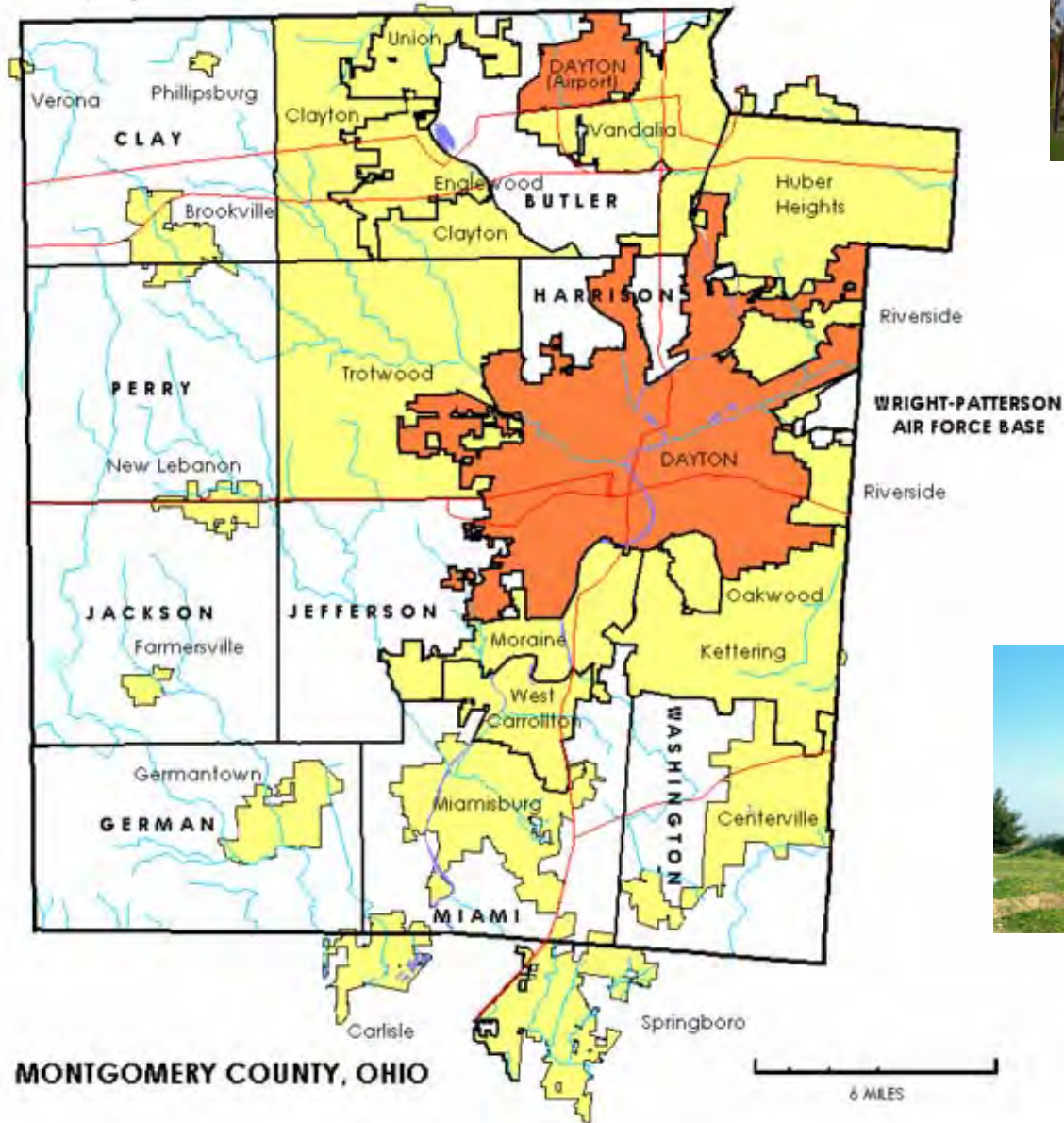


MONTGOMERY COUNTY PLANNING COMMISSION COMPREHENSIVE LAND USE PLAN AND FUTURE LAND USE MAP

YEAR 2012 AND BEYOND



MONTGOMERY COUNTY, OHIO

COMPREHENSIVE PLAN

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Communities

Butler Township

Clay Township

Perry Township

Jackson Township

German Township

Harrison Township

Jefferson Township

Miami Township

Washington Township

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Planner

MONTGOMERY COUNTY PLANNING COMMISSION

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45422

SECTION 1

INTRODUCTION TO THE COMPREHENSIVE PLAN

1. INTRODUCTION

Approach to planning "to be" of the county, balanced by the realities of environmental quality and efficient transportation, balanced by the realities of economic development and the limitations of government spending.

1.A STATEMENT OF PURPOSE

This County Comprehensive Plan serves as a guiding document for decision making on land development matters, such as subdivision review, zoning issues, public sewer and water line extension requests, and transportation planning. The use of a comprehensive plan to guide zoning has been favored by Ohio and federal courts over a haphazard pattern of zoning actions. The Plan is to be implemented after its adoption by the Montgomery County Board of Commissioners, and the County Planning Commission.

1.B PRIMARY BENEFITS OF A COMPREHENSIVE LAND USE PLAN

The Plan and its Future Land Use Map add to the predictability and efficiency of land use in the County. The documents set parameters for zone changes, so that property owners, investors and other governments in the region know the limits of those changes. This helps to maintain property values by upholding reasonable expectations about the use of land. That predictability also enhances the ability of public service agencies to budget and plan capital improvements.



INTRODUCTION (continued)

1.C OVERVIEW OF THE PLANNING PROCESS FOR SUBDIVISIONS, ZONING AND PUBLIC IMPROVEMENTS

County Planning Commission

The County Planning Commission regulates land subdivisions through the County Subdivision Regulations. The Regulations are broadly governed by State law, but they are formulated and enforced locally by the Planning Commission. Also, the Planning Commission has the authority to grant variances (consistent with State law) from the Regulations. Additionally, the Commission formulates and approves the County Thoroughfare Plan, which is a long term plan and map that shows the ultimate public rights of way for all arterial and collector streets.

Currently the zoning of land is decided by township governments in unincorporated lands of the County, and by municipal governments in cities and villages. However, no zone change may be decided by a township until the proposed change has been publicly reviewed by the County Planning Commission, which may recommend approval, approval with recommended changes, or denial, unless the case is tabled for further review. The Comprehensive Plan and Future Land Use Map will provide guidance to the Planning Commission in its decision making on zoning matters.

County Board of Commissioners

Under the direction of the Board of Commissioners, the County Water Services Department provides water and sewer service to unincorporated lands and some municipalities in the County. The Department maintains master plans to provide water and sewer service for various development scenarios. The Future Land Use Map provides guidance on the residential densities and other demands that may be placed upon the water and sanitary sewer system. The practices of the Water Services Department should coincide with the future land uses that are planned for the County, as reflected by the Future Land Use Map.

The Board of Commissioners has influence on road construction and transportation improvements. Major new road projects often require Federal funds, which are distributed by the Miami Valley Regional Planning Commission (MVRPC), operating as a Metropolitan Planning Organization under Federal law. MVRPC enacts various plans for road construction and improvements, and the distribution of funds is based largely on those plans. The Commissioners of several counties (Greene, Miami, Montgomery) have direct input into the creation of the plans. Within Montgomery County, centers of substantial employment, commerce, entertainment and lodging, as shown on the Future Land Use Map, should be well served by the local and regional transportation system.



INTRODUCTION (continued)

Townships

Several Montgomery County township Boards of Trustees have recently prepared long range land use plans to help guide township zoning decisions. The Montgomery County Comprehensive Plan and Future Land Use Map reflect those plans.

Zoning regulations are a primary means by which the townships organize and regulate land use. Although final zoning decisions in Montgomery County are made at the township level, the County Comprehensive Plan will serve as a general guide for review of proposed re-zonings, and the alteration of Township zoning texts.

1. D ACHIEVING CONSISTENCY BETWEEN ZONING AND THE COMPREHENSIVE PLAN

This Comprehensive Plan is used as a tool in the rendering of zoning decisions. The Plan is a statement of local consensus on some major aspects of how those decisions should be made. In any zone change case heard by the Planning Commission, the compatibility of a proposed land use with surrounding land uses and zoning is of equal importance to the consistency of the proposed zoning with the Plan. So, such decisions will be made on the basis of a balancing of the various critical factors in each case. In some cases, although the proposed re-zoning is consistent with the Plan, it may conflict with the surrounding zoning and land uses that have not caught up to the Plan. For example, a proposal for industrial development of a vacant property located next to a high density residential development may produce off site impacts that are not compatible with the homes. Such proposals are premature. Less intensive zoning that allows a use similar to that being proposed, or planned development zoning that applies special restrictions to the proposed use will be more appropriate.



SECTION 2

OVERVIEW OF EXISTING LAND USES

Montgomery County has a population of approximately 535,153 persons, according to U.S. Census Bureau estimates issued in year 2012. The County consists of nine Township governments (Butler, Clay, Harrison, Miami, German, Jackson, Jefferson, Perry, Washington), and nineteen municipalities. New construction and land use in the municipalities is regulated by those local governments, either through zoning or a combination of zoning and building regulation. Some municipalities contract with the County Building Regulations Division for building inspection services. Within unincorporated lands in the Townships, the County Building Regulations Division regulates the issuance of building permits, while zoning authority rests with the township government. Montgomery County is considered an urbanized county by the U.S. Census Bureau and is the largest county in the Census Bureau's Dayton Metropolitan Statistical Area.

Land uses in Montgomery County include a full range of urban development. Heavy commercial development is present along key transportation corridors, such as Interstate 70, Interstate 75, U.S. Hwy 35, and Interstate 675. Some locations offer extensive retail activity, as found in and around the Dayton Mall, a major retail center that lies between I675 and I75, in Miami Township. Other spots, like the corridor along I75, near the Benchwood interchange, in Butler Township, contain an intensive mix of large scale retail development and hospitality uses. Along I75 in Harrison Township, a considerable amount of industrial development has occurred. Major light industrial parks have been developed along I675 in Miami Township. These various types of land uses are not limited to the locations just listed. Overall, non residential land development in the County can be described as a mixture of mature commercial and industrial land uses located primarily in Butler, Harrison, Jefferson, Miami and Washington Townships. Clay, Perry, Jackson and German Townships, located west of the Great Miami River, are best described as agricultural communities. Some commercial and industrial development has occurred near the U.S. Hwy 40 and State Route 49 interchange/corridor in Clay Township. East of the Great Miami River, areas within Washington and Miami Townships have undergone almost total "build out" scenarios, in which nearly all land available for residential development has been, or is scheduled for development. Areas west of the River, in the southern Miami Township are still fairly rural in appearance and residential development has been for the most part limited to large lots (single family residences situated on land parcels of one acre or more). The "western" townships of Clay, Perry, Jackson and German have historically been agricultural, offering few employment opportunities (relative to the commercial and industrial development in the eastern municipalities and townships), and few locations for purely residential development, due to the lack of centralized public sanitary sewers and the proximity to heavy agricultural land uses.



EXISTING LAND USES (continued)

The entire population of the County is served by several regional hospitals, major universities, colleges and vocational schools. Public infrastructure includes water provided by treatment and pumping facilities of the City of Dayton, Ohio and several municipalities. Sanitary sewers are provided by the County Water Services Department, the City of Dayton and a few other municipalities. An extensive road system connects all communities in the County with each other, and the region. The road system includes three major interstate highways, three major state highways, as well as the historic U.S. 40 (National Highway). The local road system is based on thoroughfare planning, in which local collector streets serve larger arterial streets which carry traffic throughout the region.

