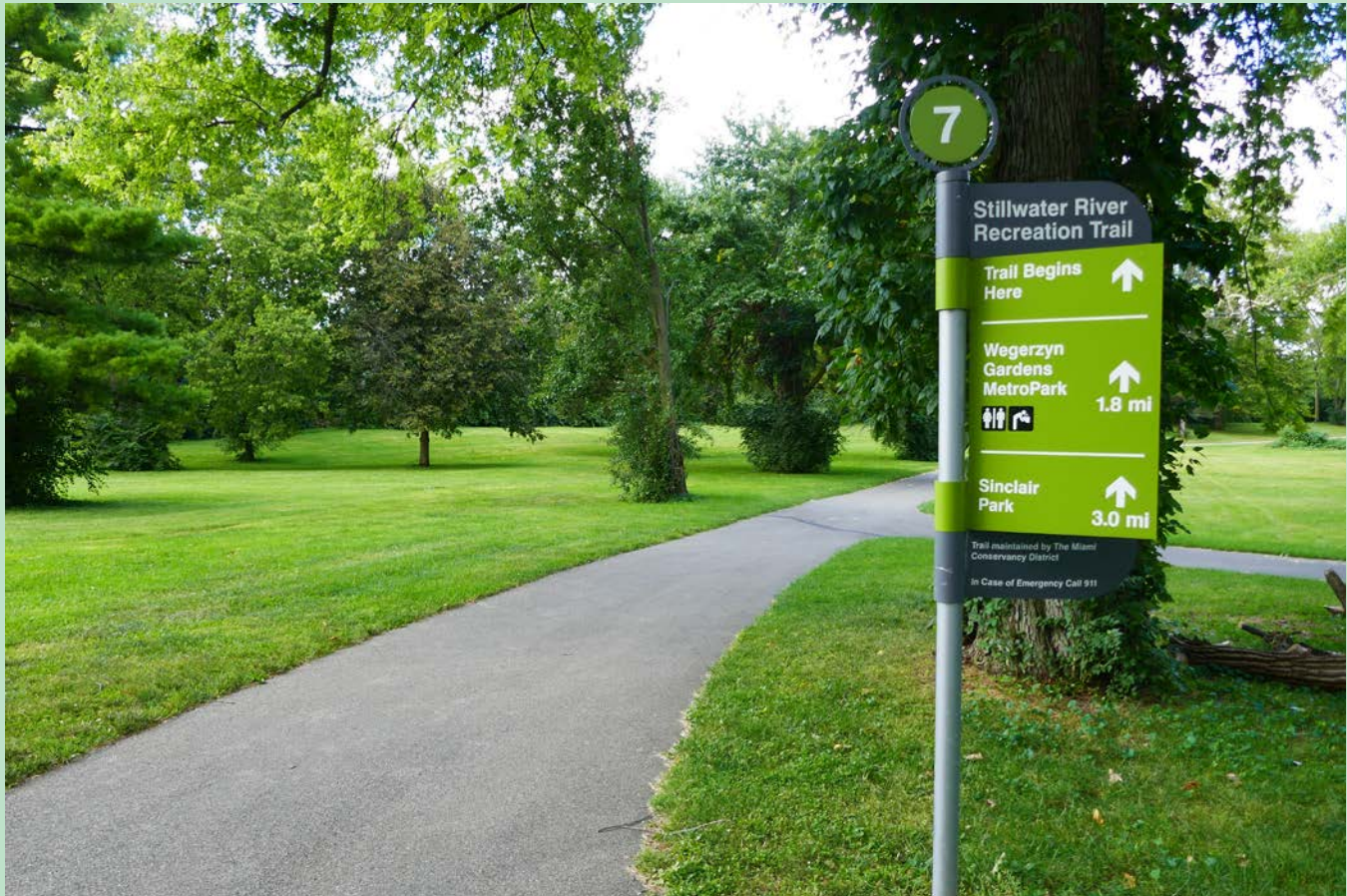
## Watercraft Access

The plan recommends enhancing water access for paddlers and anglers, providing important amenities that support river activities. Paddlers need access to parking with easy access from their cars to the water's edge. Improved put-in areas should include a stabilized ramp to the river. Significant paddling access points should have changing facilities, restrooms, and parking opportunities with vehicular put-in ramps to increase accessibility for large groups of paddlers and persons with disabilities. The plan proposes one watercraft put-in on the Stillwater River in DeWeese Park just south of Siebenthaler Avenue. On the Great Miami River, the plan proposes nine new watercraft and five enhanced put-in locations. The plan identifies three new boat access opportunities in the Technology Corridor—one at Eastwood Lake with a portage to connect the lake and river, and two along the Mad River. Water access is limited to pedestrian opportunities along the Wolf Creek.

## Pedestrian Access

Dayton's existing water access, though limited to parks and lower levee trails, provides a number of opportunities to get down to the water and experience it in a tactile way with fishing stones, exploration zones, and other ways to get your feet wet. The plan seeks to formalize major pedestrian access points to the water so that all visitors to the parks and waterways can enjoy these shared assets. All major pedestrian water access points and trail connections from the top of the levee to the water's edge will be designed for universal accessibility. The plan identifies 10 new opportunities to get pedestrians down to the water along desire lines and 11 paths between the levee and the lower trails along the rivers.





Top & Middle Triangle Park Signage  
Bottom DeWeese Park Signage



# Wayfinding

The distinct identity and interconnectedness of the trail network along the water corridors necessitates a strong and clear signage system to provide directionality and reinforce proximity to important amenities and nodes along the riverfronts. A successful wayfinding system that supports multiple uses and user types along the riverfronts and within the rivers will be easy to navigate and will provide opportunities for interpretive nodes along the trails and waterways.

Within the trail network, the system will identify safe crossings, nearby restrooms or commercial hubs, parking lots, water access locations, viewing areas, and mile markers for pedestrians, bicyclists, and other trail users. There are opportunities to enhance the innovative nature of the wayfinding system through digital signs that warn trail users to potential flooding during periods of significant rainfall or inform users of upcoming closures, important contact details in case of an emergency, and other useful park and trail information. Signage in parking lots and parks will include clear trailhead access that is

universally accessible and point to safe watercraft put-in areas.

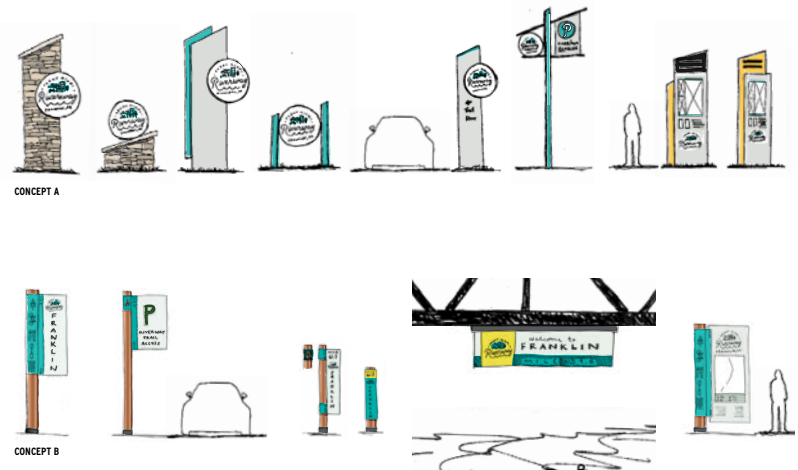
Wayfinding and signage improvements can also serve Dayton's paddling community, providing regular markers and notations that are viewable from within the rivers themselves. In-water signage can include a system of distances and orient users to water access points and river amenities so they can plan their trips.

## Emerging Technologies for Wayfinding

As with any living system, Dayton's riverfront trail conditions are constantly shifting. Along with developing redundant sets of trails and physical wayfinding infrastructure, a phone app or website could potentially be developed to report the condition of Dayton's trails in real time. Cyclists, joggers, and walkers could check their phone much in the same way as checking the weather to see what trails are inundated or unpassable and plan their day accordingly.



Coordinate with existing wayfinding efforts such as the Great Miami Riverway Plan





# 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 he 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

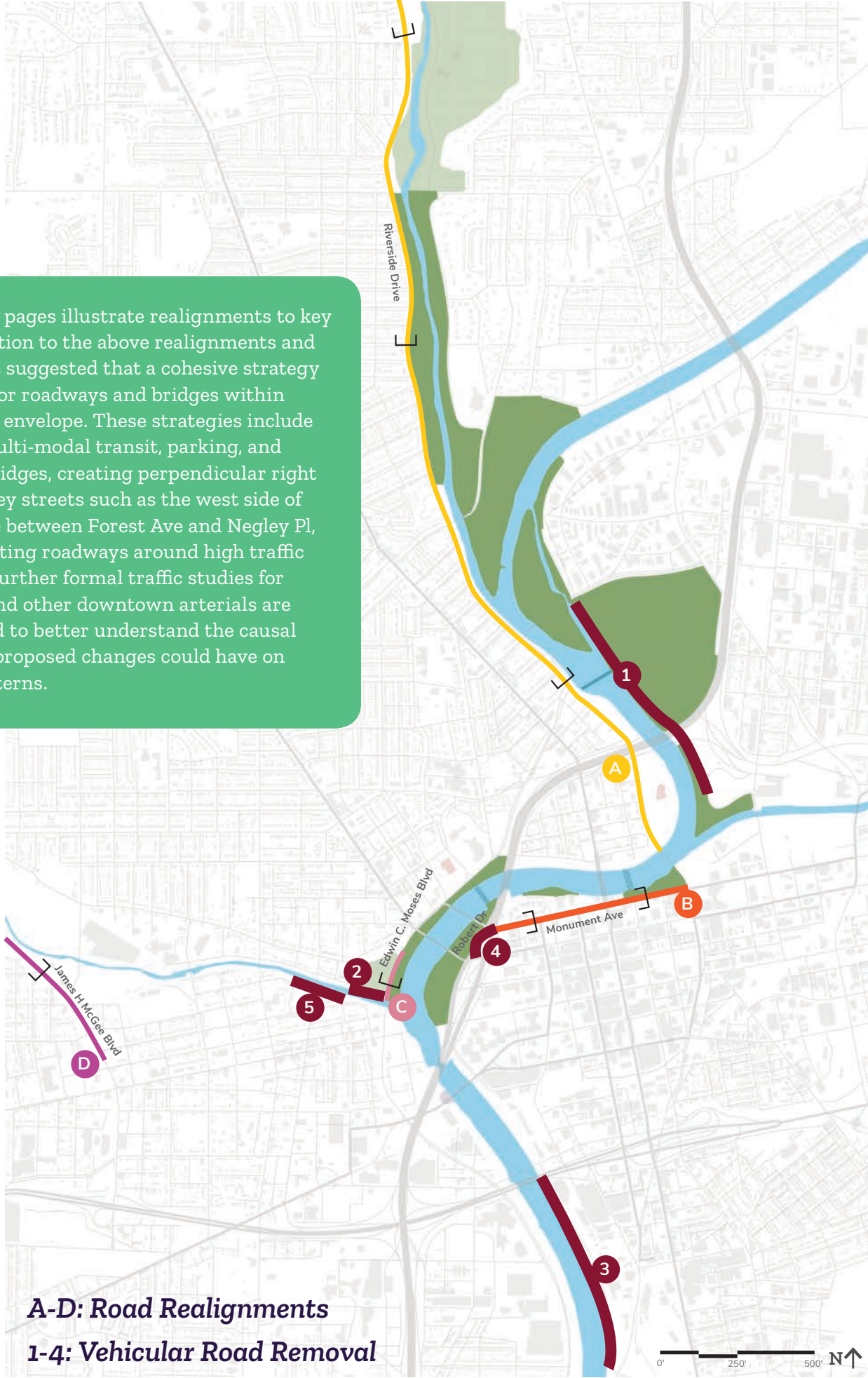
Robert Drive is part of a one-way pair that runs southbound from Monument Avenue to First Street. With re-striping, its northbound counterpart, Maxwell Drive, could support two-directional traffic. Removing Robert Drive will increase the footprint of Sunset Park, reduce pedestrian crossings to the river, 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 closes in this section and converted into open space as part of the Wolf Creek Greenway.



The following pages illustrate realignments to key roads. In addition to the above realignments and removals, it is suggested that a cohesive strategy is developed for roadways and bridges within the riverfront envelope. These strategies include developing multi-modal transit, parking, and trees along bridges, creating perpendicular right turns along key streets such as the west side of Riverview ave between Forest Ave and Negley Pl, and consolidating roadways around high traffic motorways. Further formal traffic studies for these roads and other downtown arterials are recommended to better understand the causal effects these proposed changes could have on vehicular patterns.



### A. Riverside Drive: Redwood Avenue - Shoup Mill Road

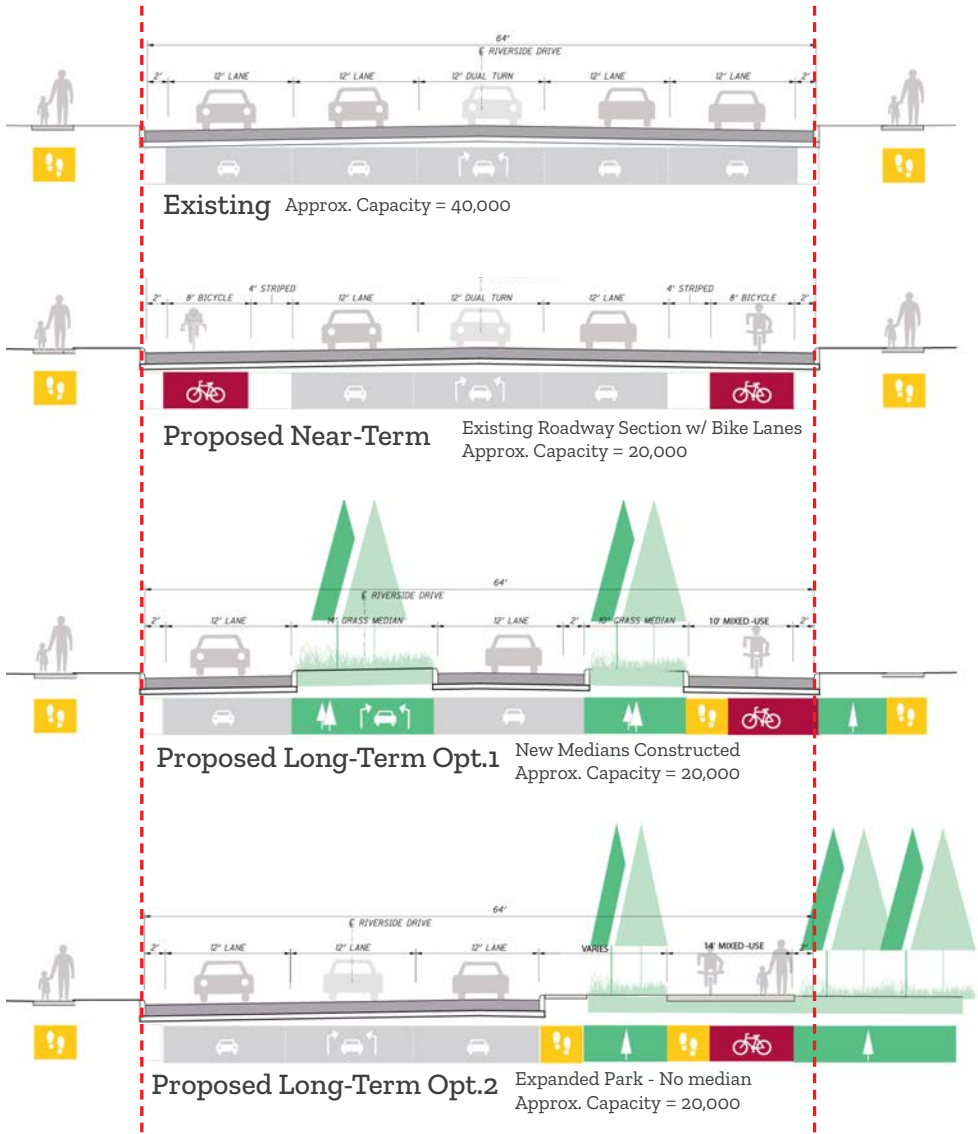
ADT: 12,000 (2010)

#### Proposed Conditions

- ▶ Near-Term: Maintain existing turn and inner lanes while re-striping for outer bike lanes
- ▶ Long-Term: Road consolidation creates the open space required along the Stillwater River to create a true riverway connected from Shoup Mill Road d to Ridge Avenue before progressing into an urban trail linking to downtown



Riverside Dr Northbound





A. Riverside Drive:  
Ridge Avenue - Redwood Avenue

ADT: 14,000 (2016)

Proposed Conditions

- ▶ Reduce capacity from 40,000 to 20,000-22,000 individual trips per day to reflect current and projected future traffic loads
- ▶ Near-Term: Maintain existing median, inner lanes, and western parking lane. Re-stripe for buffered bike lanes in either direction
- ▶ Long-Term: Road consolidation enables an expansion of DeWeese Park's west side along the Stillwater River to create a true riverway amenity for the community and reduce the roadway barrier for western communities