Since the year 2000, most of the new homes constructed under permits issued by the Montgomery County Building Regulations Division have been located in southern Washington and Miami Townships. Over the years 2005 - 2008, new home construction as reflected by permit activity, has declined sharply. This is consistent with regional trends.

Since the year 2000, about half of the value of new commercial construction under County permit has been invested in Huber Heights, Miami Township and Washington Township. Notable amounts of construction also occurred Butler Township, Harrison Township, Englewood and Riverside. Since 2005, the value of new commercial construction under permit has declined in all communities except for Miami Township.

Montgomery County Municipalities		Townships
Brookville	West Carrollton	Butler
Centerville	Pt. Verona	Clay
Clayton	Pt. Springboro	German
Dayton	Pt. Carlisle	Jackson
Englewood		Jefferson
Farmersville		Harrison
Germantown		Miami
Kettering		Perry
Miamisburg		Washington
Moraine		
New Lebanon		
Oakwood		
Phillipsburg		
Riverside		
Trotwood		
Union		
Vandalia		

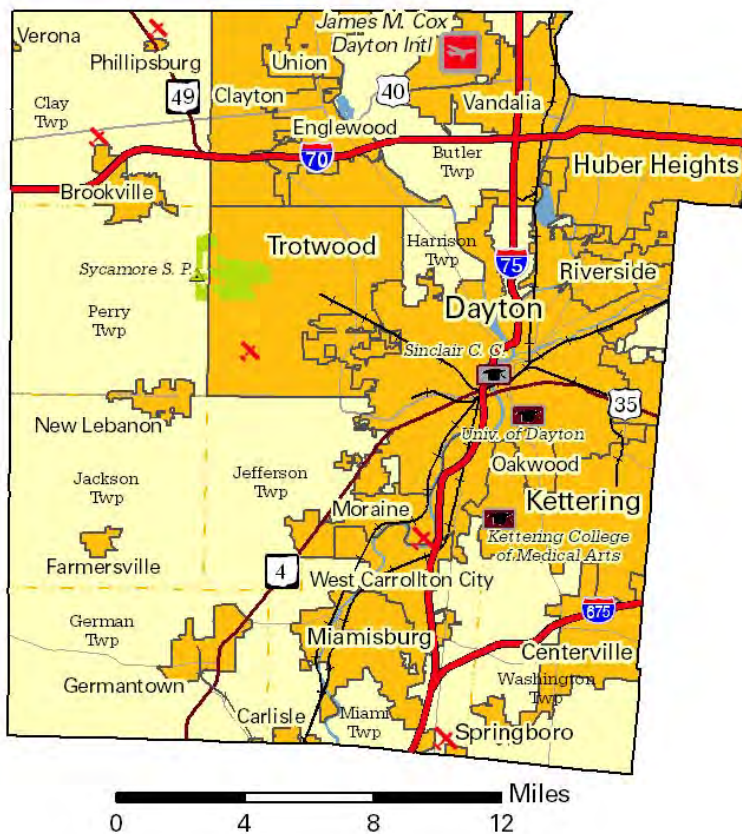
Ohio County Profiles



Prepared by the Office of Policy, Research and Strategic Planning

Montgomery County

Established: Act - May 1, 1803
2010 Population: 535,153
Land Area: 461.7 square miles
County Seat: Dayton City
Named for: General Richard Montgomery, Revolutionary War



Taxes

Taxable value of real property	\$9,893,884,440
Residential	\$7,371,116,010
Agriculture	\$101,587,400
Industrial	\$329,442,090
Commercial	\$2,091,738,940
Mineral	\$0
Ohio income tax liability	\$309,114,766
Average per return	\$1,337.22

Land Use/Land Cover

	Percent
Urban (Residential/Commercial/Industrial/Transportation and Urban Grasses)	43.47%
Cropland	32.56%
Pasture	3.97%
Forest	18.30%
Open Water	1.10%
Wetlands (Wooded/Herbaceous)	0.36%
Bare/Mines	0.25%

Largest Places

	Census 2010	Census 2000
Dayton city	141,527	166,179
Kettering city (pt.)	55,696	57,502
Huber Heights city (pt.)	37,142	38,177
Washington twp UB	32,610	29,967
Miami twp UB	29,131	25,706
Riverside city	25,201	23,545
Trotwood city	24,431	27,420
Centerville city (pt.)	23,997	23,024
Harrison twp	22,397	24,303
Miamisburg city	20,181	19,489

UB: Unincorporated balance.

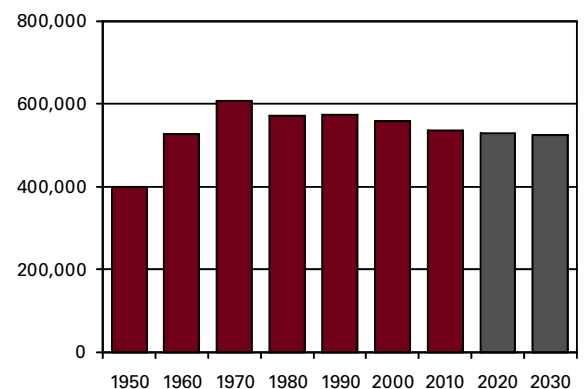
Total Population

Census

1800		1880	78,550	1950	398,441
1810	7,722	1890	100,852	1960	527,080
1820	15,999	1900	130,146	1970	606,148
1830	24,362	1910	163,763	1980	571,697
1840	31,938	1920	209,532	1990	573,809
1850	38,218	1930	273,481	2000	559,062
1860	52,230	1940	295,480	2010	535,153
1870	64,006				

Projected

2020	528,800
2030	524,060



Population by Race

	Number	Percent
ACS Total Population	538,461	100.0%
White	399,904	74.3%
African-American	112,647	20.9%
Native American	611	0.1%
Asian	9,045	1.7%
Pacific Islander	11	0.0%
Other	5,053	0.9%
Two or More Races	11,190	2.1%
Hispanic (may be of any race)	11,397	2.1%
Total Minority	144,699	26.9%

Educational Attainment

	Number	Percent
Persons 25 years and over	361,642	100.0%
No high school diploma	44,453	12.3%
High school graduate	109,443	30.3%
Some college, no degree	89,245	24.7%
Associate degree	30,476	8.4%
Bachelor's degree	54,266	15.0%
Master's degree or higher	33,759	9.3%

Family Type by Employment Status

	Number	Percent
Total Families	138,332	100.0%
Married couple, husband and wife in labor force	50,277	36.3%
Married couple, husband in labor force, wife not	18,905	13.7%
Married couple, wife in labor force, husband not	8,682	6.3%
Married couple, husband and wife not in labor force	17,977	13.0%
Male householder, in labor force	7,567	5.5%
Male householder, not in labor force	2,315	1.7%
Female householder, in labor force	23,218	16.8%
Female householder, not in labor force	9,391	6.8%

Household Income

	Number	Percent
Total Households	223,660	100.0%
Less than \$10,000	21,460	9.6%
\$10,000 to \$19,999	26,415	11.8%
\$20,000 to \$29,999	27,556	12.3%
\$30,000 to \$39,999	27,081	12.1%
\$40,000 to \$49,999	22,215	9.9%
\$50,000 to \$59,999	18,261	8.2%
\$60,000 to \$74,999	22,697	10.1%
\$75,000 to \$99,999	25,480	11.4%
\$100,000 to \$149,999	21,299	9.5%
\$150,000 to \$199,999	6,669	3.0%
\$200,000 or more	4,527	2.0%
Median household income	\$43,965	

Population by Age

	Number	Percent
ACS Total Population	538,461	100.0%
Under 5 years	33,670	6.3%
5 to 17 years	91,969	17.1%
18 to 24 years	51,180	9.5%
25 to 44 years	137,060	25.5%
45 to 64 years	144,986	26.9%
65 years and more	79,596	14.8%
Median Age	38.7	

Family Type by Presence of Own Children Under 18

	Number	Percent
Total Families	138,332	100.0%
Married-couple families with own children	35,740	25.8%
Male householder, no wife present, with own children	5,474	4.0%
Female householder, no husband present, with own children	19,885	14.4%
Families with no own children	77,233	55.8%

Poverty Status of Families By Family Type by Presence Of Related Children

	Number	Percent
Total Families	138,332	100.0%
Family income above poverty level	122,192	88.3%
Family income below poverty level	16,140	11.7%
Married couple, with related children	2,145	13.3%
Male householder, no wife present, with related children	1,533	9.5%
Female householder, no husband present, with related children	9,338	57.9%
Families with no related children	3,124	19.4%

Ratio of Income To Poverty Level

	Number	Percent
Population for whom poverty status is determined	523,130	100.0%
Below 50% of poverty level	38,676	7.4%
50% to 99% of poverty level	43,301	8.3%
100% to 149% of poverty level	49,184	9.4%
150% to 199% of poverty level	48,007	9.2%
200% of poverty level or more	343,962	65.8%

Geographical Mobility

	Number	Percent
Population aged 1 year and older	531,729	100.0%
Same house as previous year	438,736	82.5%
Different house, same county	67,211	12.6%
Different county, same state	14,048	2.6%
Different state	9,519	1.8%
Abroad	2,215	0.4%

Percentages may not sum to 100% due to rounding.

Travel Time To Work

	Number	Percent
Workers 16 years and over	231,563	100.0%
Less than 15 minutes	75,588	32.6%
15 to 29 minutes	104,437	45.1%
30 to 44 minutes	33,805	14.6%
45 to 59 minutes	8,708	3.8%
60 minutes or more	9,025	3.9%

Mean travel time 20.8 minutes

Housing Units

	Number	Percent
Total housing units	254,825	100.0%
Occupied housing units	223,660	87.8%
Owner occupied	144,289	56.6%
Renter occupied	79,371	31.1%
Vacant housing units	31,165	12.2%

Year Structure Built

	Number	Percent
Total housing units	254,825	100.0%
Built 2005 or later	3,476	1.4%
Built 2000 to 2004	10,680	4.2%
Built 1990 to 1999	18,450	7.2%
Built 1980 to 1989	21,277	8.3%
Built 1970 to 1979	43,501	17.1%
Built 1960 to 1969	46,591	18.3%
Built 1950 to 1959	46,887	18.4%
Built 1940 to 1949	24,262	9.5%
Built 1939 or earlier	39,701	15.6%

Median year built 1964

Value for Specified Owner-Occupied Housing Units

	Number	Percent
Specified owner-occupied housing units	144,289	100.0%
Less than \$20,000	2,794	1.9%
\$20,000 to \$39,999	3,981	2.8%
\$40,000 to \$59,999	8,186	5.7%
\$60,000 to \$79,999	16,079	11.1%
\$80,000 to \$99,999	23,827	16.5%
\$100,000 to \$124,999	22,603	15.7%
\$125,000 to \$149,999	18,758	13.0%
\$150,000 to \$199,999	23,834	16.5%
\$200,000 to \$299,999	16,119	11.2%
\$300,000 to \$499,999	6,101	4.2%
\$500,000 to \$999,999	1,585	1.1%
\$1,000,000 or more	422	0.3%

Median value \$119,100

House Heating Fuel

	Number	Percent
Occupied housing units	223,660	100.0%
Utility gas	154,635	69.1%
Bottled, tank or LP gas	5,018	2.2%
Electricity	57,686	25.8%
Fuel oil, kerosene, etc	3,636	1.6%
Coal, coke or wood	889	0.4%
Solar energy or other fuel	966	0.4%
No fuel used	830	0.4%

Percentages may not sum to 100% due to rounding.

Gross Rent

	Number	Percent
Specified renter-occupied housing units	79,371	100.0%
Less than \$100	625	0.8%
\$100 to \$199	2,431	3.1%
\$200 to \$299	2,351	3.0%
\$300 to \$399	3,149	4.0%
\$400 to \$499	8,451	10.6%
\$500 to \$599	10,543	13.3%
\$600 to \$699	12,322	15.5%
\$700 to \$799	10,803	13.6%
\$800 to \$899	9,297	11.7%
\$900 to \$999	5,725	7.2%
\$1,000 to \$1,499	8,450	10.6%
\$1,500 or more	1,679	2.1%
No cash rent	3,545	4.5%

Median gross rent \$684

Median gross rent as a percentage of household income 31.0

Selected Monthly Owner Costs for Specified Owner-Occupied Housing Units

	Number	Percent
Specified owner-occupied housing units with a mortgage	100,780	100.0%
Less than \$400	815	0.8%
\$400 to \$599	3,869	3.8%
\$600 to \$799	8,674	8.6%
\$800 to \$999	16,294	16.2%
\$1,000 to \$1,249	22,394	22.2%
\$1,250 to \$1,499	17,544	17.4%
\$1,500 to \$1,999	19,025	18.9%
\$2,000 to \$2,999	9,405	9.3%
\$3,000 or more	2,760	2.7%

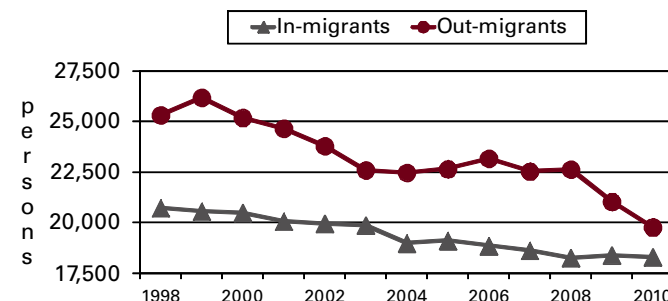
Median monthly owners cost \$1,232

Median monthly owners cost as a percentage of household income 23.3

Vital Statistics

	Number	Rate
Births / rate per 1,000 women aged 15 to 44	7,054	66.7
Teen births / rate per 1,000 females 15-19	841	48.2
Deaths / rate per 100,000 population	5,766	1,078.5
Marriages / rate per 1,000 population	2,920	5.5
Divorces / rate per 1,000 population	1,751	3.3

Migration



Agriculture

Land in farms (acres)	111,000
Number of farms	790
Average size (acres)	141
Total cash receipts	\$57,065,000
Per farm	\$72,234

Education

Public schools buildings	164
Students (Average Daily Membership)	76,673
Teachers (Full Time Equivalent)	4,914.4
Expenditures per student	\$11,584
Graduation rate	82.7
Non-public schools	31
Students	10,128

4-year public universities	0
Branches	0
2-year public colleges	1
Private universities and colleges	1
Public libraries (Main / Branches)	4 / 22

Transportation

Registered motor vehicles	524,269
Passenger cars	386,897
Noncommercial trucks	64,087
Total license revenue	\$12,256,150.88
Interstate highway miles	55.41
Turnpike miles	0.00
U.S. highway miles	41.44
State highway miles	121.34
County, township, and municipal road miles	2,740.77
Commercial airports	6

Voting

Number of precincts	360
Number of registered voters	385,652
Voted in 2010 election	188,491
Percent turnout	48.9%

Health Care

Physicians (MDs & DOs)	1,711
Registered hospitals	12
Number of beds	2,967
Licensed nursing homes	39
Number of beds	4,474
Licensed residential care	31
Number of beds	2,654
Adults with employer-based insurance	65.0%
Children with employer-based insurance	65.0%

State Parks, Forests, Nature Preserves, And Wildlife Areas

Areas/Facilities	2
Acreage	2,393.92

Communications

Television stations	7
Radio stations	23
Daily newspapers	1
Circulation	95,365
Weekly newspapers	0
Circulation	0

Crime

Total crimes reported in Uniform Crime Report	46,395
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Finance

FDIC insured financial institutions (HQs)	5
Assets (000)	\$407,961
Branch offices	161
Institutions represented	22

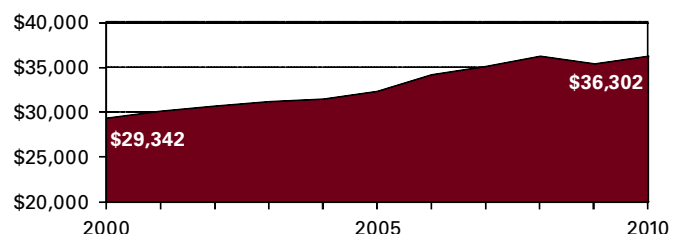
Transfer Payments

Total transfer payments	\$4,501,274,000
Payments to individuals	\$4,404,695,000
Retirement and disability	\$1,467,628,000
Medical payments	\$1,873,242,000
Income maintenance (Supplemental SSI, family assistance, food stamps, etc)	\$459,767,000
Unemployment benefits	\$237,884,000
Veterans benefits	\$109,001,000
Federal education and training assistance	\$205,075,000
Other payments to individuals	\$52,098,000
Total personal income	\$18,995,875,000
Dependency ratio	23.7%

Federal Expenditures

Direct expenditures or obligations	\$5,410,345,337
Retirement and disability	\$2,006,392,714
Other direct payments	\$1,290,483,750
Grant awards	\$1,059,254,605
Highway planning and construction	\$73,154,506
Temporary assistance to needy families	\$35,847,300
Medical assistance program	\$612,197,751
Procurement contract awards	\$707,794,216
Dept. of Defense	\$511,050,942
Salary and wages	\$346,420,052
Dept. of Defense	\$50,361,000
Other federal assistance	\$806,542,589
Direct loans	\$105,884,330
Guaranteed loans	\$477,884,948
Insurance	\$222,773,311

Per Capita Personal Income



Civilian Labor Force

	2007	2008	2009	2010	2011
Civilian labor force	268,500	265,300	264,400	260,000	257,600
Employed	252,000	245,700	234,400	231,200	233,300
Unemployed	16,500	19,700	30,000	28,800	24,300
Unemployment rate	6.2	7.4	11.3	11.1	9.4

Establishments, Employment, and Wages by Sector: 2010

Industrial Sector	Number of Establishments	Average Employment	Total Wages	Average Weekly Wage
Private Sector	11,806	206,244	\$8,289,853,563	\$773
Goods-Producing	1,650	31,602	\$1,568,199,085	\$954
Natural Resources and Mining	15	203	\$7,588,118	\$719
Constuction	825	7,472	\$344,891,293	\$888
Manufacturing	810	23,927	\$1,215,719,674	\$977
Service-Providing	10,157	174,643	\$6,721,654,478	\$740
Trade, Transportation and Utilities	2,716	39,537	\$1,336,953,291	\$650
Information	197	8,380	\$536,322,746	\$1,231
Financial Services	1,335	12,602	\$624,289,384	\$953
Professional and Business Services	2,087	30,374	\$1,440,163,509	\$912
Education and Health Services	1,515	52,636	\$2,268,809,170	\$829
Leisure and Hospitality	1,248	23,614	\$329,522,527	\$268
Other Services	1,030	7,450	\$184,065,166	\$475
Federal Government		4,798	\$310,547,088	\$1,245
State Government		1,634	\$93,645,024	\$1,102
Local Government		26,796	\$1,169,854,848	\$840

Private Sector total includes Unclassified establishments not shown.

Change Since 2005

Private Sector	-6.4%	-16.1%	-11.6%	5.3%
Goods-Producing	-13.4%	-38.8%	-39.7%	-1.4%
Natural Resources and Mining	-31.8%	-21.0%	-12.8%	10.3%
Construction	-16.3%	-28.8%	-18.8%	14.1%
Manufacturing	-9.8%	-41.5%	-43.9%	-4.1%
Service-Producing	-5.1%	-10.0%	-0.8%	10.1%
Trade, Transportation and Utilities	-7.8%	-19.0%	-12.3%	8.3%
Information	-13.6%	-9.1%	5.0%	15.5%
Financial Services	-5.9%	-11.7%	-0.4%	12.9%
Professional and Business Services	-5.1%	-20.6%	-15.5%	6.5%
Education and Health Services	0.1%	8.9%	22.1%	12.0%
Leisure and Hospitality	1.6%	-8.8%	3.7%	13.6%
Other Services	-9.6%	-18.8%	-20.9%	-2.7%
Federal Government		-11.2%	14.1%	28.6%
State Government		-7.8%	5.5%	14.4%
Local Government		-3.2%	8.0%	11.7%

Business Numbers

	2007	2008	2009	2010	2011
Business starts	1,180	1,118	1,099	924	1,126
Active businesses	10,299	10,009	9,669	9,449	9,592

Major Employers

AES Corp/Dayton Power & Light	Utility
Behr Dayton Thermal Products LLC	Mfg
Dayton City Schools	Govt
DMAX Ltd	Mfg
GE Capital	Fin
Kettering Health Network	Serv
PNC Financial Services Group	Fin
Premier Health Partners Inc	Serv
Reed Elsevier/LexisNexis	Serv
Reynolds & Reynolds Co Inc	Mfg
University of Dayton	Serv
US Federal Government	Govt

Residential Construction

	2007	2008	2009	2010	2011
Total units	781	447	340	243	373
Total valuation (000)	\$161,367	\$68,478	\$52,451	\$44,513	\$59,443
Total single-unit bldgs	753	348	340	241	361
Average cost per unit	\$211,452	\$181,285	\$154,268	\$183,995	\$161,895
Total multi-unit bldg units	28	99	0	2	12
Average cost per unit	\$76,571	\$54,452	\$0	\$85,000	\$83,228

SECTION 3

THE ENVIRONMENT

NATURAL PHYSICAL CHARACTERISTICS

An initial task in the preparation of future land use recommendations for the County concerns the identification of significant physical characteristics of the land. This information provides a foundation upon which to base the recommended land development pattern. More specifically, this exercise provides pertinent information required to match respective development requirements with compatible land characteristics, as well as identify certain areas of unique characteristics which should be preserved from development. This section of the Plan will present a general review of such significant physical characteristics within Montgomery County.

GENERAL SOIL ASSOCIATIONS

The mapping of general soils provides a means to delineate soil patterns of common characteristics throughout the County. Although such a map is not sufficiently detailed for specific site planning, it does provide a useful guide in general planning for agricultural areas, open space and recreation facilities, and developmental patterns.

The General Soils Map of Montgomery County consists of nine associations or general soil areas that occur in defined geographic patterns. Each association is comprised of one or more principal soils and a few others that are less extensive. These associations include:

Miami-Celina: this soil comprises about half of Montgomery County, and occurs in all areas except the northwest and southeastern corners. A large acreage of this association is cultivated, having moderate productivity potential.

Brookston-Crosby: this soil occurs in one large area in the northwest corner of the County, as well as smaller areas scattered throughout the County. This soil is one of the most productive in the County for agriculture when properly drained and with good management.



ENVIRONMENT (Continued)

Xenia-Russell: this soil is found in the southeastern corner of the County. These soils are utilized for both agriculture and residential homesites, with the control of surface runoff and erosion on slopes being the predominant limitations to either farming or development.