Riverside Dr northbound  
AADT: 19,800 (2006)  
Two Way

A. Riverside Drive:  
Monument Avenue - Ridge Avenue

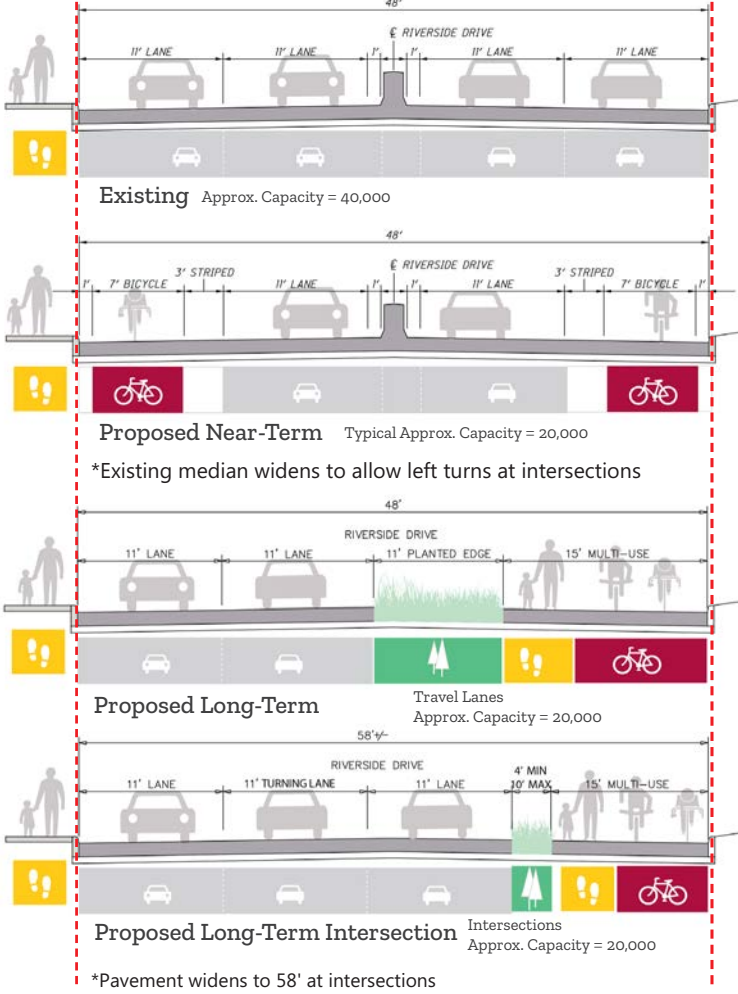
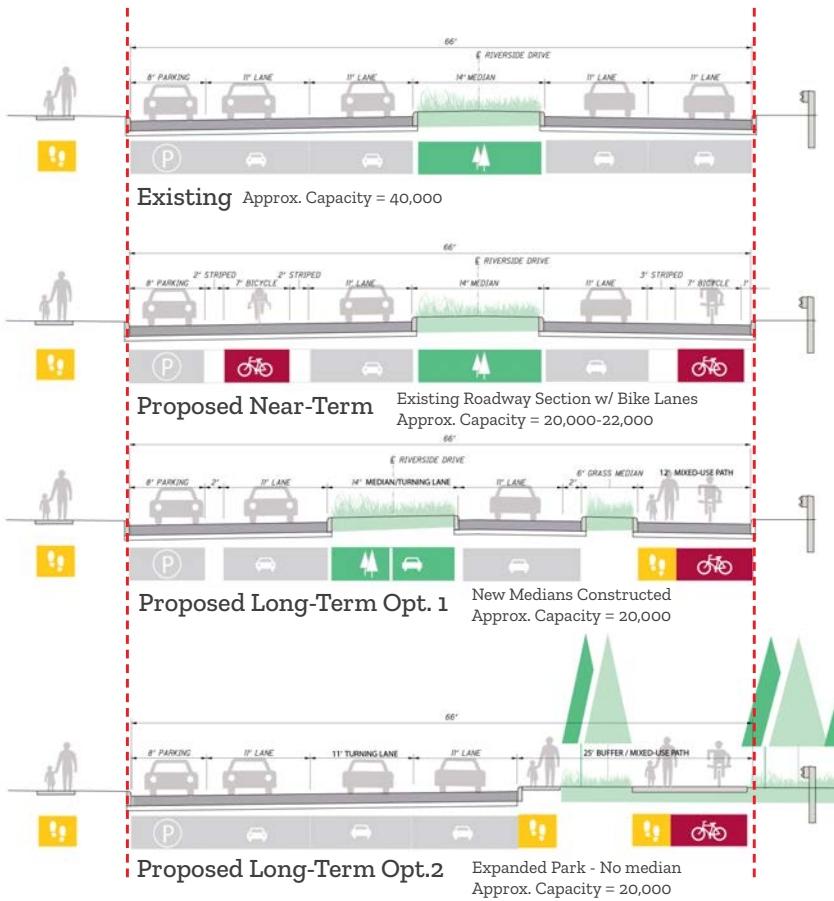
ADT: 12,000 (2016)

Proposed Conditions

- ▶ Near-term: Reduce to two lanes and re-purpose 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-foot turning lane by expanding into re-purposed green space at intersections
- ▶ Accommodate 11' turning lane by expanding into re-purposed green space at intersections



Riverside Dr northbound  
AADT: 11,300-16,200 (2010)  
Two Way



\*Great Miami Blvd to the north, the roadway does NOT widen at intersections



**B. Monument Ave:**

**1. N Jefferson Street & N St Clair Street**

ADT: 2600 (2016)

**Proposed Conditions**

- ▶ Near-term: Maintain one-way two-lane traffic while shifting parking to the north side of the road and adding a bike lane. This shift will provide a buffer between park-goers and the roadway, improved ADA parking access, and a space for food trucks
- ▶ Long-term: Remove on-street parking and, as part of an overall downtown strategy, shift to two-way traffic. The 11-foot parking lane is re-purposed for two-way bike traffic



E Monument Ave westbound  
AADT: 7,800 (2014)  
One Way (Westbound)

**B. Monument Ave:**

**2. N Wilkinson Street - Maxwell Drive**

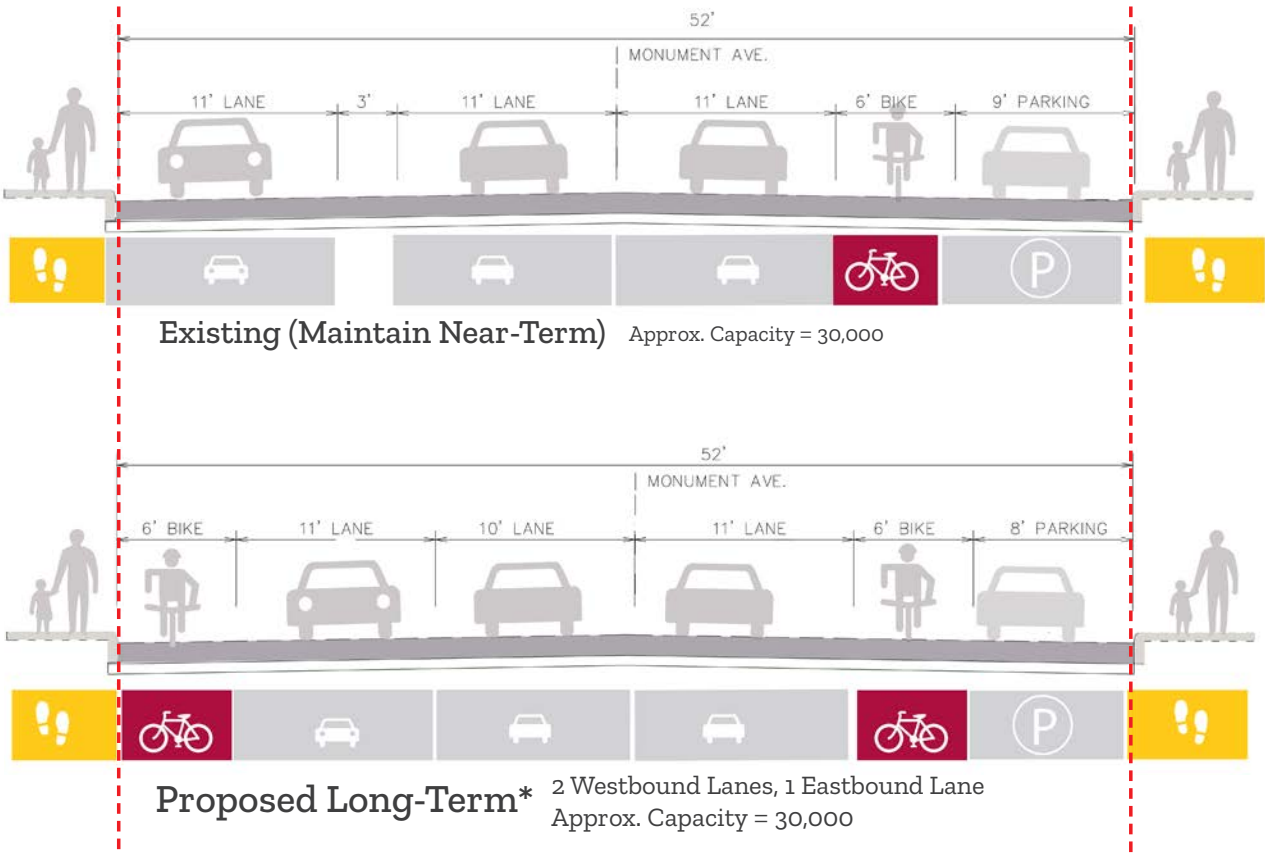
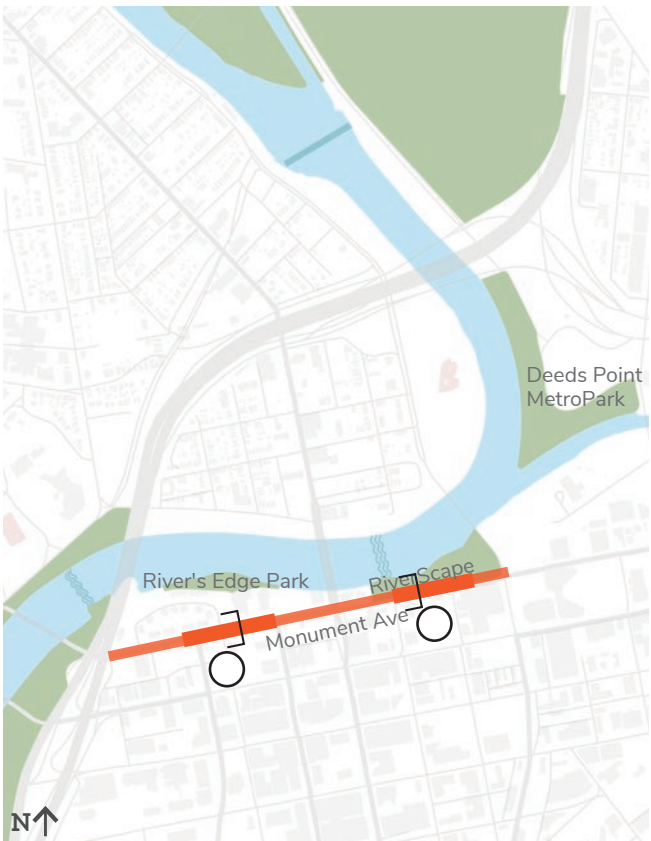
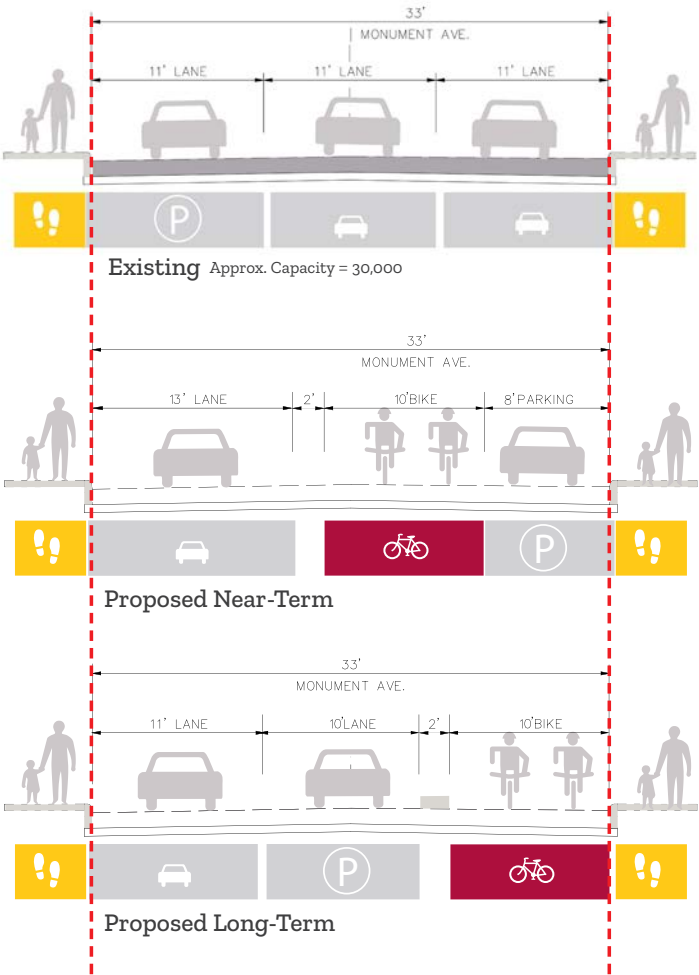
ADT: 3200 (2016)

**Proposed Conditions**

- ▶ Maintain existing roadway conditions until long term implementation of the long-term, two-way strategy
- ▶ Extend eastbound lane through Perry Street to extend two-way traffic throughout Monument Avenue
- ▶ Create a connected system of dedicated downtown bike paths
- ▶ Maintain efficient traffic transport while slowing the rate of speed along Monument Avenue, encouraging pedestrian and bike traffic



E Monument Ave westbound





# C. Edwin C. Moses Blvd: Negley Place - Riverview Avenue

ADT: 14,000 (2016)

## Proposed Conditions

- ▶ Increase street tree plantings to emphasize boulevard feeling and slow traffic through the 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 twelve feet
- ▶ Eliminate free right turns at Riverview Avenue, Salem Avenue, and Belmont Park, and close Forest Avenue from Riverview Avenue to Stoddard Avenue (see circled intersections below)



Edwin C. Moses Blvd northbound  
AADT: 13,200 (2008)  
Two Way

# D. James H. McGee Boulevard:

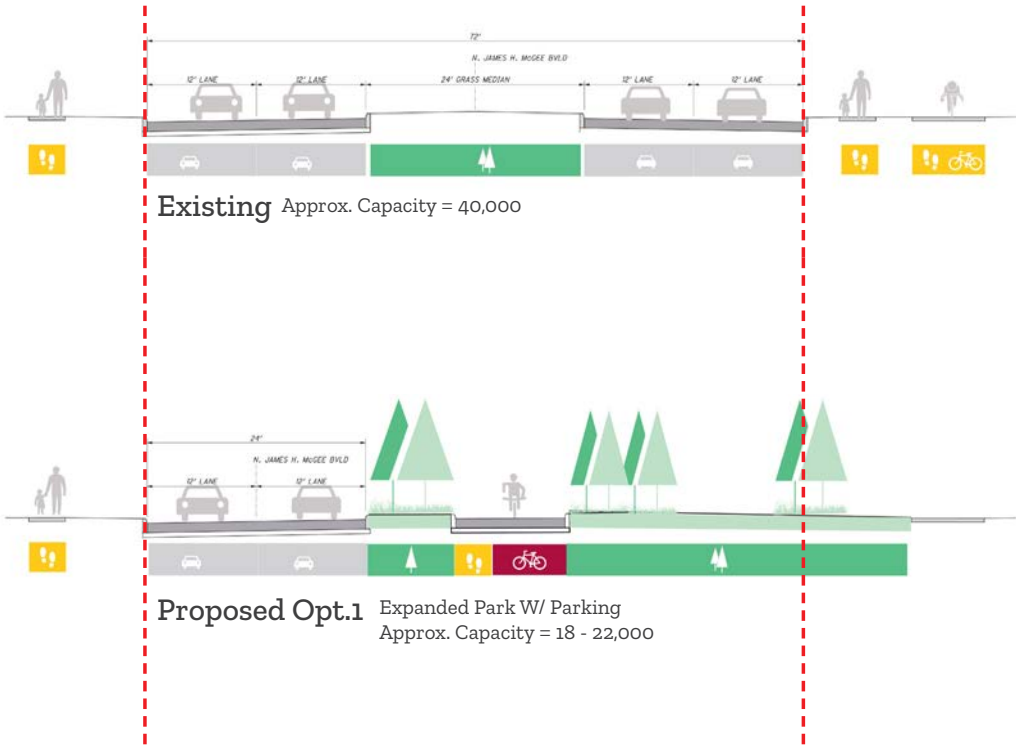
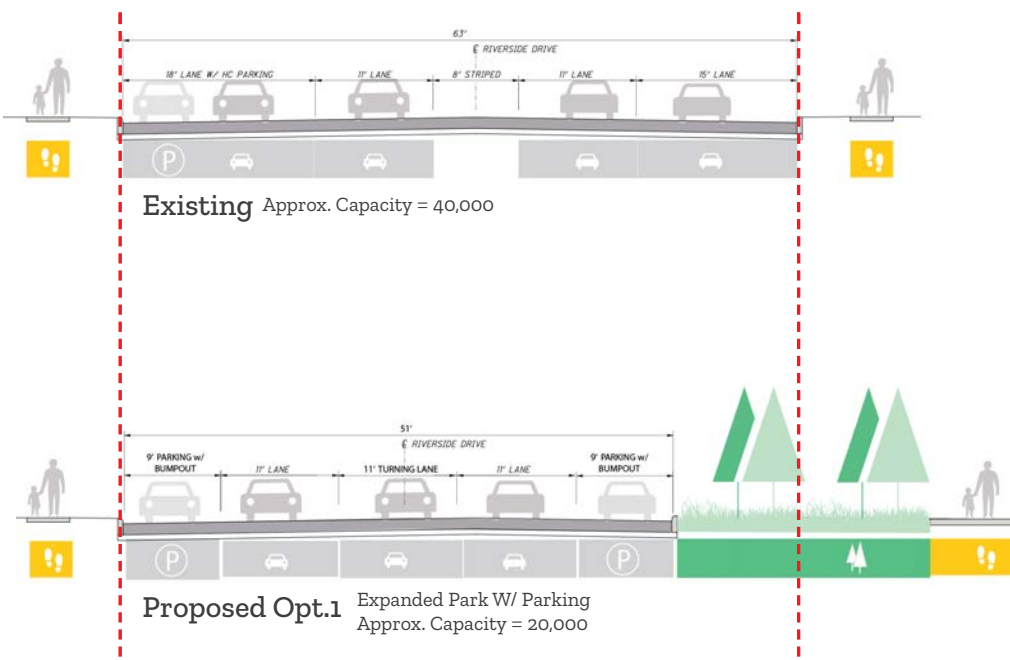
ADT: 5,000-8,200

## Proposed Conditions

- ▶ Reduce four lane condition to two lanes, expanding to a turning lane at intersections
- ▶ Increase crossing points for pedestrians in the adjacent communities and provide access to Wolf Creek
- ▶ Separate the bike and pedestrian trail from the roadway to prevent vehicles from parking on the trail



Edwin C. Moses Blvd northbound  
AADT: 5,000-8,200  
Two Way





# Landscape Strategy & Identity

## Local and Regional Landscape

### Regional and Local Landscape

Before settlement of the Dayton region, the landscape consisted of a rich mosaic of forest, wetland, and prairie ecosystems. As people began to populate the region, they replaced much of the ecologically rich forests with managed landscapes for crops, livestock, and communities. This evolution has led to ecosystem fragmentation and the region has experienced a significant loss of high-quality habitats for indigenous plant and animal species. Patches of moderately healthy habitat remain, but they are rarely connected to each other, except by riparian vegetation along streams and rivers. What was once a matrix of healthy ecosystems has been replaced by fragmented habitat patches surrounded by farmland, pavement, and buildings.