Fox-Ockley: these soils are found along the steep terraces which border the major streams in the County and their tributaries. These soils are underlain by sand and gravel deposits, which are suitable for commercial use, and the soils generally exhibit few limitations for nonagricultural uses (with much of these soils having been already developed).

Ross-Medway: these soils occupy the nearly level floodplain areas along the streams in the County. As these soils are found primarily in the flood hazard areas, limitations for nonagricultural uses are severe.

Westland-Montgomery: these soils are quite scarce and are found in small pockets in the eastern edge of the County. Soil wetness due to a seasonal high water table is a major limitation in using these areas for agricultural or nonagricultural uses, without artificial drainage measures.

Milton-Richey-Millsdale: these soils are found in small pockets throughout the County with the largest deposit in the central part of the County. These soils generally exhibit underlying bedrock which is a potential source for limestone.

Brookston-Fincastle: these soils are also found in a few small pockets, but are solely limited to the southeastern part of the County. Most of these areas are used for agriculture, although several areas have been developed. A seasonally high water table combined with moderately slow permeability require artificial drainage measures for both agricultural and nonagricultural land uses.

Lewisburg-Brookston-Pyrmont: these soils are found in a small area between the Preble County Line and Brookville-Pyrmont Pike (in Perry Township). Most, if not all, of this land is cultivated or farmed, with remaining areas being pasture or woodland. Slow permeability and seasonal wetness present limitations for many uses.

The most prevalent soils in Montgomery County comprise the Miamiian-Celina or the Brookston-Crosby associations. Both of these associations are widely cultivated in Montgomery County.



ENVIRONMENT (Continued)

Within any one association, the soils normally differ from each other in one or more physical properties. These properties include slope, color, texture, natural drainage, or some other characteristics known to influence land use and soil management. For example, soils of the Fox-Ockley association have generally good natural drainage, whereas soils of the Westland-Montgomery association have very poor natural drainage.

While these general soil associations provide identification of characteristics, even greater utility can be derived through examination of the soil survey in greater detail. A review of such maps containing patterns of some 106 different soils, permits the delineation of soil patterns within which particularly pertinent characteristics affecting development can be derived. For example, the Planning Commission has utilized these detailed soil maps to produce one map for each township illustrating those specific soils which are considered prime agricultural lands. These prime agricultural soils are based upon the capability to produce certain yields per acre of principle crops, utilizing minimal land management. The Ohio Department of Natural Resources and the Miami Valley Regional Planning Commission have also cooperated in establishing the Ohio Capability Analysis Program (OCAP), which utilizes these detailed soil maps as input data in producing computer derived maps which delineate such characteristics as depth to bedrock, soils with limitations for septic tanks, and susceptibility to flooding, among others.

HYDROLOGY

Hydrological data is an important input factor in the planning process, particularly with regard to three major areas: water supply, major water-carrying tributaries, and storm water runoff control. Montgomery County and the entire Miami Valley area are characterized by one of the best supplies of underground water in the United States. Many groups in recent years have been emphasizing the benefits of an abundant supply of water as an attractive quality of the community, and have proposed measures which would ensure the protection of the aquifer. Although several areas exhibit poor groundwater availability (which may hinder on-site private water wells), significant areas over 100 GPM and over 500 GPM illustrate the overall excellent supply of water in Montgomery County.

With the presence of many rivers and streams in the County, the detailing of areas which may experience flooding is a very necessary activity. Following the disastrous 1913 flood, the community responded by



ENVIRONMENT(Continued)

creating America's first comprehensive flood control project. This project resulted in the completion of three dams in Montgomery County (and two in adjoining counties), plus levees and improved channels which have since insured the County from further flooding. Although this has prevented major floods from occurring along the major waterways, the community still must monitor development to prevent construction within unsafe areas.

Montgomery County lies entirely within the region of Ohio that was formed by glacier activity during the Wisconsin Age. Glacial action and subsequent stream development resulted in the formation of the Mad River, Stillwater River, Twin Creek, Wolf Creek, and Great Miami River. The Great Miami River and its tributaries dissect and drain most of the County, except for the southeastern corner, which is a part of the Little Miami watershed which drains toward Greene County.

The planning process must also address development issues as they relate to potential on-site surface water problems. With the rapid increase of urban development such as that witnessed in Montgomery County in the past half century, the level and amount of storm water run-off is greatly increased with the amount of development. These increases are due, in part, to the increased amounts of impervious areas such as rooftops and pavement areas which do not absorb storm water, and increased channeling of storm water through swales and curbing.

As more and more development compounds the problem of storm water runoff more attention must be given to mitigating the effect through more environmentally sensitive site design. In this regard, Montgomery County has recently drafted more effective runoff control and sediment abatement regulations.

TOPOGRAPHY

The topography of the land is always a major factor in the development of land areas, particularly as a part of the site planning stage.

In evaluating specific sites for development potential, areas with a high degree of slope present greater constraints on development. Intensive land uses (such as industrial parks, etc.) and wide scale



ENVIRONMENT(Continued)

developments (such as 500 unit residential plats) are not capable of locating in these high slope areas due to the added costs of construction and the physical limitations of the land.

In general, Montgomery County typifies the rolling plains which are so often associated with Ohio. Montgomery County can be generally characterized as a broad, nearly level to gently rolling till plain. Glaciation has altered the former rolling to moderately steep limestone topography to a more uniform terrain by a grinding-down and filling-in process. The generally flat nature of the County has thus not played a major role in constraining development in Montgomery County. Using the OCAP analysis program the following table illustrates the breakdown of the overall slope categories in the County:

MONTGOMERY COUNTY SLOPES	
Percent Slope	Percent of County Land Area
0 - 2%	41%
2 - 6%	42%
6 - 12%	9%
12 - 18%	2%
over 18%	3%
other*	3%
*Includes water, extraction areas, etc.	

The majority of high slope areas are found in the southern portion of the County (especially in German and Miami Townships), as well as along the major rivers and streams which flow through the County (especially along Wolf Creek, the Stillwater River, and the Miami River).

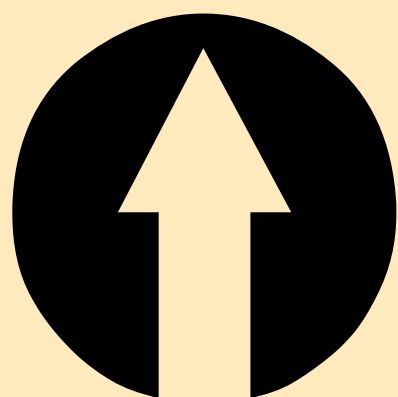
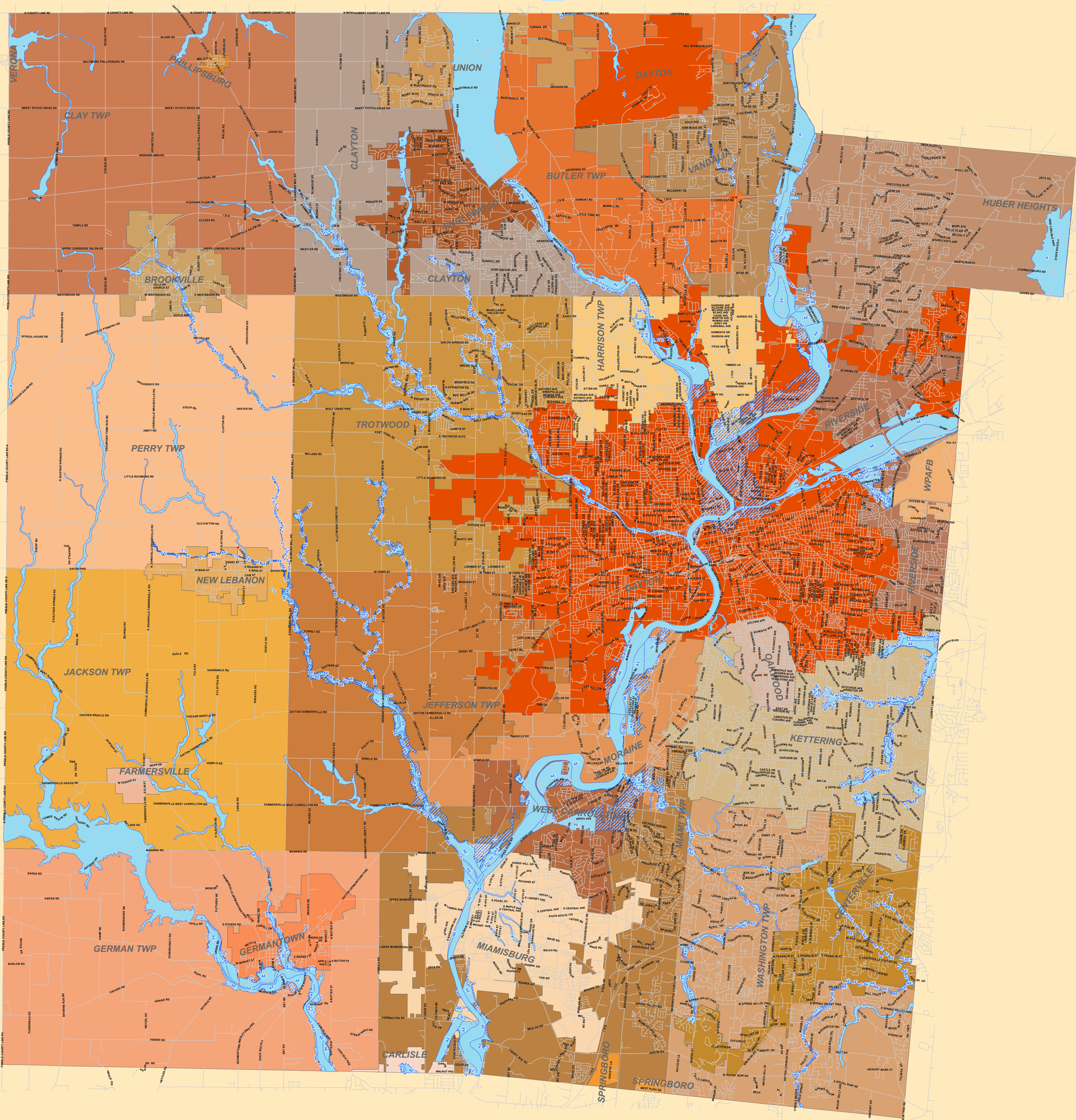


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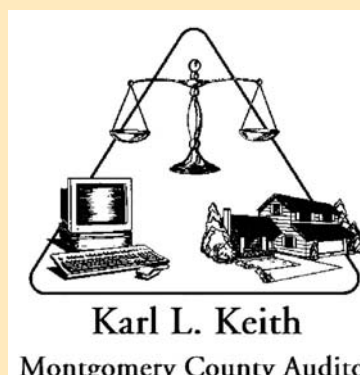
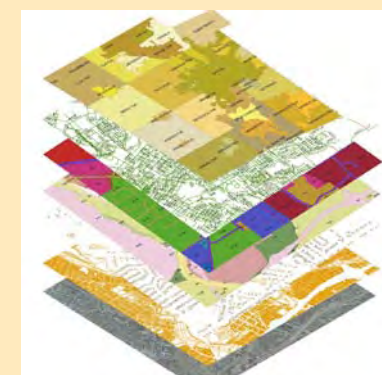
	LEWISBURG-BROOKSTON-PYRMONT
	MIAMIAN-CELINA
	BROOKSTON-CROSBY
	BROOKSTON-FINCASTLE
	XENIA-RUSSELL
	MILTON-RITCHEY-MILLSDALE
	FOX-OCKLEY
	WESTLAND-MONTGOMERY
	ROSS-MEDWAY
	GLACIAL BOULDER BELT

SOURCE:
U.S. Department of Agriculture, Soil Conservation Service

Montgomery County Floodplain Map



0 2 4 8 Miles



SECTION 4 TRANSPORTATION

4.A PAVED ROADS

Montgomery County has 2,617 total miles of roads. That mileage includes major interstates, state routes, and a system of surface streets. According to research conducted by the Miami Valley Regional Planning Commission, approximately 40% of the County's workforce lives in adjoining counties or regions. Average travel time to work is 21.2 minutes and is 7.86 miles in distance. Over 90% of the workers in the County travel to work in their own cars, less than 5% use mass transit. In 2003, over 50 million tons of freight, worth over \$136 billion was moved into, out of, and within the region. Most of the heavy truck traffic into and out of the region is in the following categories; clay-concrete-glass, warehousing, and rock, aggregate and gravel.

HIGHWAYS

UNITED STATES INTERSTATES

Montgomery County is served by two major interstates; I70 (east-west) and I75 (north-south). I70 stretches across the northern portion of the County, from the western boundary with Preble County, to Montgomery County's eastern boundaries with Clark and Greene Counties. I75 covers the length of Montgomery County, extending from the northern edge, at the Miami County boundary, to the County's southern edge, at the Warren County boundary line. Nationally, I75 extends from the Canadian border to the state of Florida, and I70 is a primary route of traffic across the United States. The two interstates are heavily traveled by trucks and passenger vehicles. Both interstates play major roles in regional freight transportation, and carry much more than the state average of truck volume. Another interstate highway, I675, connects I70 to I75, and loops easterly around the City of Dayton to bypass local traffic. I675 carries truck volume that is close to the state average for interstates. A U.S. Highway, U.S. 35, carries east-west traffic through the midsection of the County. U.S. 35 has truck volume that is below the state average for U.S. Highways. A study conducted by the Miami Valley Regional Planning Commission (Miami Valley Freight Movement Study, 2006) demonstrated that the region's interstate highways will provide adequate service for the traffic volumes expected well into the future. According to the study, trucking accounts for 94% of freight moving in, out and within the County.



TRANSPORTATION (CONTINUED)

U.S. Highway 40 (National Road) is situated in the northern townships of the County, and predates the construction of the major interstates. U.S. 40 no longer plays the central role it once did in connecting the County to the rest of the region. However, the highway still provides key access to parts of Clay Township and some other northern tier communities. Also, U.S. 40 still is a viable east-west route across much of the United States, and has considerable historic significance. In many communities, motels, gas stations and other travel accommodations along U.S.40 that pre-date the interstates are landmarks and points of interest.

A large portion of the County's population is within very close proximity to the highways. I70 provides direct access to most of the unincorporated communities of Butler and Clay Townships. I75 directly accesses a large portion of Harrison Township, and part of unincorporated Miami Township. I675 directly accesses part of Washington Township and Miami Township. U.S. 35 is a major route through Jefferson Township, and provided good access to local roads connecting to Jackson, German and Perry Townships. A new interchange on I75 at Austin Road in Miami Township has been the focus of inter-jurisdictional economic development and land use planning. The interchange will create new demands for entertainment, hospitality and office development.

The federal interstates are funded and maintained by the Federal Highway Administration.

STATE ROUTES

The County contains three major state highways that connect the Miami Valley with other parts of the state, including Cincinnati. S.R.48, a major north-south route, provides critical local access to Washington Township and Harrison Township.

S.R.49 carries traffic northwest to southeast through the County. It provides a major point of access to Clay Township, and moves through the cities of Clayton and Trotwood on its southeasterly course to U.S. 35. S.R. 4 is a major carrier of northeast to southwest traffic, directly accessing German Township and Jefferson Township.

The construction, maintenance and repair of the State Routes is conducted by the Ohio Department of Transportation. Direct access to State Routes is regulated by the State to preserve the smooth flow of regional traffic.



TRANSPORTATION (CONTINUED)

LOCAL ROADS

Local Road Network

The state and federal highways are supported by a County-wide thoroughfare system. The road system utilizes a hierarchy of arterial, collector and local streets to convey traffic. The arterial streets provide direct access to the major highways, and carry traffic from one community to another within the County. The arterials are fed by smaller collector streets, which collect traffic from even smaller local streets that are intended to provide direct access to homes and businesses. Direct driveway access to arterial streets is typically limited to commercial land uses. Residential land use is best accessed by local streets, as stipulated by the Montgomery County Subdivision Regulations, and the County Thoroughfare Plan.

The County Thoroughfare Plan contains a map of all streets that are constructed and maintained by the County Engineer's Office. The map designates the construction standards, the ultimate width (public right of way) of each street, and its status as arterial, collector. Most of the roads have already been constructed. However, some have not been fully improved or built out to their ultimate right of way. As new development of property along those streets occurs, new road improvements may be required as a condition of approval of any subdivision of the land. Often, new development of land requires the construction of new streets that are not shown on the Thoroughfare Plan Map. In unincorporated portions of the County, new public streets must meet the guidelines of the Thoroughfare Plan and the County Engineer's construction standards for new subdivisions.

Note on Sidewalks

Sidewalks must be constructed for most new residential and commercial subdivisions. Approximately 65% of all non-limited access roads near pedestrian activity centers have sidewalks. This is the highest percentage of coverage with sidewalk in the region.

Private Streets and Driveways

Many homes and businesses are directly served by private streets or driveways that connect to public streets. These surfaces are constructed by private developers at their own expense, and are maintained by private parties. Most of these projects are Planned Developments, which do not require the inclusion of public streets for access. Under the Planned Development process, the County Subdivision Regulations and local zoning laws provide for the approval of developments that do not comply with the existing density, lot coverage and road access requirements of the zoning district. Instead, special standards are proposed by the developer, and the proposal may then be accepted by the Planning Commission and Zoning Commission. The County Engineer is usually consulted during the review process for comment on road and driveway design.



TRANSPORATION (CONTINUED)

Note on Zoning Review, Subdivision Review and Public Improvements.

Ohio law requires that off site road construction, sewer and water service issues be separated from the review of zoning cases, which are to be decided on the basis of the proposed land use and internal site design, and not upon the condition of the surrounding infrastructure. Issues relating to off site public improvements of roads, sewers and water systems are addressed at the time that the subject property is subdivided. The County Planning Commission therefore plays a critical role in the construction of public improvements such as streets. This role includes the enforcement of the Thoroughfare Plan, and its specifications for road construction.



TRANSPORTATION (CONTINUED)

4.B

MASS TRANSIT, BIKEWAYS, AIRPORTS

In Montgomery County, the Greater Dayton Regional Transit Authority provides the public with mass transit service using busses, trolleys and other vehicles. The Authority provides 13,000,000 annual passenger trips. It provides fixed route mass transit and para-transit services to persons with special needs or situations. The authority is a self governing public agency.

The James M. Cox Dayton International Airport, located in northern Montgomery County, is served by 14 commercial airlines. The Dayton-Wright Brothers Airport in southern Montgomery County is a general aviation airport. Considerable planning has been completed for zoning and economic development projects near the Dayton-Wright Brothers Airport, which is near the Austin Road Interchange.

Montgomery County has 69.6 miles of bike paths. Part of the bike path mileage is linked to a regional bikeway, extending into adjoining counties.



Section 5

LAND USE POLICIES

PRINCIPLE LAND DEVELOPMENT STRATEGIES

The Plan will be implemented through the following land development strategies. Those strategies will be applied to unincorporated lands within the Townships in accordance with the policies stipulated in Sections 5.1 through 5.9.

Urban Infill – Continue the patterns of residential and commercial development on vacant land that is surrounded by urban development. Utilize the planned development approach to create beneficial mixtures of commercial and residential development.

Urban Redevelopment – Redevelop industrial or commercial developments that have fallen into disuse. Create more efficient or more marketable developments.

Farmland Preservation – Urban residential development will be limited to areas within a close proximity to boundaries with the cities or villages.

Freeway Oriented Commercial Development – Consolidate and intensify commercial development of freeway interchanges and major highways.

Highway Oriented Commercial Development - Commercial land uses will be limited to intersections along major state routes and highways.

Industrial Efficiency – Protect existing industrial plant facilities from encroachment by residential land uses.

Industrial Expansion – Expand the industrial land uses.

5.1 FUTURE LAND USES IN BUTLER TOWNSHIP

Summary

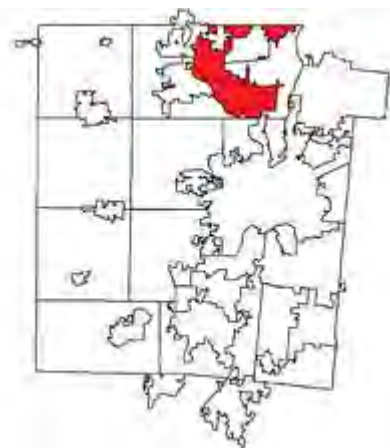
Butler Township is an urbanized community, with its commercial land uses concentrated along Miller Lane, south of I70 and west of I75. Industrial and office uses are concentrated in the area north of National Road that surrounds the Dayton International Airport. To the north of those use groups, are low density residential land uses. Higher density residential development is located south of National Road, to the west of Miller Lane. Future development to the south of National Road will consist of urban infill, and the development of vacant land or redevelopment of existing uses to consolidate existing land use patterns. The undeveloped land area around the Dayton International Airport, north of National Road, will present opportunities for office and light industrial development. Significant expanses of existing recreational open space (including the Aullwood Audubon Preserve) in the western edge of the Township will be preserved. It is not anticipated that large scale agriculture will be practiced in the Township because of the extent of urban development.

GENERAL PRINCIPLES THAT WILL GUIDE THE FUTURE DEVELOPMENT OF BUTLER TOWNSHIP

Urban Infill – Continue the patterns of residential and commercial development on vacant land that is surrounded by urban development. Utilize the planned development approach to create beneficial mixtures of commercial and residential development.

Urban Redevelopment – Redevelop industrial or commercial developments that have fallen into disuse. Create more efficient or more marketable developments.

Industrial Expansion – Expand the industrial land uses located around the Dayton International Airport.



BUTLER TOWNSHIP (Cont'd)

General Locations of Major Land Uses in Butler Township

Residential:

Low density single family residential development:

The extreme northern and northwest and northeast portions of the Township.

Medium density single family residential development.

South of National Road, west of North Dixie Drive.

High density single family residential development.

South of Little York Road, east of the Stillwater River and west of Frederick Pike.

Mixed Use Planned Developments

South of Stonequarry Road, north of I70 and east of Frederick Pike.

Multi Family residential development:

In the vicinity of the Interstate 70 and Interstate 75 interchange.