The development of our cities and towns has severely impacted the water cycle in particular. With a high percentage of land covered with impermeable surfaces, rainwater tends to run off more than infiltrate the soil and recharge the underground aquifers. This same runoff picks up pollutants on its way to the rivers and streams; some pollutants come from point sources like permitted dischargers and the rest from polluted runoff from land such as farmland, residential lawns, and stormwater.

In cities like Dayton, development along the banks also impacts river and stream health. Riparian vegetation can help keep the water temperature lower, which is better for aquatic species.

Vegetation also plays a role in filtering pollutants and sediment out of runoff before it enters the stream. When the stream bank vegetation has been removed due to development and farming, both water temperatures and pollutant loads increase. This condition is especially prevalent within many of the levees near downtown Dayton. Due to the engineering requirements for preserving the flood protection capabilities of the levees, trees, shrubs, and most other plants cannot be planted on the toe and side slopes. As a result, lawn has been the preferred ground cover for the levee slopes, creating a poor-quality riparian habitat that lacks species diversity.

Like in many areas across the country, in recent years Dayton’s citizens have become increasingly aware of the ecological challenges affecting their rivers and regional landscapes. They have been making significant strides toward changing detrimental practices and taking actions to heal the environment. Through efforts by MCD and other organizations, portions of the Mad River are now considered high-quality water habitat. In addition, hands-on environmental education is taught at Boonshoft and Adventure Central to help future generations understand nature and their place in it. Finally, universities are studying pilot vegetation projects, and carrying out wetland and meadow restoration projects in some Dayton parks, like Eastwood MetroPark.



Reduce stormwater burden on city infrastructure by increasing permeability along streets and within underutilized parcels



Increase permeability through implementation of sponge parks along river corridors to reduce downstream flood levels



Maintain and improve existing natural flood buffers through erosion management



Incorporate safe access points to the river



Provide internal ecological habitats for native and migrant species



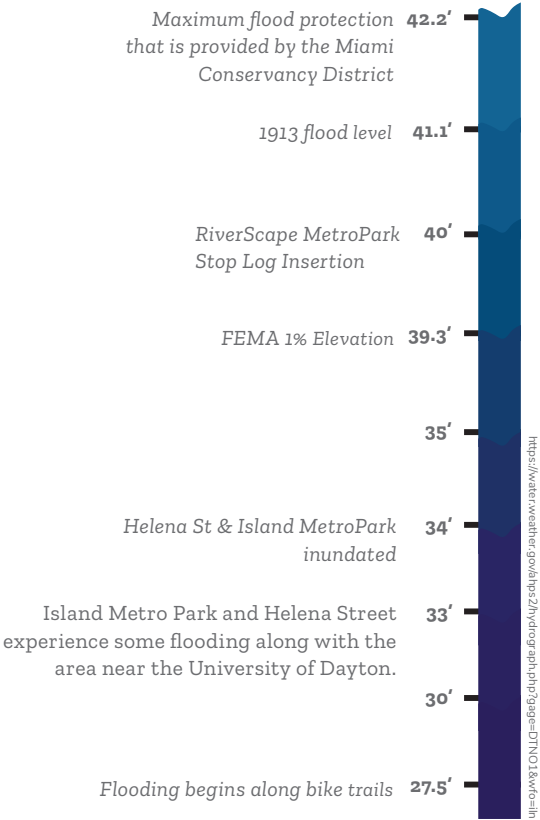
Protect the city from flooding and improve water quality



# Dayton Hydrology

Dayton benefits from its rivers and aquifers that support recreation, manufacturing, and other uses, and a large, buried aquifer that provides clean water for drinking. Historically, due to the relatively flat terrain, the local rivers and streams often meandered widely in their courses, cutting new channels and short-circuiting oxbows after large storm events. Evidence of these changes are visible throughout the Great Miami River watershed.

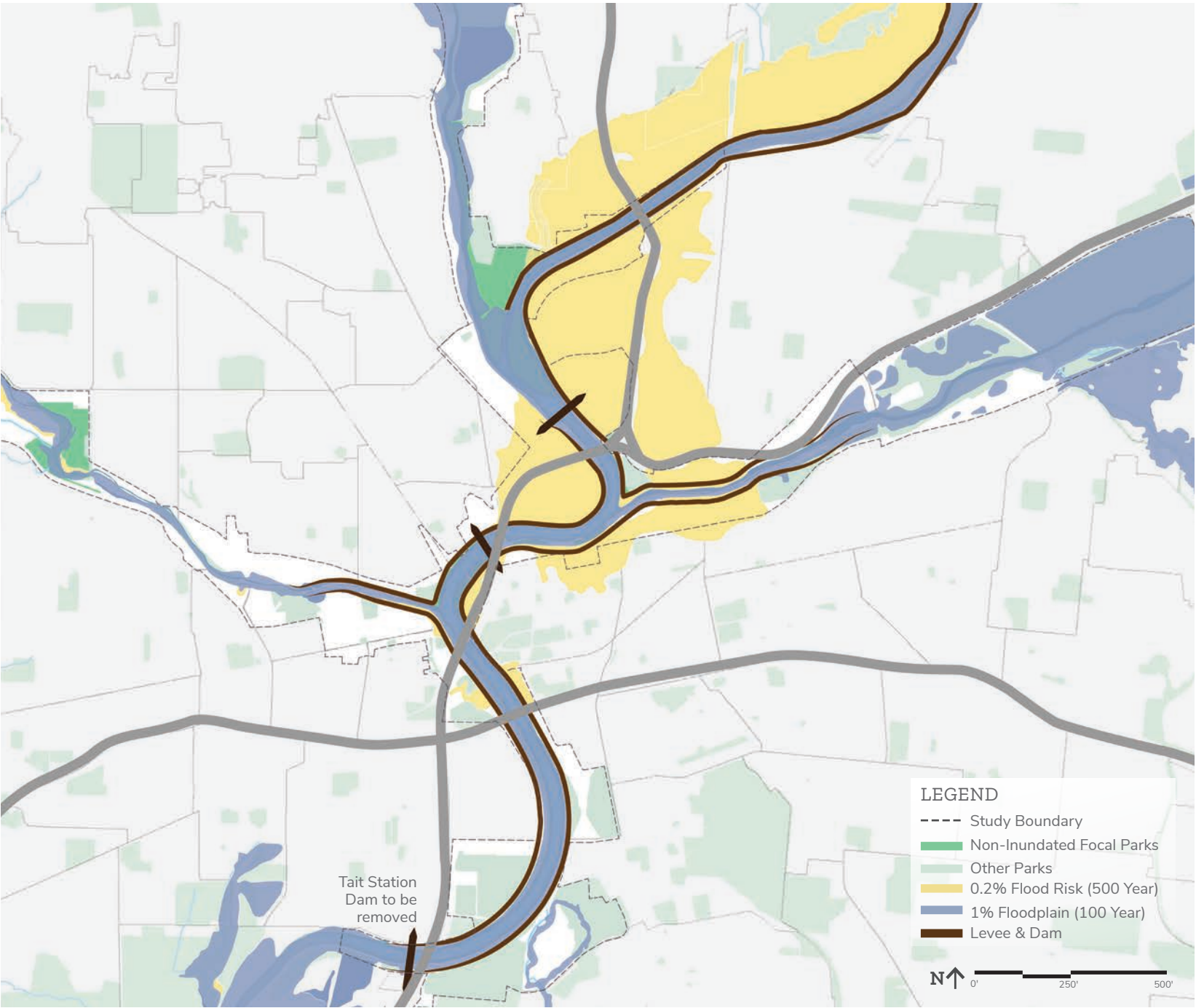
While the rivers are vital resources for the region, they can also cause extensive damage to property and endanger people when flooding occurs. Since much of the land cover in the Great Miami River's 3,802 square mile watershed is agricultural or urban, storm events tend to produce more runoff than a forested landscape would both during and after a rain event. Consequently, river levels are highly variable—from just a couple of feet to as much as fifteen feet—and are capable of rising very quickly.



The volatile nature of the rivers was evident when Dayton experienced the devastating 1913 flood. To ensure that a flood of this magnitude would not inundate Dayton again, the Miami Conservancy District constructed five flood control dams and a system of levees in the early 1920s. From that point forward, the river hydrology of the region was forever changed from its natural character to a managed system.

Dayton sits on top of a large buried aquifer created by glaciers that once blanketed the region. This clean, abundant water source stores 1.5 trillion gallons of potable water and provides for 2.3 million people across the Miami Valley. Yet, the aquifer can be compromised by infiltration of pollutants through the soil and by excessive withdrawal of water. Dayton has taken steps to protect the aquifer through pollution regulations and groundwater recharge strategies. It is also a critical element for the established agriculture and food and beverage businesses. Its influence can be interpreted within the landscape, and it is protected through a sole source aquifer protection program.

Fortunately, Dayton does not have Combined Sewer Overflows (CSOs) to mitigate. Instead, the city has an advanced and separated stormwater system that significantly reduces the quantity of pathogens that would be typically be generated by CSOs. Still, with the community's interest in water recreation and the preservation of aquatic ecosystems, many stakeholders and the partner team prioritize solutions for managing and treating stormwater before it enters the waterways. In particular, green infrastructure solutions, which rely on natural processes to store and cleanse runoff, and increase groundwater recharge rates were the preferred approach for integrating stormwater management into developments in and near the waterways.



Flood Protection Infrastructure



# Riverfront Recommendations

## Stakeholder Priorities

To gain a better understanding of the ecological issues related to the project study area and the region, the design team conducted extensive mapping of ecological systems, researched precedents and other studies related to this project, and interviewed ecologists familiar with the historic and current conditions shaping Dayton. Some of the key topics researched included the following.

- ▶ Bedrock and glacial geology
- ▶ Pre-settlement plant and animal species
- ▶ Habitat loss and regeneration
- ▶ Invasive plant and animal species
- ▶ Green infrastructure
- ▶ Hydrology, watersheds, and stormwater
- ▶ Levees and flood protection

Discussions with stakeholders and partner team members showed consensus support for increasing habitat value and diversity along the rivers, streetscapes, and with the parks while maintaining the current level of flood protection. While the restoration of terrestrial habitats was a top priority, water quality, including its impact on aquatic habitats, was also considered important to the community. To this point, vegetation strategies were studied to deal with issues such as preventing goose feces from entering the rivers and increasing e coli counts.

## Improvements to Existing Levees

Available space along Dayton’s rivers should be examined for modifying the levee slope or establishing vegetation outside of the restricted zone. Where appropriate adopt the following.

- ▶ Soil on top of the levee prism (land side) to accommodate planting.
- ▶ Modify the levee slope at Island MetroPark, Kettering Field, Sunrise's south end, and Sunset Park.
- ▶ Create seating and recreation areas, and create interest through varied landform by modifying the slope of the levee at Sunrise Park, Sunset Park, and Kettering Field.

## Riverfront Plantings

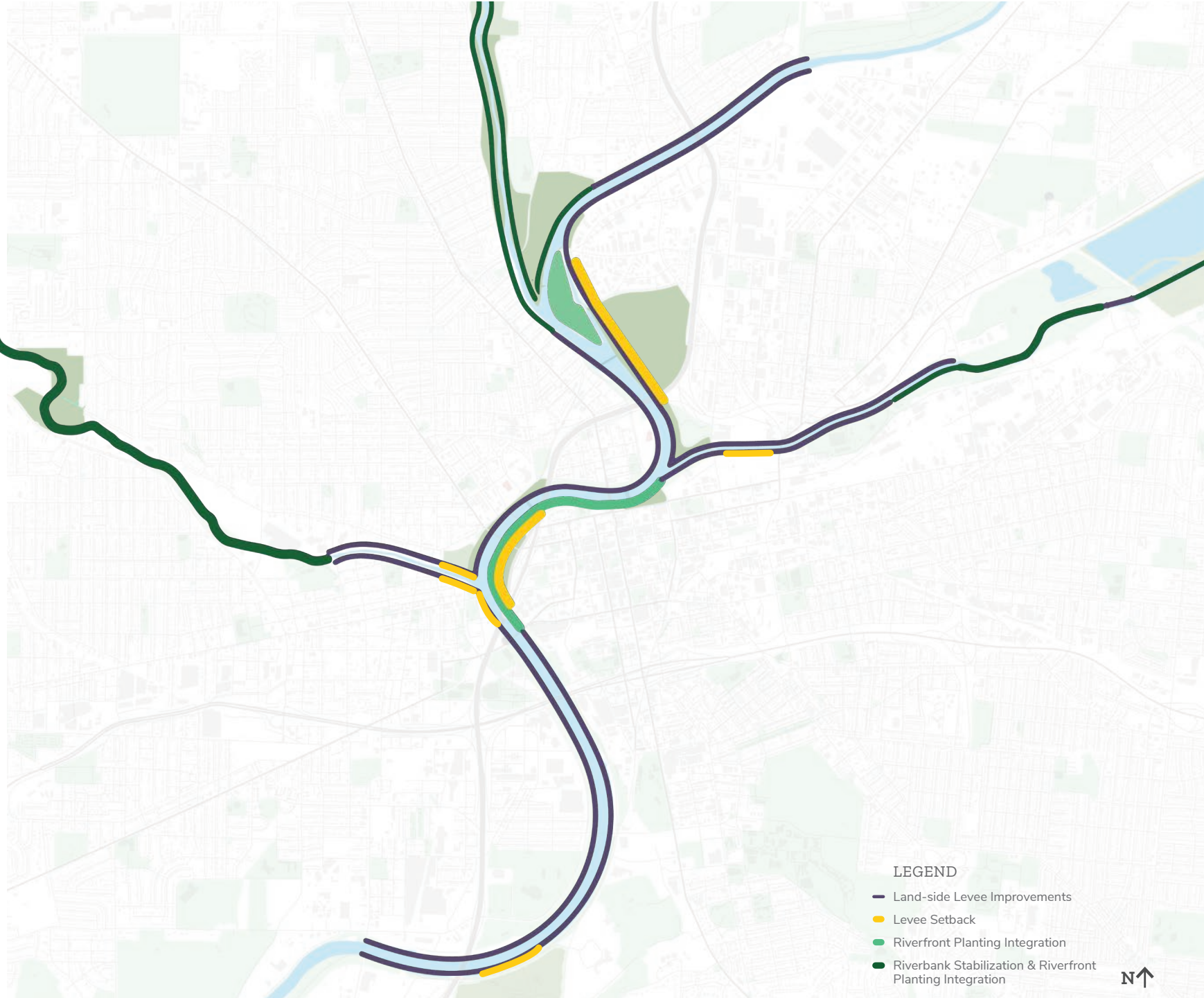
There are many opportunities for introducing resilient native plants to the riverfront, creating additional habitat, increasing aesthetic quality, and stabilizing soils. Recommendations include the following.

- ▶ Remove existing invasive species.
- ▶ Prioritize planting zones outside of the restricted area
- ▶ Ensure year-round protection, where necessary
- ▶ Plant and maintain native species that are drought-resistant, resilient to extended submersion, and to invasive species competition
- ▶ Prioritize areas with adjacent programming

## Riverbank Stabilization

Erosion of riverbanks from high water events leads to loss of biodiversity, lower aesthetic quality, and decreased stability. The plan identified areas with natural banks for implementation of an erosion management program. Place priority on the improvement of areas with degradation. A technique to prevent erosion is the following.

- ▶ Utilize bioengineering strategies to stabilize banks and facilitate rapid establishment of native vegetation.





Recommendations (Cont.)

Stormwater Program

As a sole-source aquifer, protecting the Great Miami Buried Valley Aquifer from contamination is paramount. Any strategy related to new infiltration points should take the health of the aquifer into account. Green infrastructure can be used to improve water quality to the receiving rivers and to slow flooding.

In the near-term, implementing multiple demonstration projects along the rivers can demonstrate potential for others and test assumptions about impact on flood levels and water quality. Vacant properties can act as wetland habitat along Wolf Creek, new bioswales can capture water along downtown streetscapes, and sponge parks can be integrated into Mad River open spaces such as at the Tech Town campus and new housing at the Dayton Bag and Burlap site. The demonstration projects offer an early opportunity to resolve potential permitting, legal, and management challenges associated with utilizing the street corridors for stormwater benefit and river corridors for planting alternatives to mown turf.

Underpass Strategy

Roadways like I-75, Route 4, and Route 35 are a double-edged sword for the city. On the one hand they bring visitors through the center of Dayton and connect to the greater region, but on the other



Top Stewart Street Bridge Lighting

they cut off the riverfront from downtown and other neighborhoods. Creating engaging, inviting, safe experiences for pedestrians to pass through underpasses is important to transforming these roadways from barriers into amenities. Strategies for this transformation include the following.