Office and light industrial land uses:

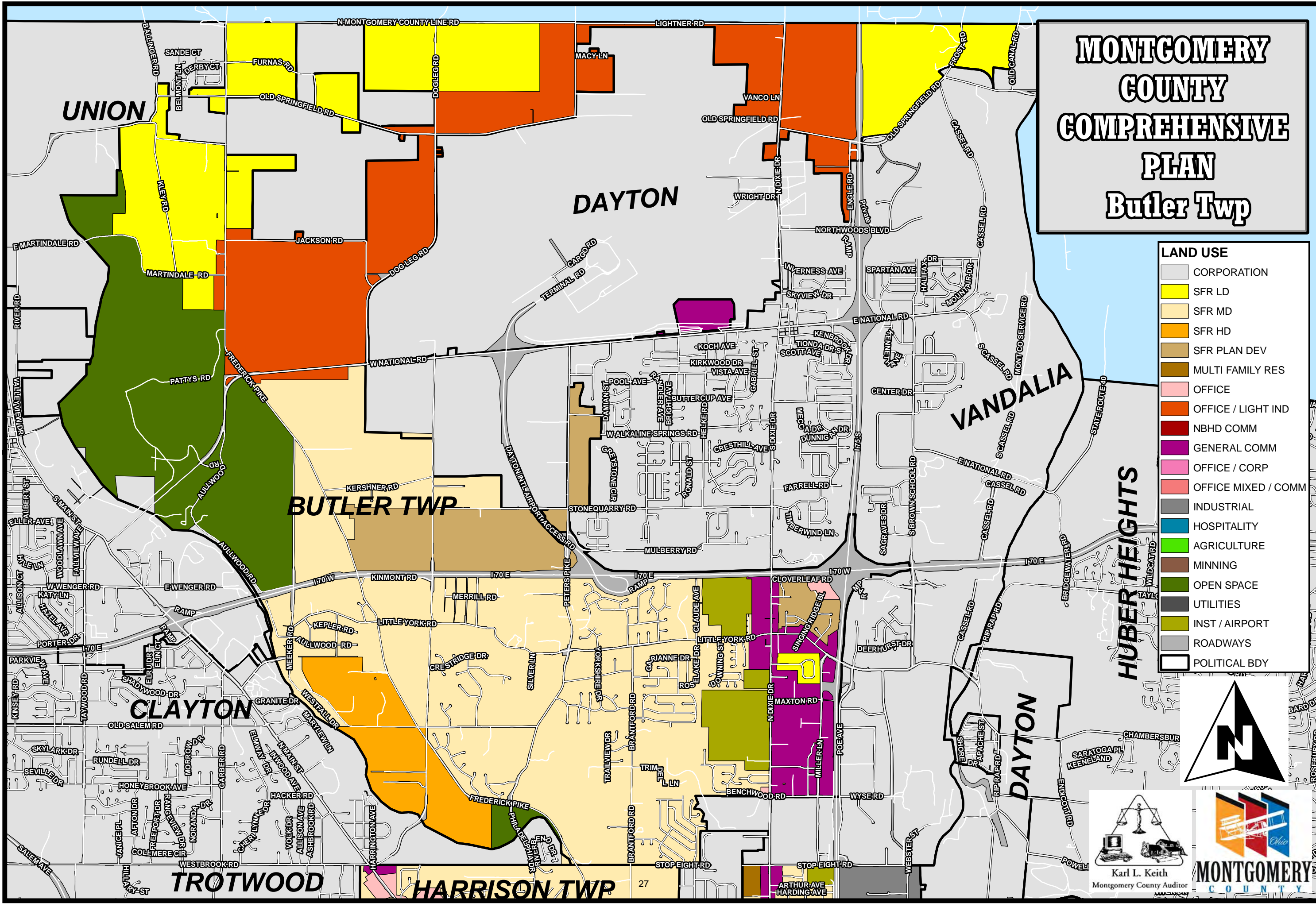
Surrounding the Dayton International Airport north of National Road.

Commercial land uses:

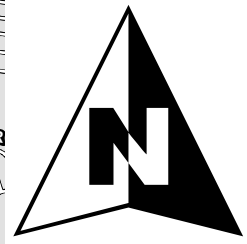
In the vicinity of the I75 and North Dixie Highway exchange.



MONTGOMERY COUNTY COMPREHENSIVE PLAN Butler Twp

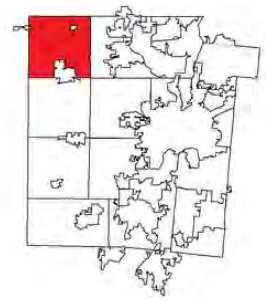


LAND USE	
	CORPORATION
	SFR LD
	SFR MD
	SFR HD
	SFR PLAN DEV
	MULTI FAMILY RES
	OFFICE
	OFFICE / LIGHT IND
	NBHD COMM
	GENERAL COMM
	OFFICE / CORP
	OFFICE MIXED / COMM
	INDUSTRIAL
	HOSPITALITY
	AGRICULTURE
	MINNING
	OPEN SPACE
	UTILITIES
	INST / AIRPORT
	ROADWAYS
	POLITICAL BDY



Karl L. Keith
Montgomery County Auditor





5.2 FUTURE LAND USES IN CLAY TOWNSHIP

Summary

Clay Township is an agricultural community. Most of the Township is currently under agricultural use. Some very low density single family residential development at densities no greater than one dwelling per acre, and some scattered commercial uses are found adjacent to fully urbanized municipalities or regional highways, such as the S.R. 49/U.S. 40 Corridor. Land use will remain agricultural in the western half of the Township, (west of Brookville-Phillipsburg Road) except for low density single family residential around the boundary with the City of Brookville. Low density single family residential development will also occur in the eastern half of the Township.

GENERAL PRINCIPLES THAT WILL GUIDE THE FUTURE DEVELOPMENT OF CLAY TOWNSHIP

Farmland Preservation – In order to prevent the disruption of the agricultural economy of the Township, development of urban residential lots (less than 1 acre in area) will be limited to the S.R. 49/U.S. 40 Corridor. Agricultural Conservation Easements and similar programs that rely on deed restrictions limiting land use to agriculture or open space should be encouraged.

Industrial Expansion – Non agricultural industrial development will be concentrated in the S.R. 49/U.S.40 Corridor. The Corridor will provide access to major highways and centralized infrastructure.

FUTURE LAND USES;

General Locations of Non Agricultural Land Uses, Outside of the S.R.49/U.S.40 Corridor:

Residential:

Low Density Single Family Residential development

South and south east of the Village of Phillipsburg.

South of National Road; adjacent to the City of Brookville and between Brookville and Diamond Mill Road.

Mining:

A large mineral excavation operation exists east of Brookville Phillipsburg Pike, north of Wengerlawn Road and west of Dayton Greenville Pike – SR49



5.2a The Following Policies Apply to Land Uses Within the S.R.49/U.S.40 Corridor, Clay Township

Summary

Within the Corridor, scattered commercial and light industrial uses have been developed, and a mixture of new urban land uses will be supported by the extension of relatively new urban infrastructure, including water service and sanitary sewer main lines. The urbanizing municipality of Clayton lies to the east of Diamond Mill Road. The municipality of Brookville lies to the southwest of the Corridor. The Corridor extends from Upper Lewisburg Salem Road north to Wengerlawn Road, and from Diamond Mill Road west to Wellbaum Road. The development of the Corridor will constitute a limited extension of the urban development in adjacent municipalities.

General Locations of Major Land Uses

Neighborhood commercial land use:

In the vicinity of the intersection of S.R. 49 and National Road.

General commercial development:

Around the intersection of National Road and S.R. 49

Office and light industrial uses:

South of National Road to Pleasant Plain Road

Industrial uses:

Two locations:

Between I70 and Brookville Salem Road (south and north of the interchange)

From Pleasant Plain Road south the I70 ramp (east to Diamond Mill Road)

Low density single family residential development:

Within the area that is bounded by National Road, Pleasant Plain Road, Wellbaum Road, and Kimmel Road.

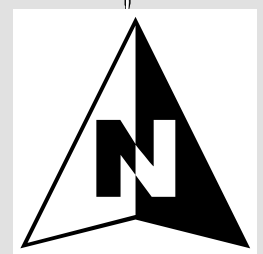
High density single family residential development:

Between Wellbaum Road and Diamond Mill Road.

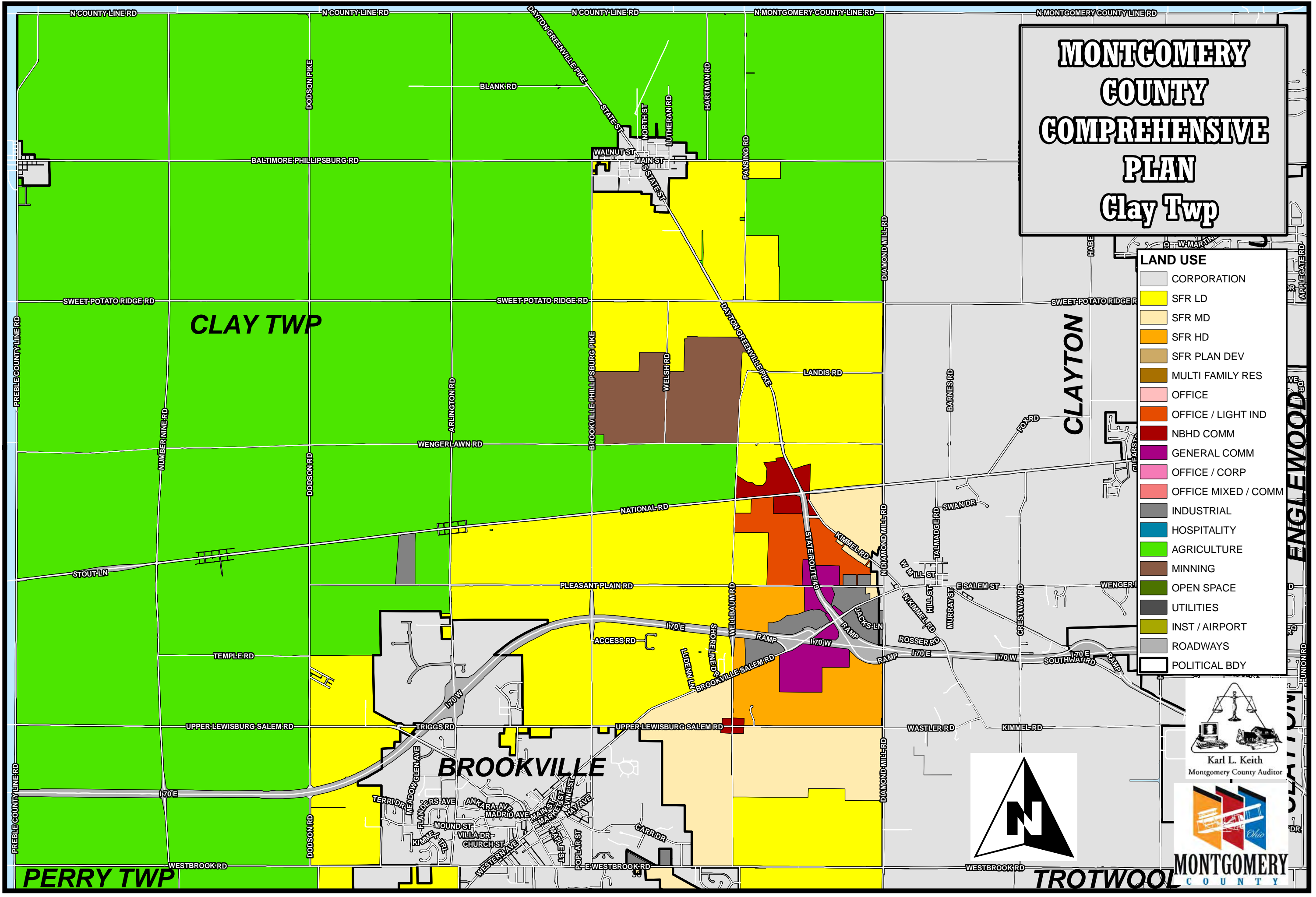


MONTGOMERY COUNTY COMPREHENSIVE PLAN Clay Twp

- LAND USE**
- CORPORATION
 - SFR LD
 - SFR MD
 - SFR HD
 - SFR PLAN DEV
 - MULTI FAMILY RES
 - OFFICE
 - OFFICE / LIGHT IND
 - NBHD COMM
 - GENERAL COMM
 - OFFICE / CORP
 - OFFICE MIXED / COMM
 - INDUSTRIAL
 - HOSPITALITY
 - AGRICULTURE
 - MINING
 - OPEN SPACE
 - UTILITIES
 - INST / AIRPORT
 - ROADWAYS
 - POLITICAL BDY



Karl L. Keith
Montgomery County Auditor





5.3 FUTURE LAND USES IN PERRY TOWNSHIP

Summary

Perry Township is an agricultural community. Most of Perry Township will remain agricultural, except for land uses near Westbrook Road, around the City of Brookville and along Eaton Pike, near the Village of New Lebanon.