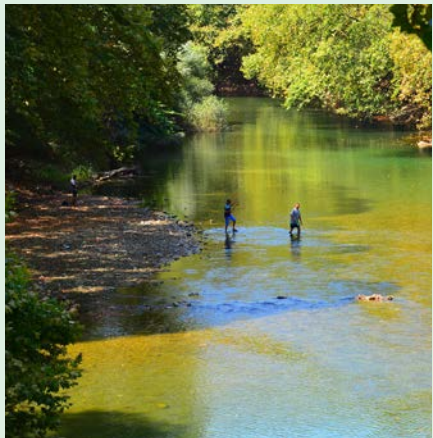
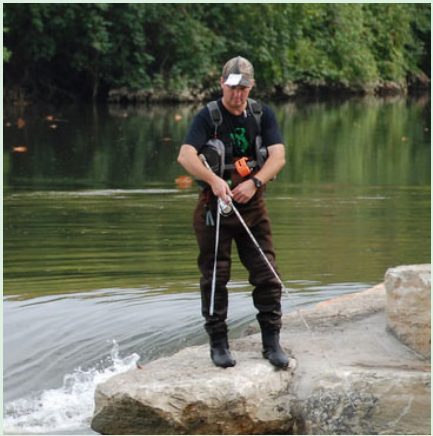
- ▶ Consolidating roadways to increase pedestrian rights-of-way
- ▶ Infrastructure: vehicular parking, Bike parking, Restrooms, etc
- ▶ Continuity of materials that carefully considers seating, paving, lighting and access
- ▶ Creating public art and gathering spaces
- ▶ Active programming such as food vending, commissioned art, interactive art (soundscape, light & kinetic art), and games
- ▶ Recreation opportunities such as skateboarding & BMX, ice skating, climbing structures

Integrated Art and Sculpture Plan

Building off the arts community's recent successes including the mural wall at RiverScape MetroPark, Dayton Art Institutes's procurement of \$2.2 million in state capital appropriations for continued renovations, and the Urban Art Intersections project which sponsored local artists to produce five murals on downtown buildings, the plan recommends forming an integrated strategy for continuing to showcase public art along the waterfront.

Lighting Plan

Dayton's investments in light sculptures and other lighted public art installations are helping to re-establish connections to the riverfronts at all times of day. Recent investments in a creative mix of underbridge, underpass, and building lighting activate streetscapes downtown. The plan recommends developing appropriately-scaled lighting that supports those investments and that is consistent and coordinated across all waterways, streetscapes, and public space.



Across, From Top  
Incorporate safe access points to the river and lakes for a variety of recreational users, Provide and encourage internal ecological habitats for native and migrant species, Combat invasive species

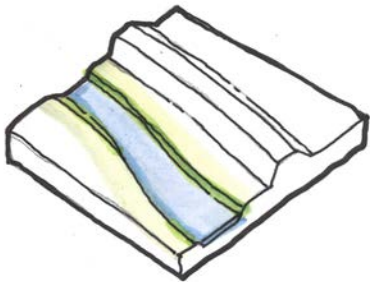


The following vignettes present a few strategies that can be used to improve waterway health in addition to improving the pedestrian experience.

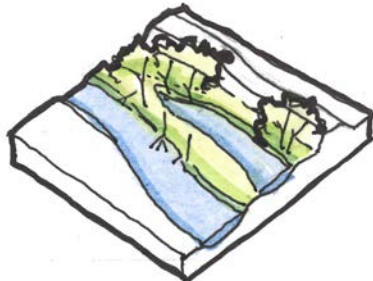
**Set Back  
Levee**



Seat terraces relevant to potential sunrise park improvements



Existing Condition

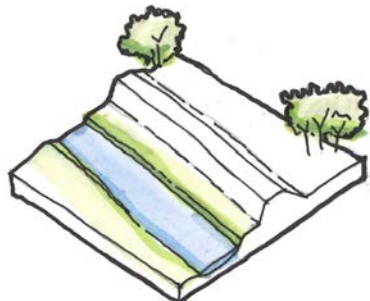


Potential Improvements

**Land-side Levee Improvements &  
Floodplain Planting Where Possible**



Integration of trees and shrubs along land side of levee



Existing Condition



Potential Improvements

**Riverbank  
Stabilization**



Eroded Bank Condition



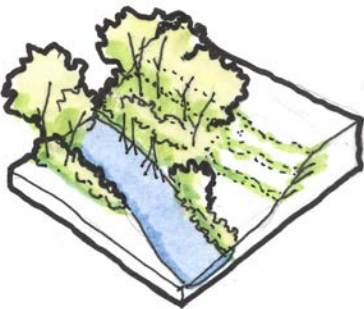
During Restoration



Stabilized Creek



Existing Condition

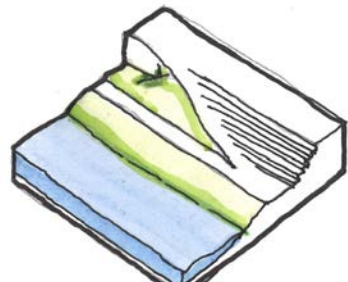


Potential Improvements

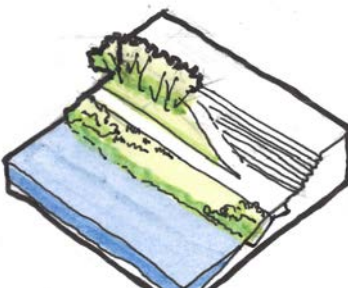
**Floodplain Planting  
Integration**



Plantings along the Chicago Riverwalk are designed for repeated and prolonged submersion.



Existing Condition



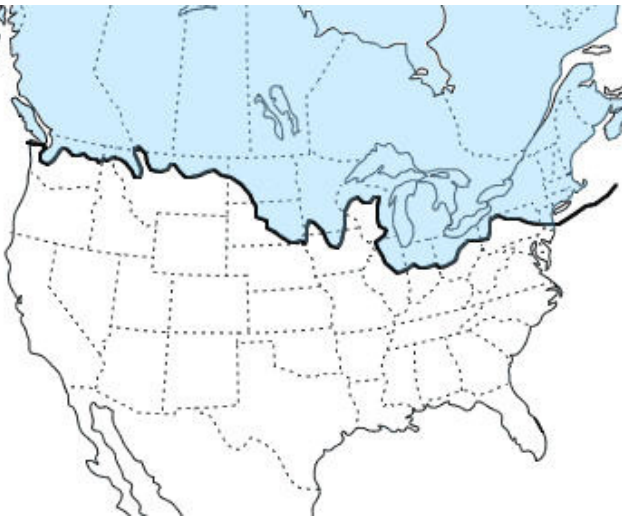
Potential Improvements



# Riverfront Identity

## Historic Geology

The scenic, rolling countryside of Ohio emerged from a series of glaciations, some of which covered the landscape in ice nearly a mile thick. As the ice flows churned their way south, they carved the earth beneath, pulling Ordovician-era shale and limestone along with them. Once the ice retreated, pockets of stone were left behind, forming drumlins, eskers, kames, and river channels across the Montgomery County landscape. This resulting modern-day landscape forms inspiration for the contemporary design strategy along the waterfront.



Wisconsinian glaciation extents. Credit: University of South Dakota

## Ecological Heritage

Historically, mixed bottomland hardwoods, oak, and maple forests, hazel-plum barrens, prairies, and fens covered the landscape which is now Dayton. These species should be celebrated and propagated within the proper habitats along the riverfront.

## Early Settlement Mounds

The Adena and Hopewell cultures were some of the earlier known settlers of the Miami Valley. Both cultures had sophisticated settlements consisting of villages, gathering spaces, and sacred sites in line with their hierarchical society. Both cultures also built earthen mounds throughout Ohio and the Midwest, especially near significant waterways. These cultures used some of the mounds for burials of important leaders and their families, to delineate boundaries, or to elevate religious and ceremonial structures symbolically above commoners’ homes and functionally out of danger from potential flooding.

The Adena and Hopewell cultures often built very large and elaborate configurations of mounds in the shapes of animals and complex geometries that marked significant sites or pointed toward important celestial events, like the solstices. Some of the best examples of Fort Ancient civilization near Dayton are Sunwatch Indian Village, Fort Carlisle in Twin Creek MetroPark, and the Serpent Mound to the southeast.



**Top** Eskers are narrow ridges of stratified sediment left behind from material trapped in glacial meltwater channels. They resemble the levee system in place today.

**Middle & Bottom** The Adena and Hopewell cultures were two mound-building indigenous societies in the Ohio region



## Contemporary Landscape Inspiration

The use of Dayton's history, geology, and ecology as landscape inspiration already exists in the city today. Dayton's river runs, MetroParks Mountain Biking Area, and the levee system all contain sparks of these historic elements.

By continuing to celebrate Dayton's historic timeline, from ancient landform emergence to more recent levee construction and invention, the Dayton waterfront can become a more cohesive space with a strong, local sense of place.



**Left** Glacial erratics can exist within the naturalized landscape or become pieces of public art

**Top** MoMBA creates a mountain biking playground out of Dayton's natural terrain

**Middle** North Shore Riverfront Park, Pittsburgh: Built form integrating water and geology

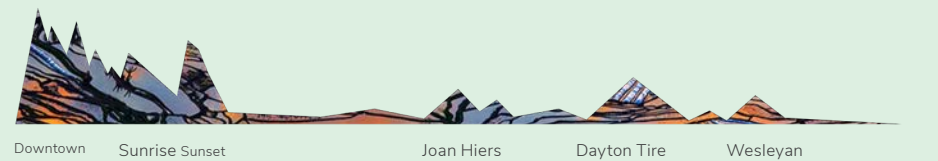
**Bottom** Yorkville Park, Toronto

**Below** Teardrop Park, NYC: Urban Naturalistic Playscape, The river run amphitheater within the Mad River Corridor is an example of geology celebrated in the landscape



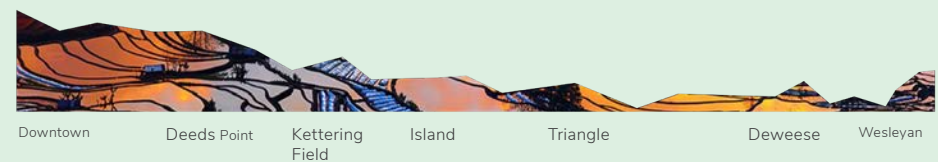


Scales of Identity



Community Corridor

- ▶ Vacant property acquisition to facilitate the expansion of the Wolf Creek Greenway
- ▶ Large structures such as the Park over the River and wayfinding elements shall draw inspiration from the landscape identity



Cultural Corridor

- ▶ Connect the cultural corridor's institutions and communities through a shared naturalized river connection
- ▶ Enhance the scenic and beautiful aspects of the corridor, while improving water quality and habitat



Technology Corridor

- ▶ Build on existing river run “carved” landscape forms
- ▶ Support ecological health by facilitating bird migration, fish spawning, and pollinator garden hotspots



Education Corridor

- ▶ Bolster education campus identity with a unified riverfront with expressions from surrounding institutions woven into riverfront connections
- ▶ Expand trail to Sunwatch to link it into the riverfront. This trail could contain interpretive pieces that speak to the pre-european settlers



Urban Core

- ▶ High density of quality materials and innovative design with a strong material language
- ▶ High frequency of iconic features celebrating the region's natural history

Interstitial Spaces

- ▶ Lower density of materials and passive design - linear in nature
- ▶ Abstracted natural features become wayfinding along trails indicating distance and location

Primary Open Spaces

- ▶ Medium density of materials and high-quality design
- ▶ Serve as access points to riverfront and surrounding neighborhoods



## CHAPTER 5

# *Focal Parks*

Conceptual designs for catalytic  
parks along the riverfront





# 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






# Master Plan

1




DeWeese Park

2




Triangle Park

3




Island MetroPark

4




Kettering Field

5




Deeds Point MetroPark

6




RiverScape MetroPark

7




River's Edge Park

8




Sunset Park

9



Sunrise MetroPark

10

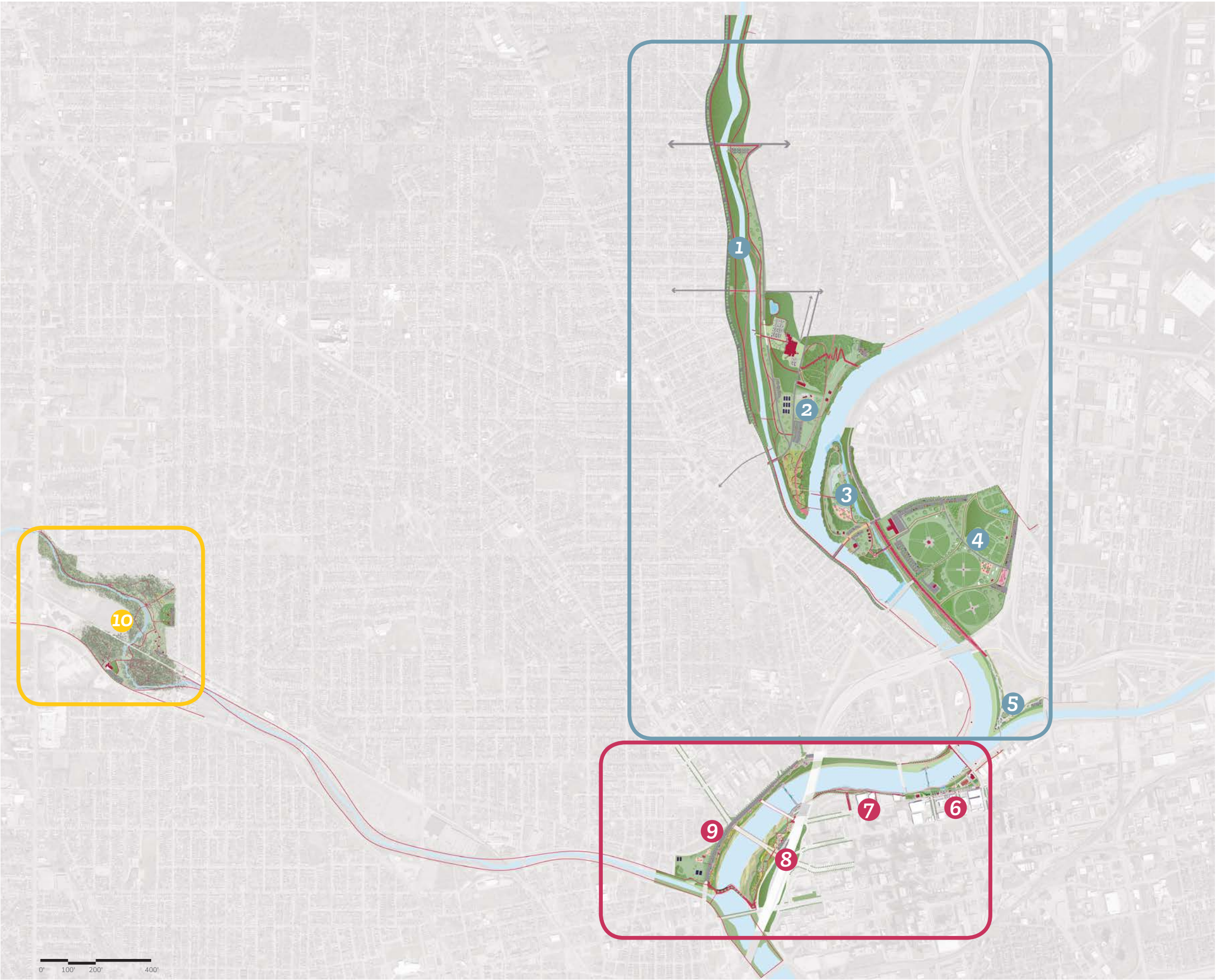


Wesleyan MetroPark

Cultural Corridor

Community Corridor

Downtown Core





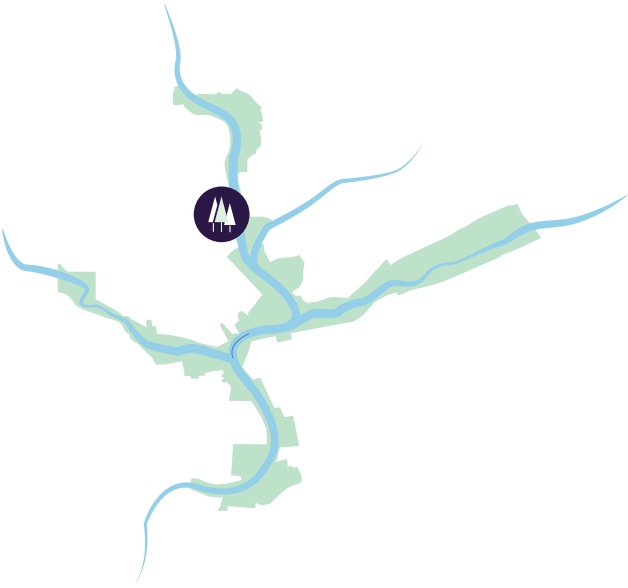
DeWeese Park

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

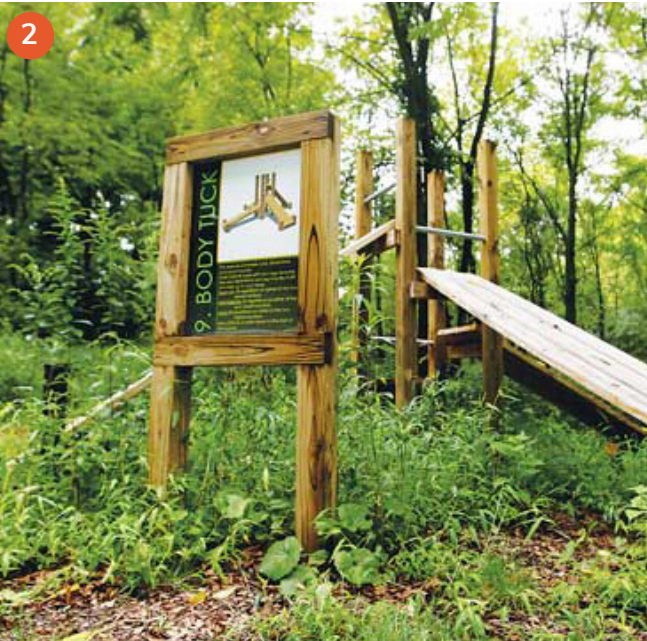
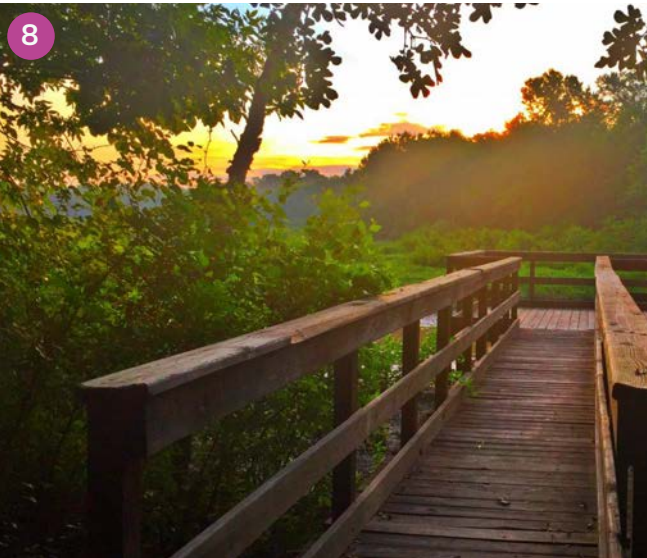
Park Features

- 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





DeWeese Park





Triangle Park

Existing Conditions

Triangle Park is situated on a peninsula at the confluence of the Great Miami and Stillwater Rivers. Once the site for the nation’s first National Football League game, Triangle Park now offers a mix of active and passive recreation activities.

Shade trees cover the upland portion of the park, and several shelters give families and groups places to gather for parties, picnics, and barbecues. This part of the park functionally serves as the community gathering space for the DeWeese neighborhood to the north. Downhill from the upland picnic grove, both Howell Baseball Field and an open lawn area, used for soccer practice and games, provide facilities for active recreation. A centrally located parking lot is not well defined and does not provide any orientation for park visitors.

Closer to the river confluence, the southern tip of Triangle Park is quieter and pastoral, with thick vegetation often blocking views of the rivers, and an open meadow with scattered clusters of trees. The Stillwater River Bikeway converges with the Great Miami River Bikeway at the south end of the park before crossing over the Great Miami River into Island Park.



From Top Existing picnic shelter, Forested northern Park, Howell Field





# 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

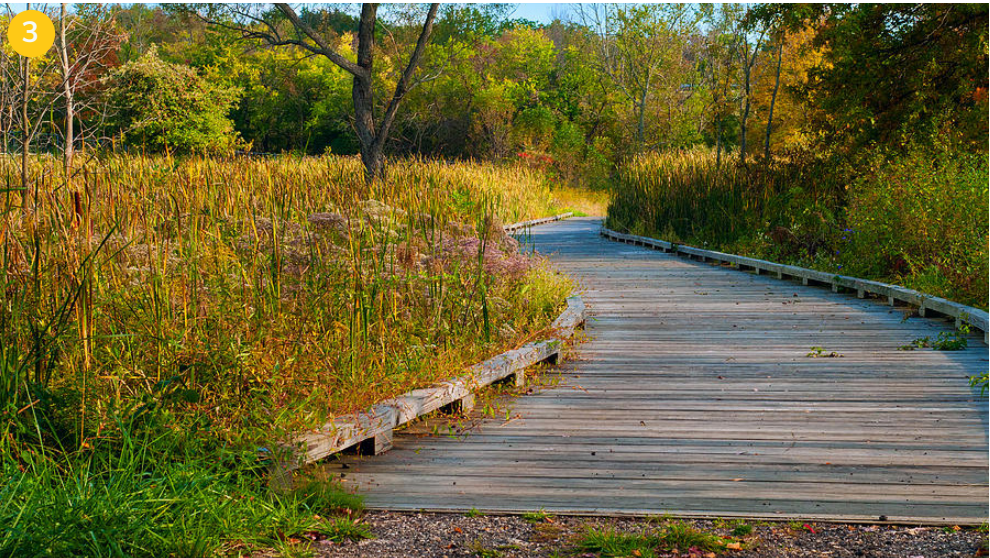
## Park Features

- 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 it's 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.





Triangle Park



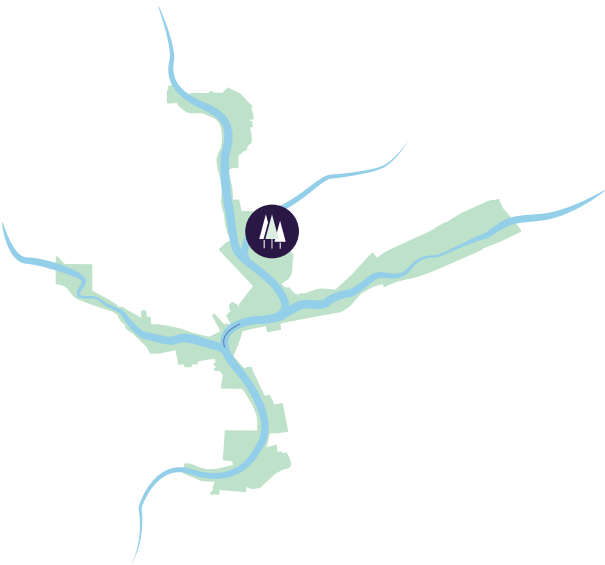


Island MetroPark

Existing Conditions

Island MetroPark is home to a diverse array of cultural and recreational activities. As host to large concerts, playgrounds, picnics, and paddling on the river, Island MetroPark attracts people from all over the area to gather for festivals and family fun. Nature lovers enjoy the beauty and peace of this oasis in the city. The park’s location in the middle of the Great Miami River provides rowing opportunities in the southern portion of the park, preserving the 100-year-old tradition of regattas on the river. The Great Miami River Bikeway runs through the park, and a portion of the North Country National Scenic Trail and statewide Buckeye Trail pass through the park, offering thru-hikers a place to relax and take part in the many activities found there.

For over a century, Island MetroPark has remained a focal point of Dayton recreation. In addition to providing this wide range of recreational opportunities, the park preserves trees and outstanding floodplain ecology and serves as a habitat for many migratory birds and animals. It’s lineage as an amusement park, festival grounds, rowing destination, and entertainment center cements Island MetroPark in the collective history of the surrounding neighborhoods and serves as an important bridge between the east and west sides of Dayton.



From Top Island MetroPark Bandshell, East Island Creek, Box 21 southern end facility





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

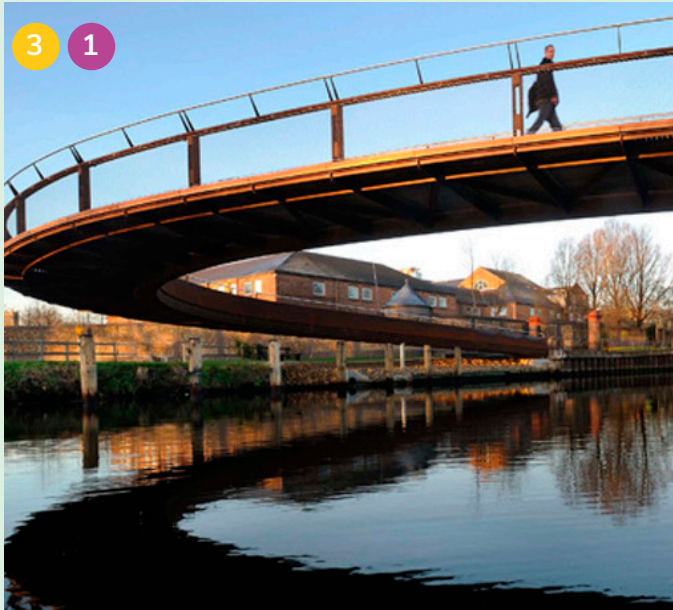
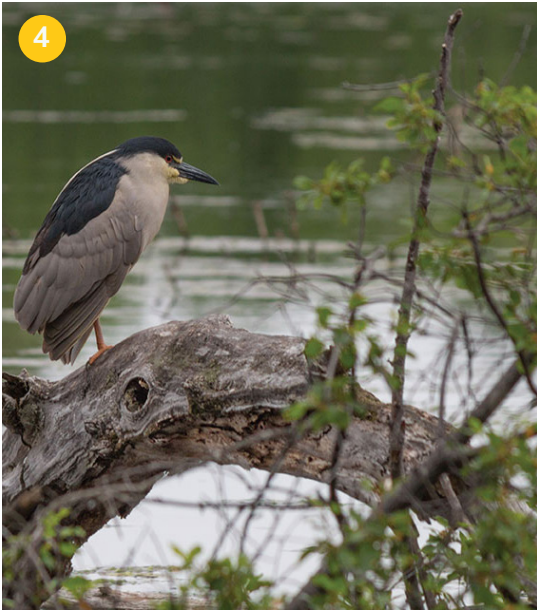
Park Features

- 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





Island MetroPark





Kettering Field

Existing Conditions

Kettering Field is one of the largest sports complexes in greater downtown. It hosts facilities for baseball, softball, and tee-ball practices, games, and tournaments. There are also three basketball courts scattered around the site. Northeast of Kettering Field, the former Parkside Homes multi-family development, built in the 1940s, has been demolished, and the site is now maintained as green space. The park is a hub of activity, but it is not well connected to the river and the rest of the open space system. A large parking lot and North Bend Boulevard separate the park from the Great Miami River and the bikeway. In addition, the park’s focus on baseball-related sports limits both potential users as well as year-round use.



North Bend Boulevard Existing condition separates Kettering Field from the riverfront



From Top Existing revetment and dam, West parking Lot, Former Riverside Homes site





# 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**

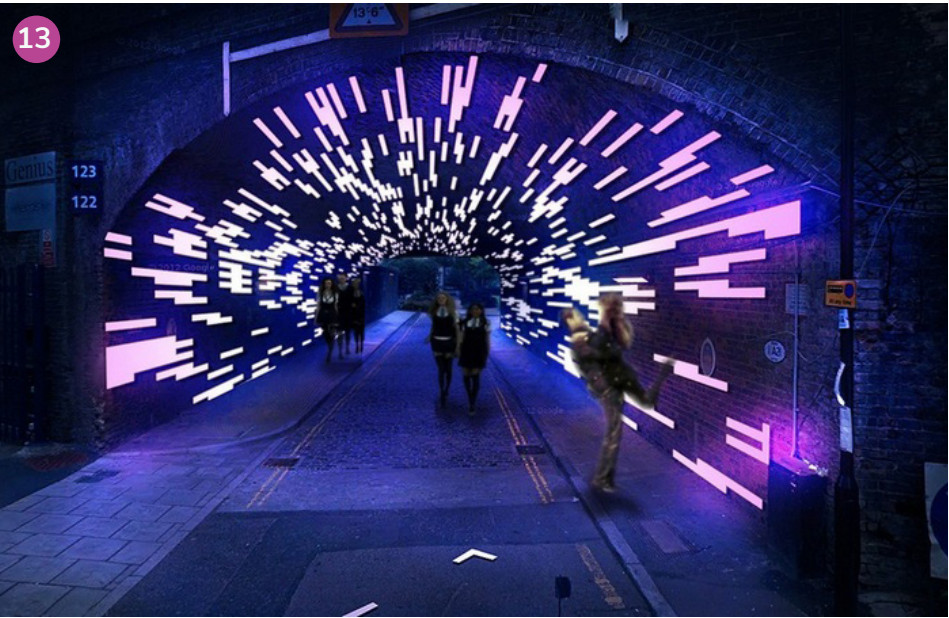
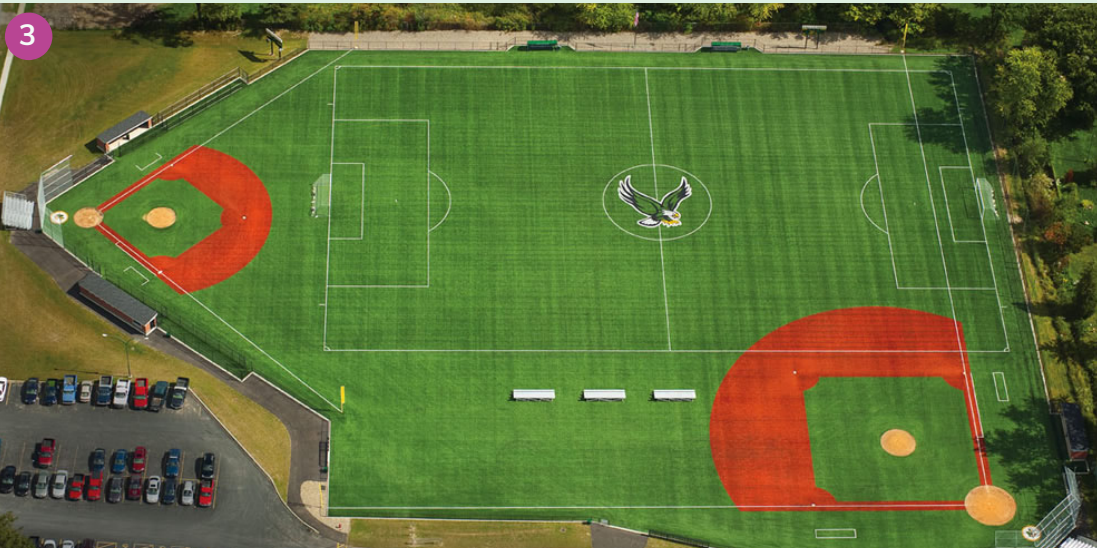
## Quick Wins

- 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





Kettering Field





Deeds Point MetroPark

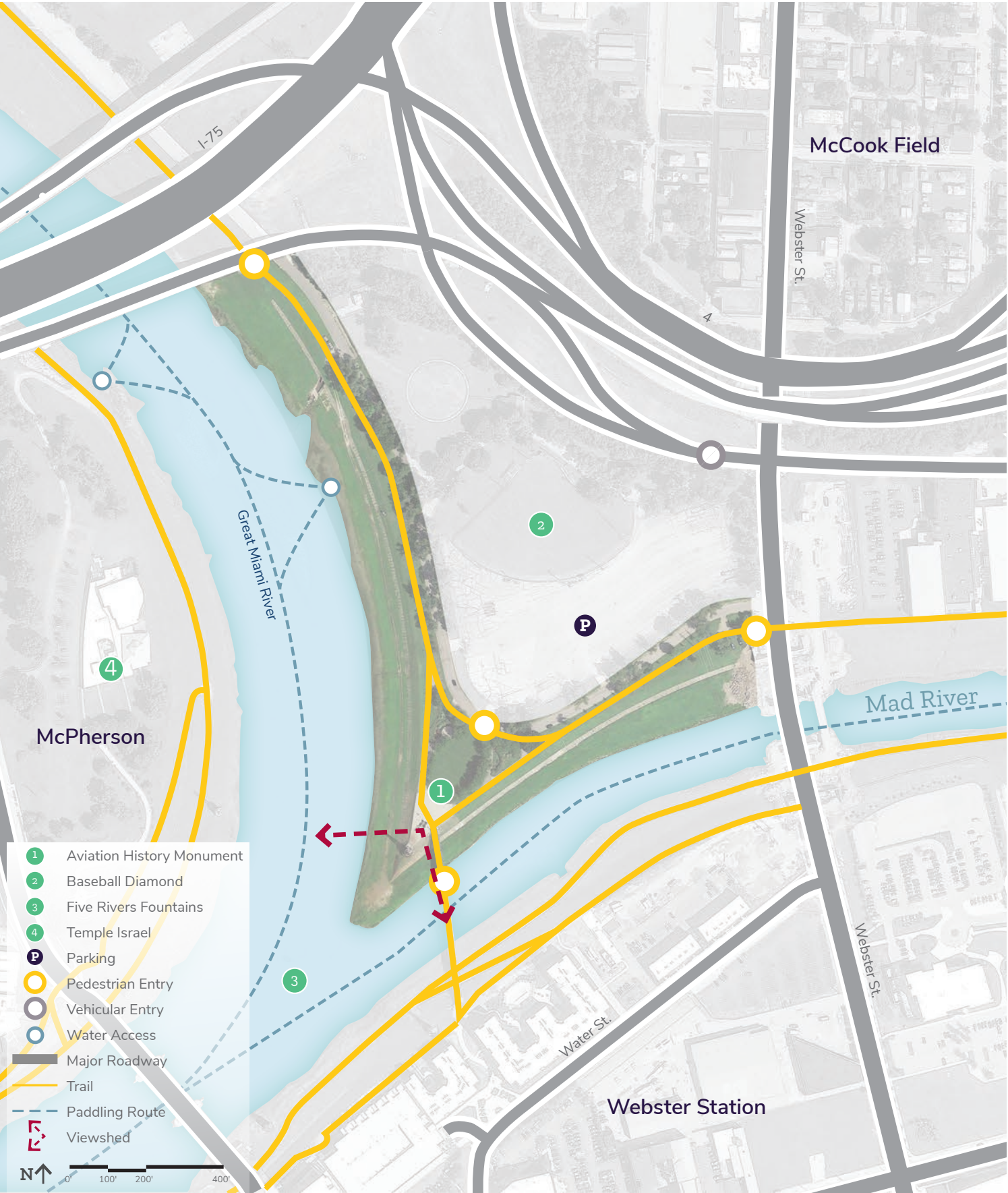
Existing Conditions

Deeds Point is a small park that provides incredible views of downtown Dayton, the adjacent rivers, and the Five Rivers Fountain. The park consists of a tree-lined street, paths, overlooks, bench seating, and open lawn areas. An aviation timeline interpretive feature honors the impact of the Wright Brothers on Dayton history. The Great Miami River Trail passes through the park and connects to downtown via a pedestrian bridge over the Mad River.

Deeds Point currently offers few amenities, besides views, to attract people to the park. The park is primarily focused on passive recreation and serves more as a pass-through park than a destination. The access drive cuts the park off from the adjacent properties and tends to encourage people to drive through rather than stay and visit. With strategic enhancements, the park has the potential to become an active civic space that celebrates the confluence of the Great Miami and Mad Rivers, as well as the vibrant and evolving skyline of downtown Dayton.