GENERAL PRINCIPLES THAT WILL GUIDE THE FUTURE DEVELOPMENT OF PERRY TOWNSHIP

FARMLAND PRESERVATION – In order to prevent the disruption of the agricultural economy of the Township, development of urban residential lots (less than 1 acre in area) will be limited to areas within a close proximity to boundaries with the City of Brookville, which is a fully urbanized community. Agricultural Conservation Easements and similar programs that rely on deed restrictions limiting land use to agriculture or open space should be encouraged.

FUTURE LAND USES;

General Locations of Non Agricultural Land Uses

Residential:

Low density single family residential development:

South of Westbrook Road, around the City of Brookville, and from Heckathorn Road to Diamond Mill Road.

In the immediate vicinity of the Village of New Lebanon.

Medium density single family residential development:

Between Heckathorn Road and the boundary with Brookville.

Commercial land use, Industrial land use:

The County Comprehensive Plan/Future Land Use Map does not designate any land areas for commercial, non-agricultural uses because;

1. Perry Township is an agricultural community, with no current concentrations of non-agricultural land uses.
2. The Map designates other areas within the County as appropriate for commercial development.
3. Requests for industrial or commercial zoning will be reviewed on their merits, and the Future Land Use Map will be revised upon approval of a proposal for major development.

Open Space:

Sycamore State Park lies to the east of Wolf Creek Pike



CLAY TWP

CLAYTON






















MONTGOMERY COUNTY COMPREHENSIVE PLAN Perry Twp

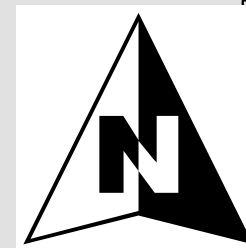
BROOKVILLE

PERRY TWP

JACKSON TWP

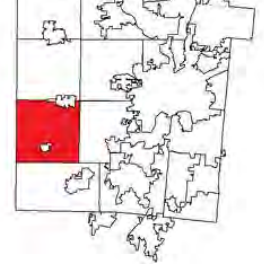
JEFFERSON

LAND USE	
	CORPORATION
	SFR LD
	SFR MD
	SFR HD
	SFR PLAN DEV
	MULTI FAMILY RES
	OFFICE
	OFFICE / LIGHT IND
	NBHD COMM
	GENERAL COMM
	OFFICE / CORP
	OFFICE MIXED / COMM
	INDUSTRIAL
	HOSPITALITY
	AGRICULTURE
	MINING
	OPEN SPACE
	UTILITIES
	INST / AIRPORT
	ROADWAYS
	POLITICAL BDY




Karl L. Keith
Montgomery County Auditor





5.4 FUTURE LAND USES IN JACKSON TOWNSHIP

Summary

Jackson Township is an agricultural community. Jackson Township will remain agricultural, except that some low density single family residential will be developed in the vicinity of the Village of New Lebanon, near Eaton Pike.

GENERAL PRINCIPLES THAT WILL GUIDE THE FUTURE DEVELOPMENT OF JACKSON TOWNSHIP

FARMLAND PRESERVATION – In order to prevent the disruption of the agricultural economy of the Township, development of urban residential lots (less than 1 acre in area) will be limited to areas within a close proximity to boundaries with the Village of New Lebanon, which is a fully urbanized community. Agricultural Conservation Easements and similar programs that rely on deed restrictions limiting land use to agriculture or open space should be encouraged.

FUTURE LAND USES

General Locations of Non Agricultural Land Uses

Residential land uses:

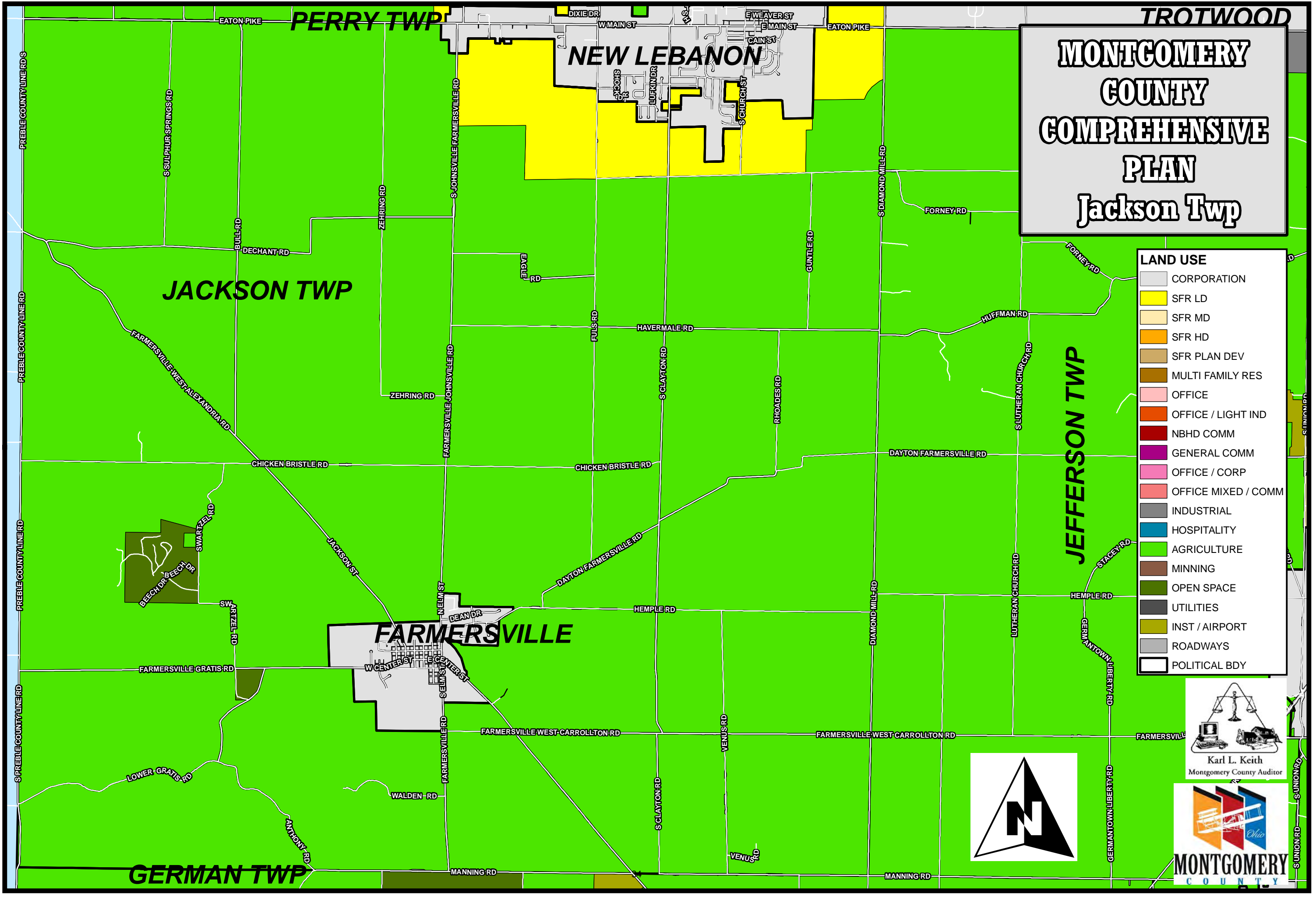
Low density single family residential development:

South of Eaton Pike, roughly parallel with the southernmost boundary of the Village of New Lebanon.

The County Comprehensive Plan/Future Land Use Map does not designate any land areas for commercial, non-agricultural uses because;

1. Jackson Township is an agricultural community, with no current concentrations of non-agricultural land uses.
2. The Map designates other areas within the County as appropriate for commercial development.
3. Requests for commercial zoning will be reviewed on their merits, and the Future Land Use Map will be revised upon approval of a proposal for commercial development.





**MONTGOMERY
COUNTY
COMPREHENSIVE
PLAN
Jackson Twp**

LAND USE	
	CORPORATION
	SFR LD
	SFR MD
	SFR HD
	SFR PLAN DEV
	MULTI FAMILY RES
	OFFICE
	OFFICE / LIGHT IND
	NBHD COMM
	GENERAL COMM
	OFFICE / CORP
	OFFICE MIXED / COMM
	INDUSTRIAL
	HOSPITALITY
	AGRICULTURE
	MINING
	OPEN SPACE
	UTILITIES
	INST / AIRPORT
	ROADWAYS
	POLITICAL BDY

Karl L. Keith
Montgomery County Auditor





5.5 FUTURE LAND USES IN GERMAN TOWNSHIP

Summary

German Township is an agricultural community. Unincorporated lands within German Township west of Little Twin Road will remain agricultural. Limited amounts of low density residential and commercial development will occur east of Little Twin Road, near the Village of Germantown. There are some limited sites of commercial activity around S.R. 4 (Dayton Germantown Pike).

GENERAL PRINCIPLES THAT WILL GUIDE THE FUTURE DEVELOPMENT OF GERMAN TOWNSHIP

FARMLAND PRESERVATION – In order to prevent the disruption of the agricultural economy of the Township, development of urban residential lots (less than 1 acre in area) will be limited to areas within a close proximity to boundaries with the Village of Germantown, which is a fully urbanized community. Agricultural Conservation Easements and similar programs that rely on deed restrictions limiting land use to agriculture or open space should be encouraged.

HIGHWAY ORIENTED COMMERCIAL DEVELOPMENT - Commercial land uses will be limited to intersections along S.R. 4 (Dayton-Germantown Pike).

FUTURE LAND USES **General Locations of Non Agricultural Land Uses**

Residential:

Low density single family residential development:

Around the boundaries of Village of Germantown, but limited to areas to the east of Little Twin Road.

Commercial land use:

Two locations:

- A) At the northeastern corner of the Township, a small area to the southeast of S.R. 4
- B) The intersection of SR 4 and Eby Road.