Top N Bend Blvd & existing dog park, Central lawn looking south west, Existing parking lot





# 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 move-able 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 beatify 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**





Deeds Point MetroPark





RiverScape MetroPark

Existing Conditions

RiverScape MetroPark grew out of a strong yearning to reconnect downtown Dayton to the Great Miami River. On May 19, 2001, the park opened to a crowd of 50,000—the largest crowd ever to gather in downtown Dayton. Today, the park bustles with hundreds of people from throughout the Miami Valley who come together to celebrate local pride and socialize in a unique and beautiful setting.

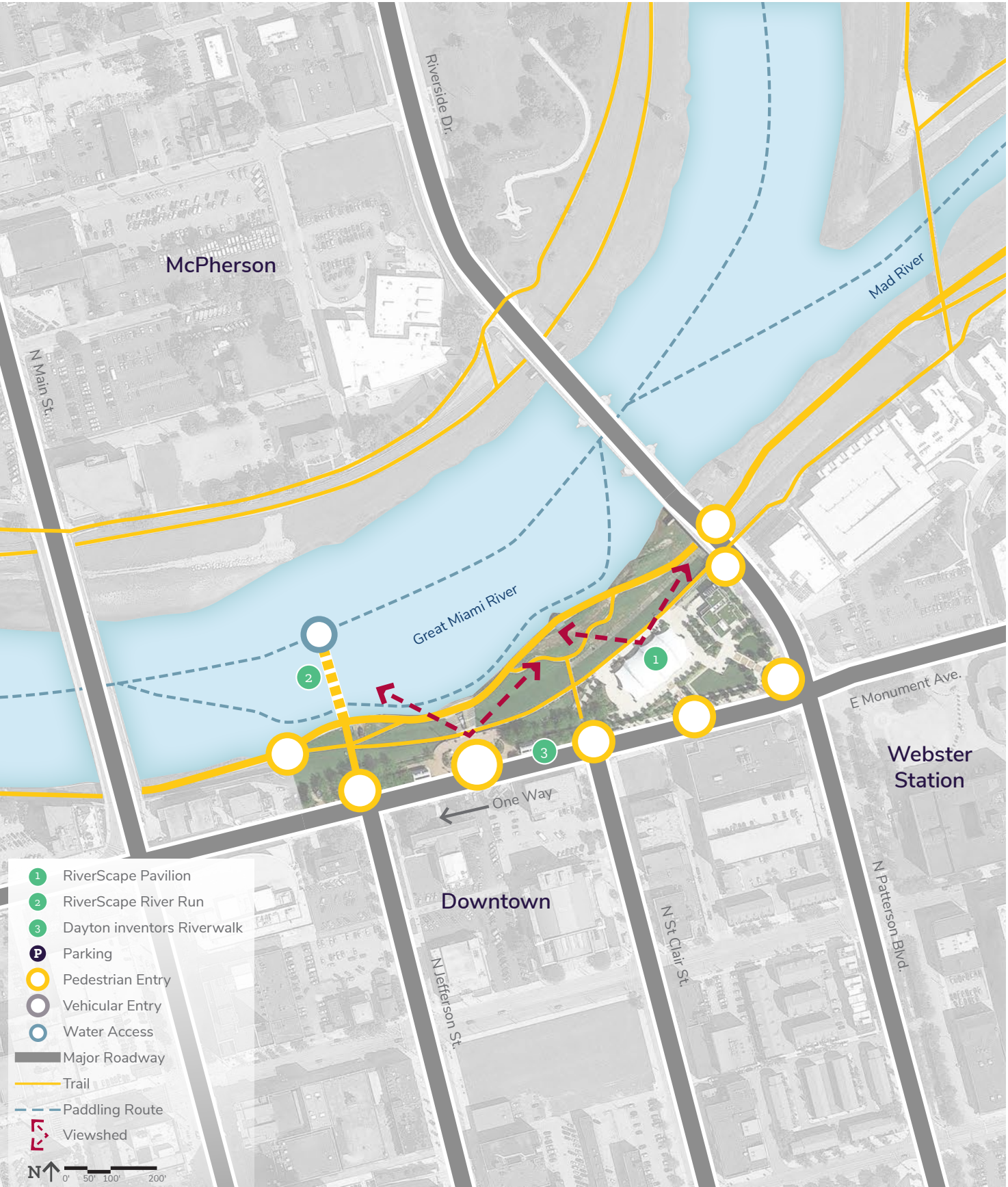
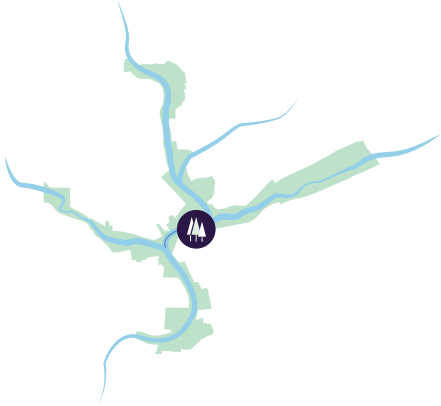
The park is known for breathtaking views of the river and interactive fountains, and for a diverse mix of recreation along the banks of the river. RiverScape has beautiful gardens, concessions, and fountains, and it provides access to both the river and the Great Miami River Bikeway. In 2010, the park’s performance pavilion opened with a stage and covered seating for festivals, community events, free entertainment, or relaxation with friends. The pavilion includes a bike hub with secure bike storage, showers, and lockers that provide a central location for downtown commuters going to work or play. In the winter, the pavilion houses an ice rink, extending the use of the park throughout the four seasons.

More recently, the River Run project removed the low dam in the Great Miami River that stood in the way of kayakers and other water enthusiasts. This opened up a seven-mile stretch of river from Eastwood MetroPark to Carillon Park, giving people an opportunity to paddle and enjoy the river. In place of the dam, two smaller drops have been installed upstream—an easy pass-through for novice paddlers and a more challenging route for skilled paddlers.

While RiverScape offers a wide variety of attractions and events, some of the park’s features are outdated and in need of updates or replacement. Moreover, new residents in downtown Dayton are looking for different or new forms of entertainment and recreation that cannot be provided by the park as it currently exists.



From Top Concert under the pavilion, Riverside Dr bridge & river access, Fountain promenade





# 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
- 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





RiverScape MetroPark





River's Edge Park

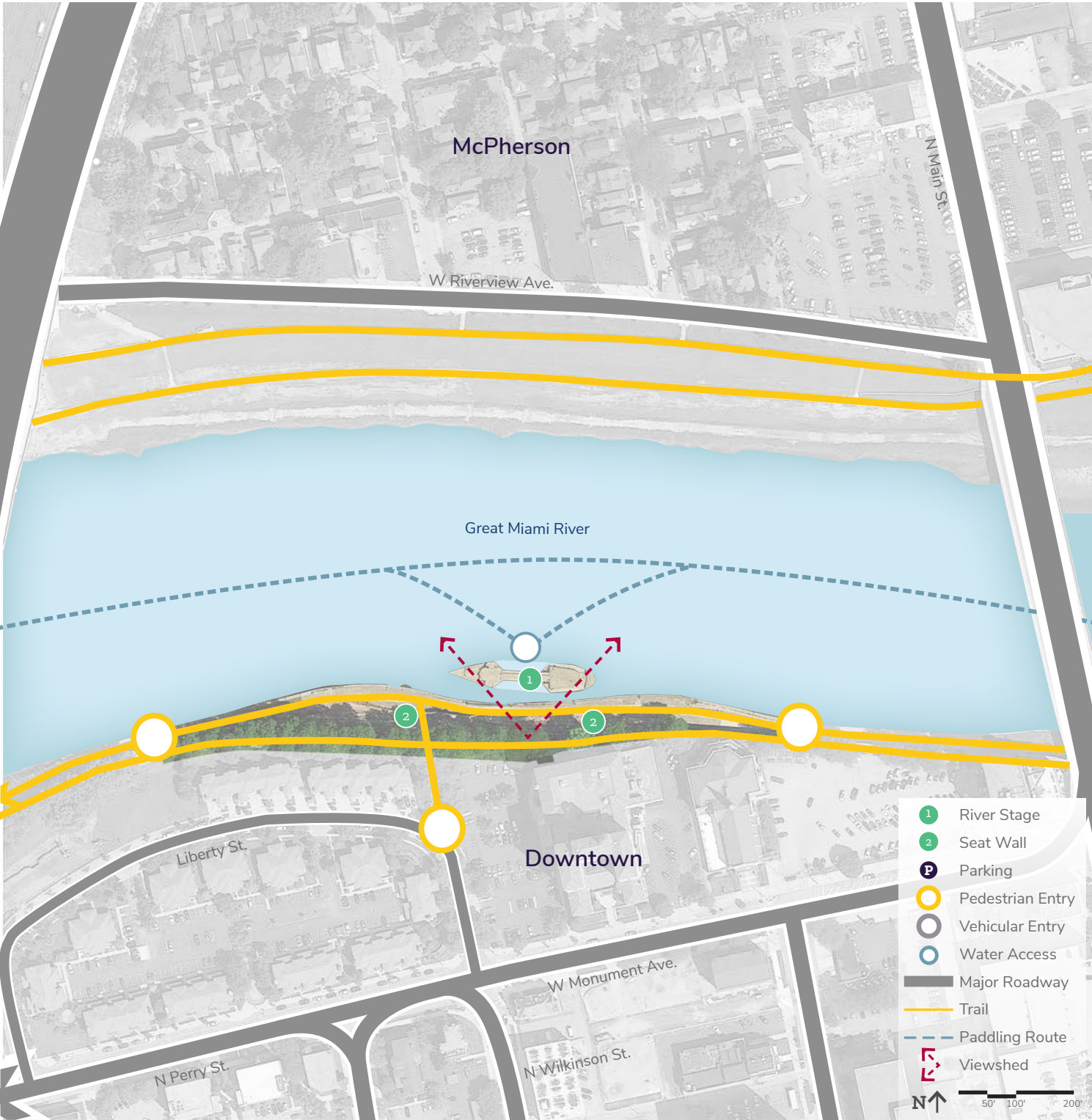
Existing Conditions

River’s Edge Park is a small park located in downtown Dayton just west of RiverScape MetroPark. On top of the levee, a beautiful path lined with mature sycamore trees and benches offers a pleasant place to have lunch or read. Below, the park consists of terraced, concrete amphitheater seating and ramps that cascade down the levee to the edge of the river.

A concrete ship was designed to be a music venue, but the nearby highway traffic noise was too loud to make this use viable. The Great Miami River Bikeway passes through the park, but because the park does not offer many amenities, trail users seldom stop to visit. In addition, the park is challenging to find from Monument Avenue and downtown because of the residences and businesses between the street and the park and the lack of signage.



Top Existing boat stage, Stepped retaining wall, Sycamore lane





River’s Edge Park

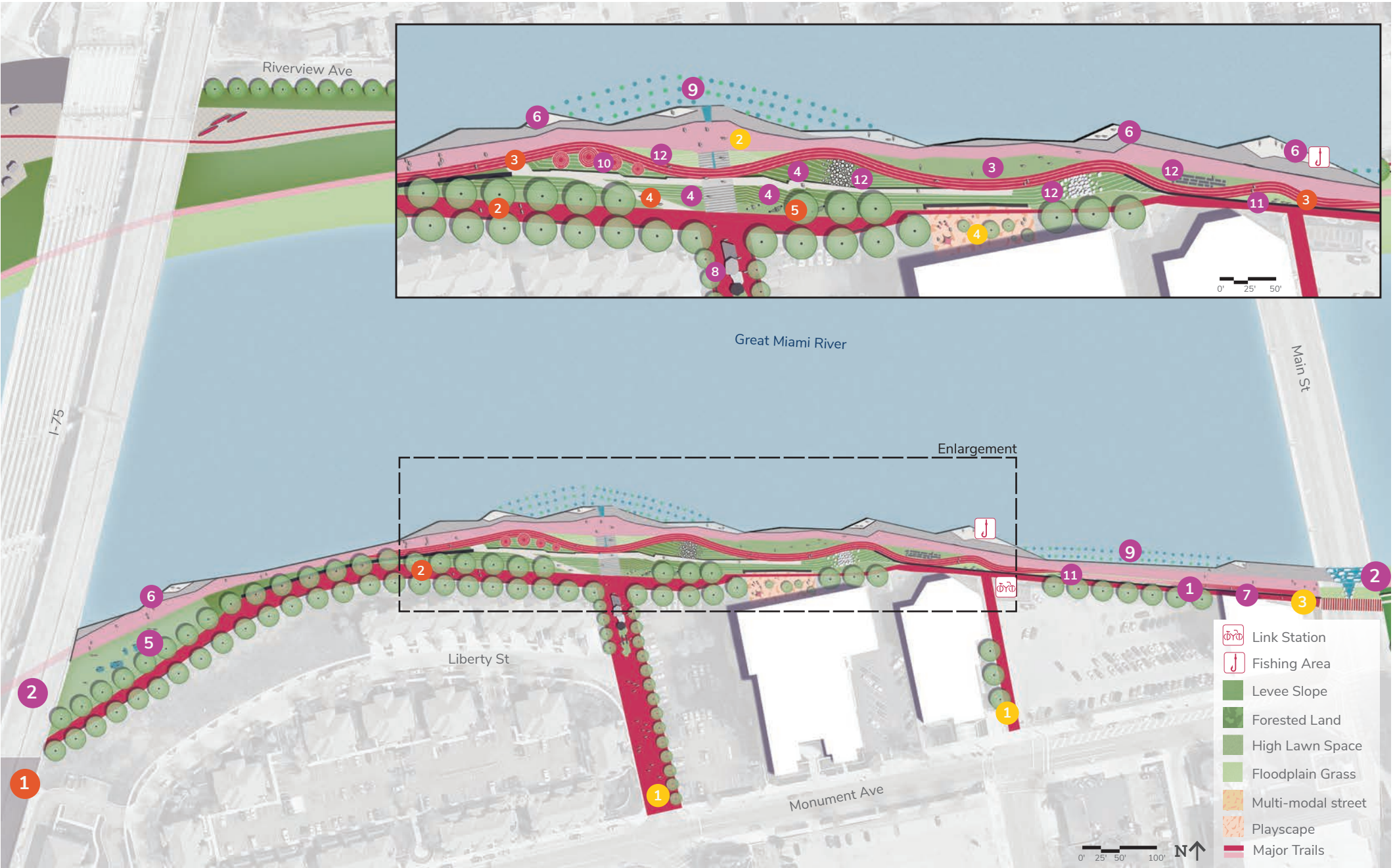
Vision

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**



River's Edge Park





Sunrise MetroPark and Sunset Park

Existing Conditions

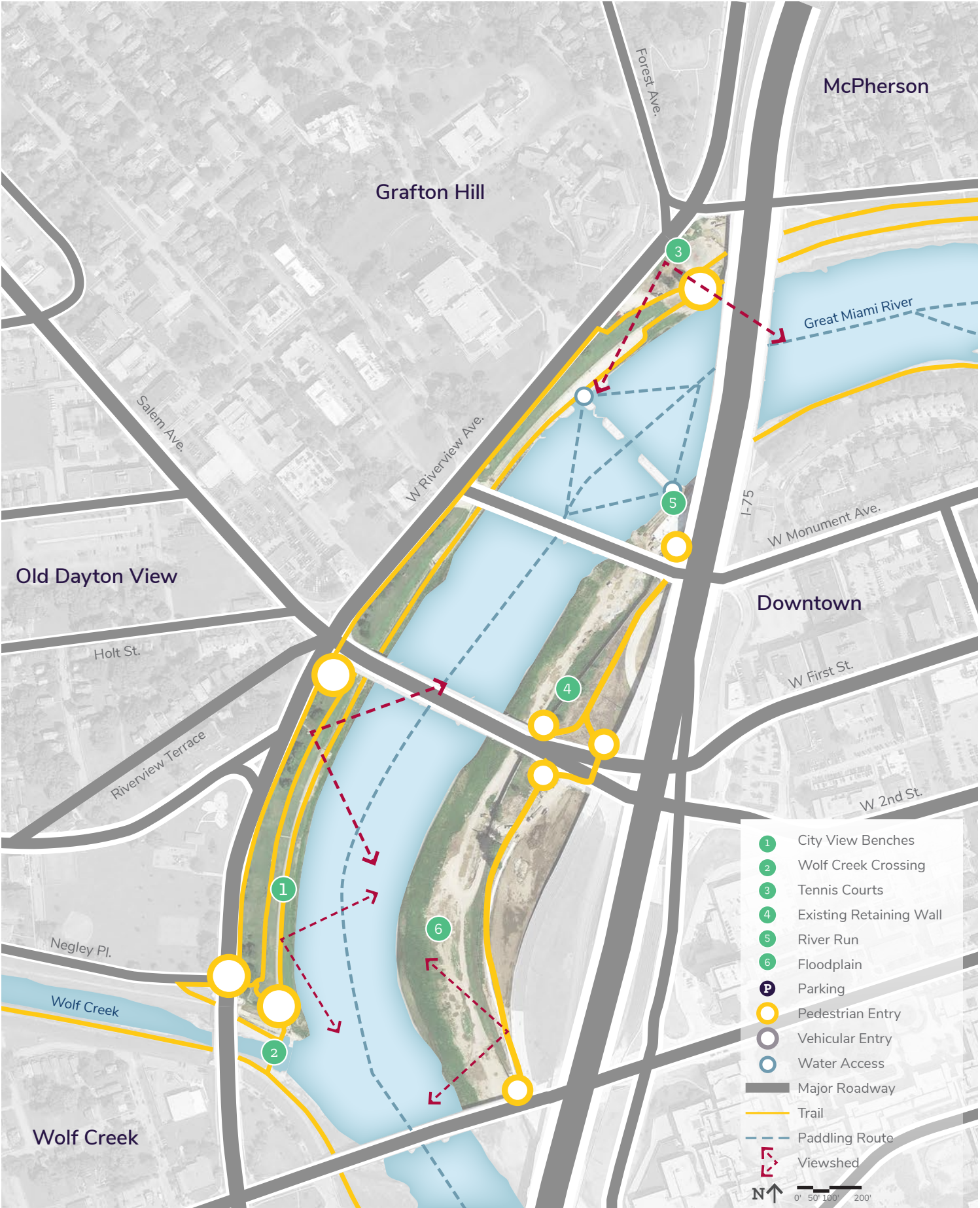
Sunrise MetroPark is a narrow, grassy strip of land along the west bank of the Great Miami River. It is an excellent place to watch wildlife—night herons, gulls, bald eagles, and ospreys—as well as enjoy the sunrise over downtown Dayton. The Great Miami River Bikeway, located at the bottom of the levee, runs by—rather than through—the park, and there is no easy place to access the trail except for a set of stairs near the Wolf Creek confluence.

The park is also somewhat difficult for pedestrians to safely access from McIntosh Park and the nearby neighborhoods because of traffic along Edwin C. Moses Boulevard. Once pedestrians get to the park, the available activities are limited—relaxing on benches, walking, playing on the open lawn, and experiencing the cultural artifacts of the Wright Dunbar Gateway, the Veterans Memorial Bridge, and the brightly colored commemorative benches. Tennis courts at the north end of the park offer the only active recreation opportunity. While the Dayton Art Institute is just across the street, it neither powerfully connects to the park and river nor does it celebrate this cultural asset.

Sunset MetroPark is a relatively new park created with the I-75 realignment. Currently, the park consists of grassy, rolling topography with a path running through it. The park is divided into smaller parcels by Monument Avenue, First Street, and Robert Drive, causing it to feel disjointed. Access to the park from downtown is limited by the unwelcoming underpasses below I-75. The Great Miami River Bikeway runs through the park below the stone levee wall dividing upper and lower portions of the park. The only way to get to the trail is at the river run access at the north end of the park. Although the park does not currently have a distinctive identity, its views of the river, access to downtown, and wide usable space below the levee wall have incredible potential to create a vibrant park experience and synergy with Sunrise Park across the river.



From Top River Run, Wolf Creek crossing, Existing retaining wall





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

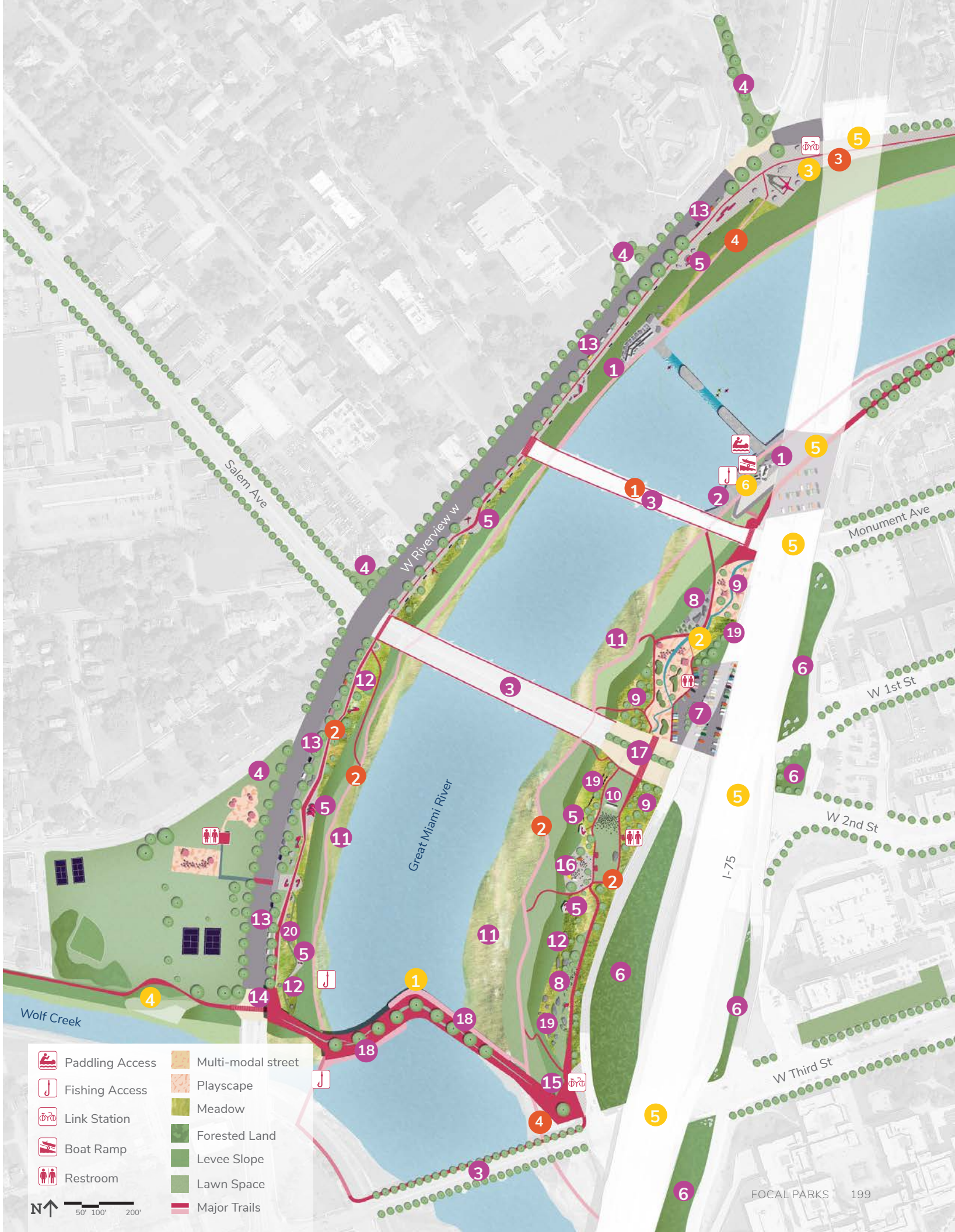
Quick Wins

- 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





Vision:

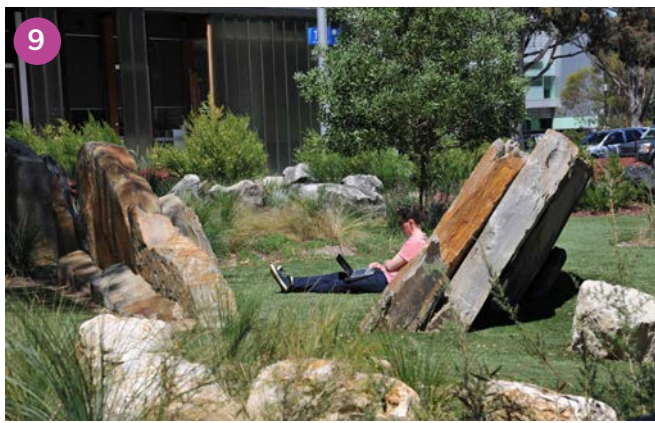
Embracing the Great Miami River near downtown, Sunrise and Sunset MetroParks connect neighborhoods on both sides of the river to each other and to Dayton’s rich cultural history and vibrant arts community. The two parks come together, referencing each other in materiality, form, and artwork to activate the riverfront with a diverse offering of unique recreational programs, activities, and experiences.

Perhaps the most transformative feature is a new bridge park that spans the river. The new bridge park is wide enough to include gardens, overlooks, gathering spaces, and interpretive artwork. The bridge, as a symbol of the strong connection between the east and west sides of the river, is a beautifully designed and highly visible iconic structure that expresses Dayton’s civic and innovative spirit. The city also has an active arts community and a significant partner—the Dayton Art Institute (DAI)—celebrated in the parks with a new arts walk. The walk, starting at an art terrace near the DAI and running south along the edge of Sunrise MetroPark, across the bridge and into Sunset Park consists of beautifully detailed walkways that connect a series of art plazas displaying public art while providing stunning views of the river and downtown. The walk includes interpretive insets and panels that describe the histories and contributions of the adjacent neighborhoods.

In Sunset MetroPark, a number of destination play and activity areas attract local and regional visitors. Activities include a boulder terrace where people can practice their climbing skills and challenging play environments that can be enjoyed by people of all ages. The great lawn is a multi-purpose space for a variety of informal activities (e.g., sunbathing, playing games) and formal events like festivals and movie nights. The upper meadow consists of native plants that provide habitat value for several bird and pollinator species, and visitors experience firsthand the ecological richness of the meadow habitat in an urban setting. This meadow extends across the river and winds through Sunrise MetroPark, interspersed with artwork clearings.

With their names in mind, both parks include sky watching plazas and interpretive elements to increase awareness and understanding of important sunrises and sunsets throughout the year. In addition to all the new amenities, connectivity has been dramatically improved.

Historically, the river was a barrier between the west side neighborhoods and downtown Dayton. With streetscape improvements, such as widened sidewalks and plantings, to the Monument, First, Third, and Fifth Street bridges, pedestrians and bicyclists can now comfortably and safely walk across the river and access the two parks. The downtown loop trail, which flows through both of the parks, enables people to easily access the other downtown riverfront parks and enjoy the multitude of activities and experiences they have to offer. Improving connections between downtown and the parks, the I-75 underpasses are enhanced with lighting and artwork that makes the passages inviting places to be in and pass through.





# Wesleyan MetroPark

## Existing Conditions

Wesleyan MetroPark, located on the banks of Wolf Creek, makes nature accessible to residents in the western portion of the city. Through the Parks 2000 initiative, the City of Dayton installed playground equipment, better lighting, a picnic area, and new restrooms, and performed significant cleaning, grading, and seeding the grounds. In recent years, the city updated the playground and restored a steep hillside near the creek with native plantings. The north side of the park functions more like a neighborhood gathering space serving the recreational needs of the adjacent community. The creek and the south side of the park are more natural with ample vegetation and trails that encourage exploration.

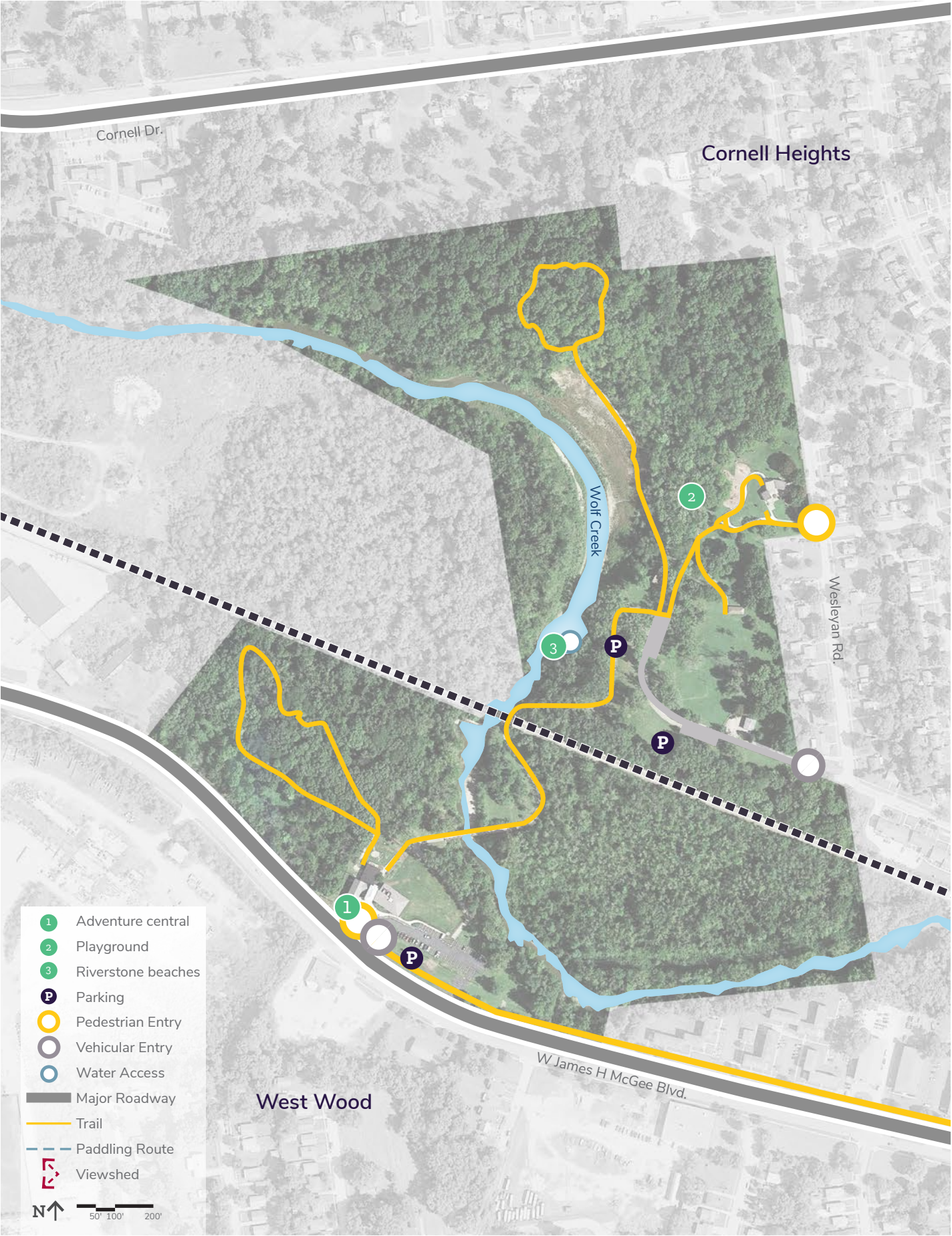
Adventure Central, which opened in 2000, is an outdoor education center that serves youth in West Dayton as a hub for after school programming, including activity nights, day and overnight camps, and parent and family programs. Participants spend time connecting with nature in a youth development context with the intended outcomes of creating caring, capable, and contributing citizens and stewards of the natural landscape.

The Wolf Creek Trail connection to the park from the Great Miami River Bikeway was finalized in 2004 with construction of the bridge over the creek, which finally connected both sides of the park. The bridge benefited bikers and provided access to the main part of the park for Adventure Central children. Around the same time, MetroParks added about seven acres and two new woodland trails to the park.

Wesleyan MetroPark remains a popular place for picnics, family recreation, nature education, and hikes through the winding trails overlooking Wolf Creek. To first-time visitors, the park is an unexpected scenic and natural jewel within Dayton city limits.



Top North east playground, Fishing along Wolf Creek, Existing nature center building





# 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





Wesleyan MetroPark - Inspiration





# *Ch 6 Implementation*





# 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





Implementation Next Steps:  
Riverfront Guidelines

The design of Dayton’s many riverfront spaces and trails should work in concert to achieve a cohesive environment along the Dayton riverfront that is memorable, unique, and enjoyable; economical and practical to maintain; and responsive to functional and environmental constraints. Developed in parallel with a riverfront branding strategy, landscape design guidelines coordinate with branding to provide recommendations for physical elements that are consistent with this identity. Future signage should feel consistent with the elements recommended through branding and landscape design guidelines.

The purpose of landscape design guidelines is to encourage visual unity and functional consistency in the overall preservation and enhancement of the riverfront environment while creating a distinctive and pervasive sense of place appropriate for the riverfront's downtown hub and four corridors. The guidelines do not prescribe specific designs, but rather establish a design direction and series of performance objectives for landscape character.

Landscape design guidelines typically include the following:

- ▶ Principles and goals for landscape types (for the riverfront, this would include principles for preserving/enhancing the identity of each corridor and hub).
- ▶ Kit of parts: recommendations for planting, furnishings, and other elements (some elements will be consistent along the riverfront, and others will support the preservation of different identities of each corridor and hub)
- ▶ Principles for placement of the elements.

Landscape Types

The riverfront is a composition of several related landscape types, each of which has a desired set of qualities that contribute to the system as a whole. Landscape design guidelines prescribe principles and goals for each type, and offer examples of how to maintain the landscape as individual projects are implemented. For the Dayton riverfront, this may include the following:

Design of and differentiation in each of the corridor trailheads and gateways;

- ▶ Levee accessibility and functionality
- ▶ Parking siting and proximity to put-in locations or universally accessible pedestrian water access
- ▶ Relationships to adjacent land uses
- ▶ Relationship to important destinations and landmarks

Landscape Elements

The riverfront's landscape contains many different materials and elements that contribute to the character and quality of the experience along the riverfront. Landscape design guidelines can provide a framework that unifies these elements across the system as well as recommendations that reinforce unique corridor identities. For the riverfront, the landscape elements may include the following:

- ▶ Geological elements in accordance with the conceptual identity plan
- ▶ Planting: flood resistant species, composition, and character, with maintenance considerations incorporated here or addressed separately in trail and landscape maintenance standards described below
- ▶ Furnishings: seating, trash receptacles, bicycle facilities, shade structures, restrooms, and lighting

- ▶ Materials: ground plane materials, vertical surfaces such as walls, shade and canopy structures, fencing, guards and railings, etc
- ▶ Signage developed in parallel through branding, wayfinding, and signage design, consistent with the character of these elements
- ▶ Consistent lighting aesthetic and coordinated strategy within individual park, the larger system and coordination with various agencies that manage outdoor lighting across the riverfront and the city

Trail, Park, and Open Space Maintenance Standards

Maintenance and operations needs should be considered early during design processes to ensure a safe, beautiful, and healthy environment can be efficiently maintained over time. Establishing trail and landscape maintenance standards can result in best practices for tree, trail, and vegetation maintenance, even when maintenance is completed by different organizations.

The development of maintenance standards

should draw from or integrate existing Five Rivers MetroParks, Miami Conservancy District, and City of Dayton standards, and other previous studies relating to levee management, vegetation health, and park maintenance. Input from existing maintenance staff will be a critical first step to gain an understanding of existing practices, challenges, and goals, and build an ideal maintenance strategy moving forward.

A maintenance study can address the following topics, either citywide or by corridor as relevant:

- ▶ Urban forestry, plant management and irrigation
- ▶ Management of invasive and noxious plant management
- ▶ Trail and park maintenance that considers sustainable practices, including integrated pest management and ecological and low-mow areas, etc
- ▶ Cross organizational cooperative maintenance
- ▶ Metrics for tracking performance (including costs), measuring progress, and managing assets.



River Run Mural ribbon cutting | Dayton.com



Potential Funding Sources

To advance implementation, the plan identifies potential funding sources available for the projects and initiatives that are critical to realizing the master plan vision. Organized partnerships and strong financial commitments are key to ensuring that many of the projects identified by this plan are realized. The following evaluation is not exhaustive, but provides some general funding sources to support plan implementation.

Depending on the size or complexity of the project, several tools from various sources will need to be combined to fund the project. Municipalities across the country, including Dayton, rely on locally controlled economic development tools, like tax increment financing (TIF), property tax abatements, bond writing, and land acquisition, to guide complex projects such as the Dayton Tire

and Rubber site open space redevelopment. These tools provide control over the timeline and process, and ensure the project becomes a reality.

The majority of the projects identified as mid- to long-term priorities are dependent on the support of the business and residential community. As such, public participation beyond this planning effort is paramount to both communicate the critical nature of these projects and ensure community needs are met. The following list identifies federal, state, local, and private funding sources that could be available for any of the plan projects, depending on the project type.

Federal Programs

The federal government provides a variety of funding mechanisms for public infrastructure projects, namely through grants and tax-exempt bonds. The projects are typically restricted to public works investments and infrastructure needs, though organizations like the Environmental Protection Agency and United States Army Corps of Engineers grant a significant amount of funding to support natural resources projects. The following funding sources are applicable to the Dayton Riverfront Plan implementation:

- ▶ USDOT (Safe Routes to Schools, Recreational Trails Program, TIGER, TIFIA, ATI, HSIP, NHPP, TA, RTP, PLAN, FLTTP, Surface Transportation Block Grant Program, FTA, Transportation Alternatives)
- ▶ USACE
- ▶ USEPA
- ▶ FEMA
- ▶ HUD
- ▶ Partnership for Sustainable Communities (HUD, DOT, and EPA partnership)
- ▶ US Fish and Wildlife (reestablishing habitat for wildlife, fish and bird habitat creation)

State Programs

Like federal funding, many state funding sources are oriented towards large public works programs. The following funding sources provide grants and bonds for trails, native ecology investments, and capital improvements for general public projects:

- ▶ Ohio Department of Transportation
- ▶ Ohio Pollinator Habitat Initiative (OPHI)
- ▶ Ohio DNR
- ▶ Recreational Trails Program
- ▶ Clean Ohio Trails Fund
- ▶ Clean Ohio Greenspace
- ▶ Ohio Public Works Commission
- ▶ Local Capital Improvement Program
- ▶ State Capital Improvement Program

Private Funding Sources

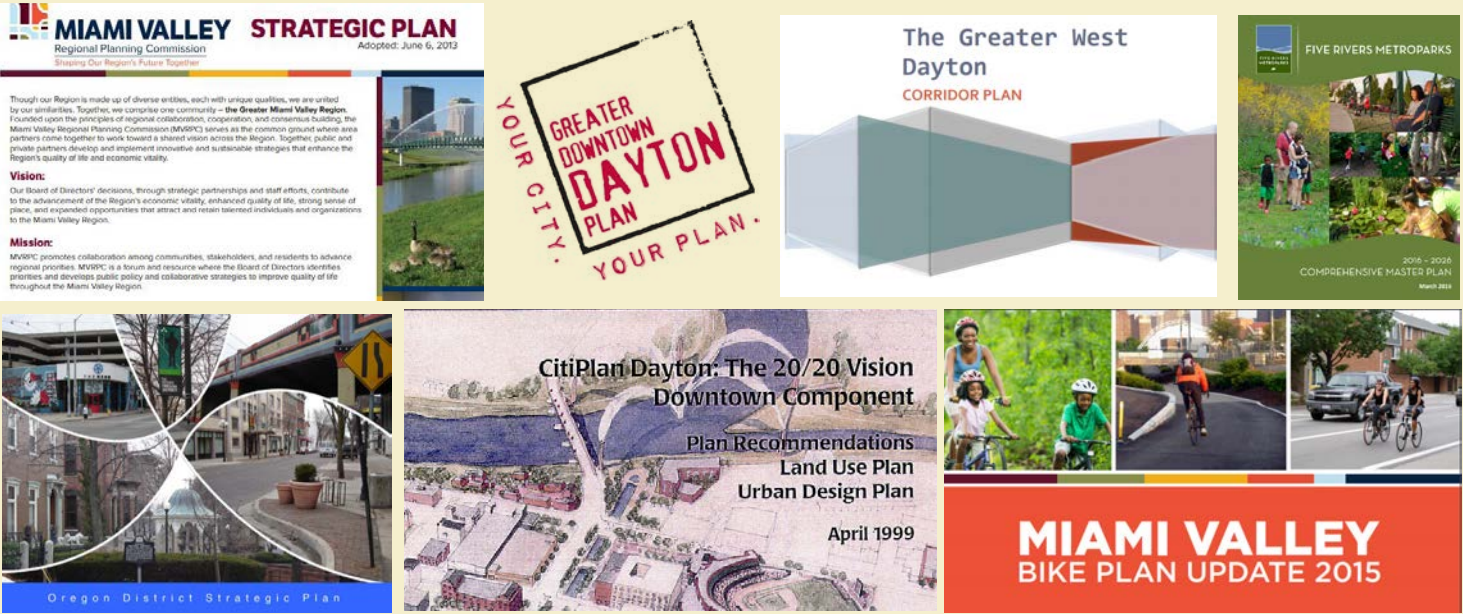
Outside of government tax and grant programs, many private funding sources serve as incentives for multi-organization collaboration and private investment.

- ▶ American Rivers
- ▶ Montgomery County Land Bank
- ▶ Private Institutions (local businesses, hospitals, and institutions)
- ▶ Public-private partnerships
- ▶ Friends groups
- ▶ Park conservancy groups
- ▶ Corporate sponsorship

Local Programs (County and City Level)

At the local level, city and county governing agencies have the capacity to collect and expend tax revenues generated by incremental increases in property values, or can float bond measures and levies to fund projects. Here are a few examples of local funding methods:

- ▶ County and Municipal Bridge Program, County Engineers Association of Ohio
- ▶ Capital projects levy
- ▶ Bond issue
- ▶ Tax increment financing (TIF)
- ▶ Miami Conservancy District River Corridor



Past plans strengthen and influence the Dayton Riverfront Plan



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.

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-striped to support two directional traffic and reduce pedestrian crossings to the river.	x			City of Dayton, ODOT, RTA, Downtown Dayton Partnership



Community Corridor

Project	Project Description (For reference only)	Near-term	Mid-term	Long-term/ Opportunistic	Partners
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)	Near-term	Mid-term	Long-term/ Opportunistic	Partners
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)	Near-term	Long-term/ Opportunistic		Partners
			Mid-term		
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)	Near-term	Long-term/ Opportunistic		Partners
			Mid-term		
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
Fisrt 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



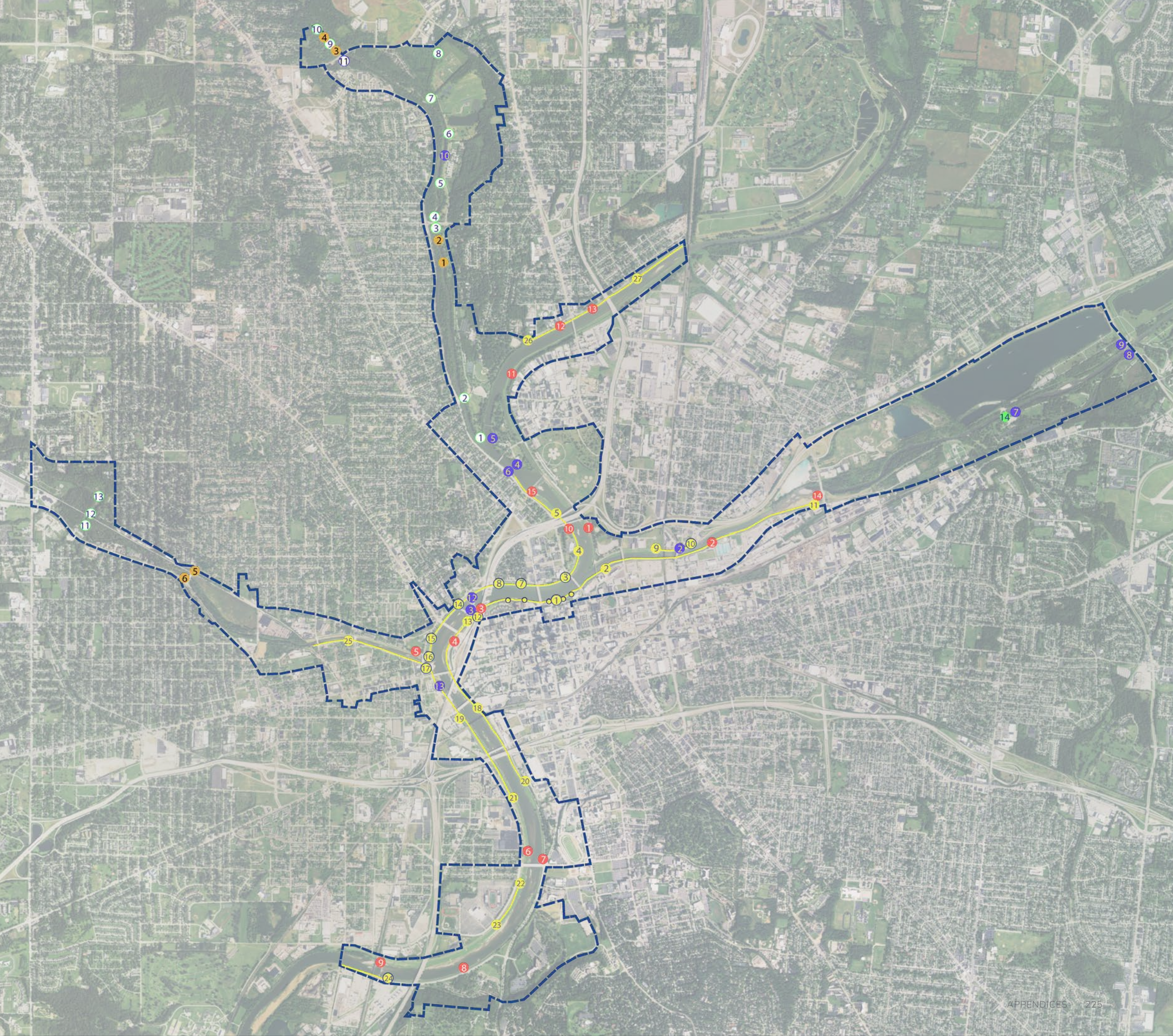
# *Appendices*





Water Access Inventory

- Pedestrian Access to Lower Level (ADA accessible)
- Connection to Upper Pedestrian Trails
- Stairs
- Boat Access (formal)
- Boat Access (informal)
- Vehicular Service Access
- Pedestrian Access (formal)
- Pedestrian Access (informal)
- Overlook





Dayton Ohio River Access Matrix						
Site ID	Access Name	Access Type	Access to	Accessi-ble	Condition	MCD Access Points
Pedestrian Access						
1	Riverscape Metro Park & Boat Access to River Run	Stairs & Ramps	Lower Level	Yes & No	New	X
2	Mad River Access	Ramp	Upper Ped Trails	Yes	Good	
3	Riverside Drive Bridge Access	Stair	Lower Level	No	Good	
4	Ohio Korean War Veterans Memorial	Ramp	Lower Level	Yes	Good	
5	Riverside Dr. & Lawn St	Ramp	Lower Level	Yes	Good	
6	REMOVED	Ramp	n/a	n/a	Removed	X
7	Wilbe St. & W Riverview Ave	Stair	Lower Level	No	Good	X
8	I-75 Overpass & W Riverview Ave	Stair	Lower Level	No	Good	
9	Rail Trestle Bridge	Ramp	Lower Level	Yes	Good	
10	Ohio St. & Valley St.	Stairs & Ramp	Lower Level	Yes & No	Poor	
11	E Monument Ave & N Findlay St.	Ramp	Lower Level	Yes	Good	
12	Great Miami Trail I-75 Overpass	Stairs	Lower Level	No	New	
13	Great Miami Trail I-75 Overpass	Ramp	Lower Level	Yes	New	
14	W Monument Ave. & W Riverview Ave	Stairs	Lower Level	No	Good	
15	Riverview Park	Stairs	Lower Level	No	Poor	
16	Edwin C Moses Blvd & Nedley Pl.	Stairs	Lower Level	No	Poor	
17	Sunrise Park	Stairs	Lower Level	No	Good	
18	5th St. & Mead St.	Ramp	Lower Level	Yes	Good	
19	5th Street Bridge West	Ramp	Lower Level	Yes	Good	
20	Veteran's Parkway	Ramp	Lower Level	Yes	Good	
21	S Edwin C Moses Blvd & Albany St.	Ramp	Lower Level	Yes	Good	
22	S Edwin C Moses Blvd & Stewart St.	Ramp	Lower Level	Yes	Good	
23	University Of Dayton Arena	Ramp	Lower Level	Yes	Good	

24	E River Rd & Carillon Blvd	Stair & Ramp	Lower Level	Yes & No	Good	X
25	N Broadway St & Dakota St	Ramp	Lower Level	Yes	Good	
26	Embury Park Rd & Kearns Ave	Ramp	Lower Level	Yes	Good	
27	Embury Park Rd & Rolfe Ave	Ramp	Lower Level	Yes	Good	
Boat Access						
1	REMOVED PER CS COMMENTS	Boat Dock		Yes	Good	X
2	N Keowee St. & Valley St	Boat	River	n/a	Fair	X
3	Great Miami Trail I-75 Overpass	Boat	River	Yes	New	
4	Island Metro Park Boat Launch	Boat	River	n/a	Poor	X
5	Island Metro Park	Boat	River	Yes	Good	X
6	Dayton Canoe Club Inc. (NO PUBLIC ACCESS)	Boat	River	Yes	Good	
7	Eastwood Metro Park Legacy River Launch	Boat	River	No	New	
8	Eastwood Metro Park Kayak Launch	Boat	River	Yes	New	X
9	Eastwood Metro Park Kayak Launch	Boat	River	n/a	New	X
10	Wegerzyn Gardens MetroPark Boat Launch	Boat	River	Yes	Good	X
11	Shoup Mill Bridge	Boat	River	Yes	Fair	
12	Riverscape River Run Drop 2 Boat Launch	Boat	River	Yes	New	
13	Bank Street Boat Launch	Boat	River	Yes	New	
Vehicular Service Access						
1	Deeds Park	Vehicular Service	Lower Level	n/a	Gravel	X
2	Ottawa St Yards	Vehicular Service	Lower Level	n/a	Grass	
3	Great Miami Trail I-75 Overpass	Vehicular Service	Lower Level	n/a	New	
4	W 1st St. & Robert Dr.	Vehicular Service	Lower Level	n/a	Removed	
5	Edwin C Moses Blvd & Nedley Pl.	Vehicular Service	Lower Level	n/a	Gravel	
6	Edwin C Moses Blvd & Stewart St.	Vehicular Service	Lower Level	n/a	Gravel	
7	S Patterson Blvd & Stewart St.	Vehicular Service	Lower Level	n/a	Gravel	
8	Carillon Blvd	Vehicular Service	Lower Level	n/a	Grass	
9	Cincinnati St.	Vehicular Service	Lower Level	n/a	Gravel	X



10	Temple Israel	Vehicular Service	Lower Level	n/a	Gravel	
11	Stanley Ave & Leo St.	Vehicular Service	Lower Level	n/a	Gravel	X
12	Embury Park Rd & N Dixie Rd	Vehicular Service	Lower Level	n/a	Concrete	
13	Embury Park Rd & Elkhart Ave	Vehicular Service	Lower Level	n/a	Gravel	
14	E Monument Ave & N Findlay St.	Vehicular Service	Lower Level	n/a	Gravel	
15	Dam @ Island Park	Vehicular Service	Lower Level	n/a	Concrete & Grass	X
Pedestrian Access						
1	Triangle Park	Pedestrian	River	n/a	Riverbank	
2	Triangle Park	Pedestrian	River	Yes	Trail/Rip-rap	X
3	Siebenthaler Avenue Bridge	Pedestrian	River	Yes	Trail/Rip-rap/Riverbank	X
4	Wegerzyn Gardens MetroPark	Pedestrian	River	n/a	Vegetation/Riverbank	
5	Wegerzyn Gardens MetroPark	Pedestrian	River	n/a	Vegetation/Riverbank	
6	Wegerzyn Gardens MetroPark	Pedestrian	River	n/a	Porous riparian edge along recreation trail; there are many informal access points made by people trying to engage the river	
7	Wegerzyn Gardens MetroPark	Pedestrian	River	n/a	Vegetation/Riverbank	
8	Stillwater Trail Bridge	Pedestrian	River	n/a	Riverbank	
9	Sinclair Park	Pedestrian	River	n/a	informal trail along steep slope	X

10	Sinclair Park	Pedestrian	River	n/a	informal trail along steep slope	X
11	Wesleyan Park	Pedestrian	River	n/a	Grass/Riverbank	
12	Wesleyan Park	Pedestrian	River	Accessi-ble	Trail/Rip-rap/Riverbank	
13	Wesleyan Park	Pedestrian	River	n/a	Meadow/Riverbank	
14	Eastwood MetroPark (Mad River Run)	Pedestrian	River	n/a	Stone/Concrete Steps	
Overlooks						
1	DeWeese Parkway Recreation Trail	Benches	Riparian Edge	n/a	Grass	
2	DeWeese Parkway Recreation Trail	Benches	Riparian Edge	n/a	Grass	
3	Sinclair Park	Ped/Overlook	Woodland Ridge	n/a	Woodland	
4	Sinclair Park	Ped/Overlook	Woodland Ridge	n/a	Woodland	
5	Philadelphia Drive Bridge	Ped/Overlook	Bridge	n/a	Hard-scape Plaza/Interpretive Sign	
6	Philadelphia Drive Bridge	Ped/Overlook	Bridge	n/a	Hard-scape Plaza/Interpretive Sign	



# Partners



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# Funding



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# Special Thanks

Steering Committee

Working Group

Focal Parks group

Stakeholders





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DOWNTOWN  
**DAYTON**  
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