Industrial land use:






















An area to the south of Upper Miamisburg Road, extending eastward from the boundary with Germantown

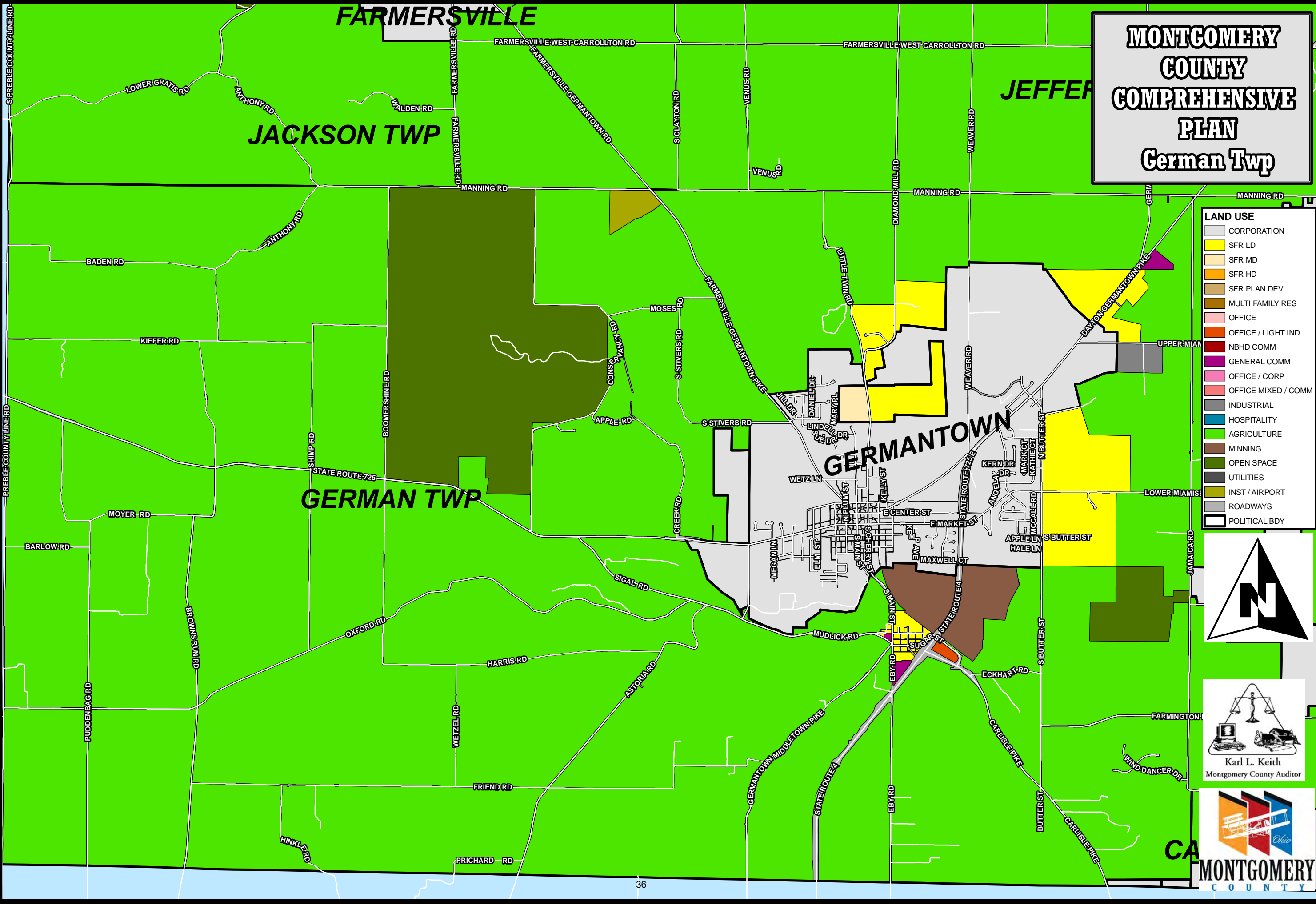
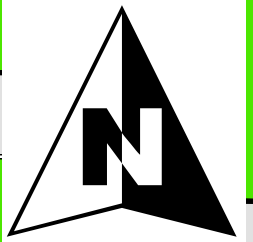
Open Space:

A large park, Germantown Reserve surrounds the large Germantown Dam, which sits on Big Twin Creek.



MONTGOMERY COUNTY COMPREHENSIVE PLAN German Twp

LAND USE	
	CORPORATION
	SFR LD
	SFR MD
	SFR HD
	SFR PLAN DEV
	MULTI FAMILY RES
	OFFICE
	OFFICE / LIGHT IND
	NBHD COMM
	GENERAL COMM
	OFFICE / CORP
	OFFICE MIXED / COMM
	INDUSTRIAL
	HOSPITALITY
	AGRICULTURE
	MINNING
	OPEN SPACE
	UTILITIES
	INST / AIRPORT
	ROADWAYS
	POLITICAL BDY



5.6 FUTURE LAND USES IN HARRISON TOWNSHIP

Summary

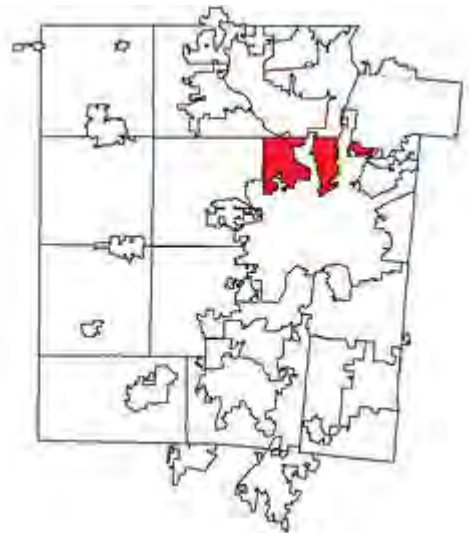
Harrison Township is a mature densely populated urban community. Commercial land uses are concentrated along the major thoroughfares of S.R. 48, S.R. 49 and North Dixie Drive. Industrial uses are concentrated in the eastern edge of the Township. Future development in the Township will be urban infill, or urban redevelopment, as existing land use patterns will be consolidated. Due to the extent of the existing development within the Township, it is not anticipated that any new patterns of land use will be created in the foreseeable future.

GENERAL PRINCIPLES THAT WILL GUIDE THE FUTURE DEVELOPMENT OF HARRISON TOWNSHIP

Urban Infill – Continue the patterns of residential and commercial development on vacant land that is surrounded by urban development.

Urban Redevelopment – Redevelop industrial or commercial developments that have fallen into disuse. Create more efficient or more marketable developments.

Industrial Efficiency – Protect existing industrial plant facilities from encroachment by residential land uses.



HARRISON TOWNSHIP (cont'd)

Future General Locations of Major Land Uses

Residential:

Medium density single family residential development:

Most of the single family residential development in the Township is, and will continue to be, medium density.

Multi-Family residential development:

East of Main Street; south of Shoup Mill Road, north of Nottingham Road.
South of Stop Eight Road; west of North Dixie Drive, north of Needmore Road.

General Commercial land use:

Three general locations:

- a) Along North Dixie Drive
- b) Along North Main Street, south of Shiloh Springs Road.
- c) Along Salem Avenue

Office uses:

Along North Main Street, north of Shiloh Springs Road.

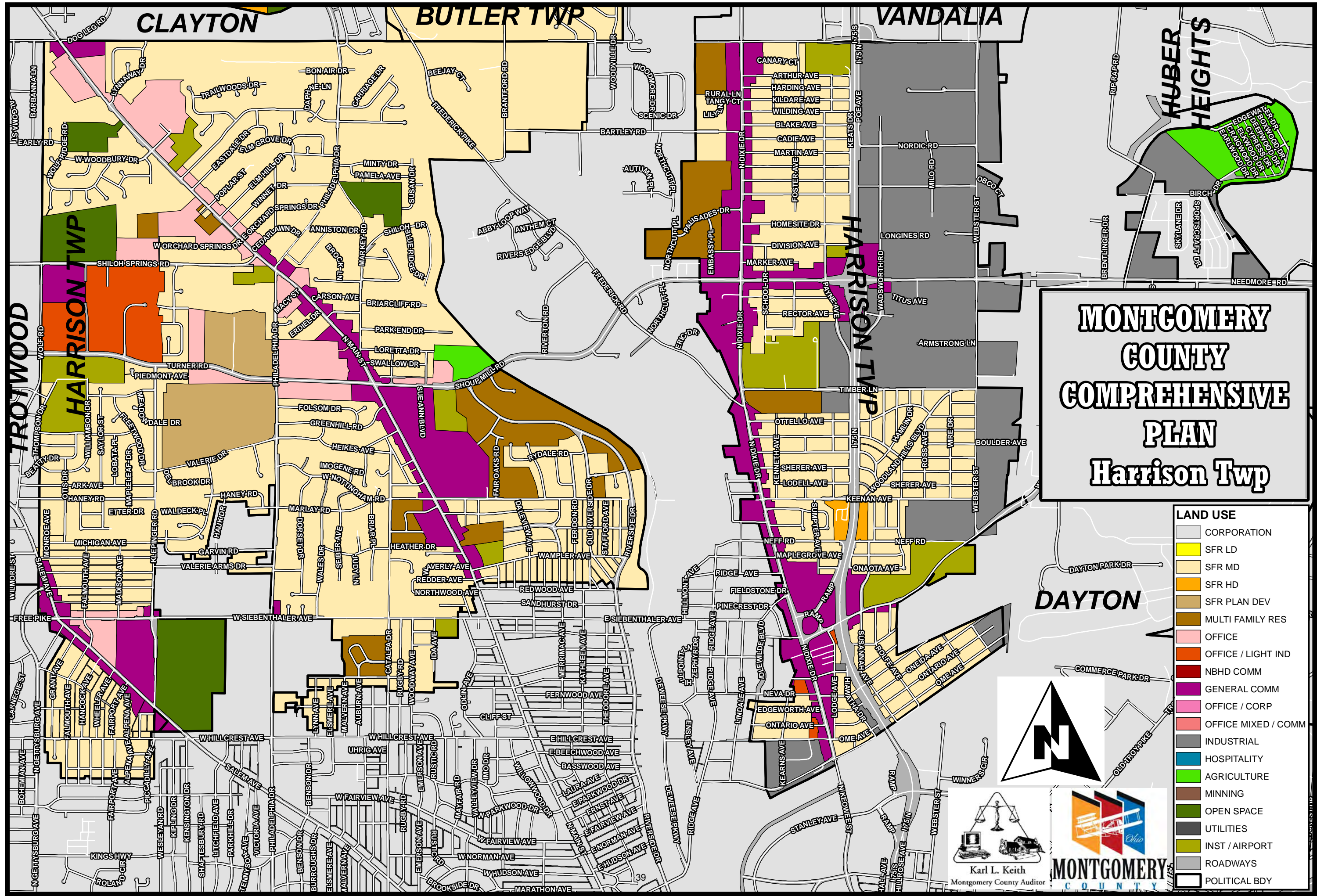
Office/Light Industry:

South of Shiloh Springs Road; north of Turner Pike, east of Wolf Road and west of Klepinger Road, extended.

Industrial uses:

East of I75 from Timber Lane north to Stop Eight Road.





5.7 FUTURE LAND USES IN JEFFERSON TOWNSHIP

Summary

Jefferson Township contains urban as well as rural neighborhoods. East of Union Road, land use is heavily urban, and includes medium to high density residential development, commercial and industrial uses. Industrial uses are concentrated to the south of West Third Street. Commercial uses are found along West Third Street and Germantown Pike (S.R. 4). To the west of Union Road, the infrastructure supports rural land uses that compose a mixture of large lot single family residential development and rural agriculture. Future development east of Union Road will take the form of urban infill of vacant land or redevelopment of existing structures to continue the patterns of existing land use. To the west of Union Road, any new development will take the form of slow transition from agriculture to low density rural residential development.

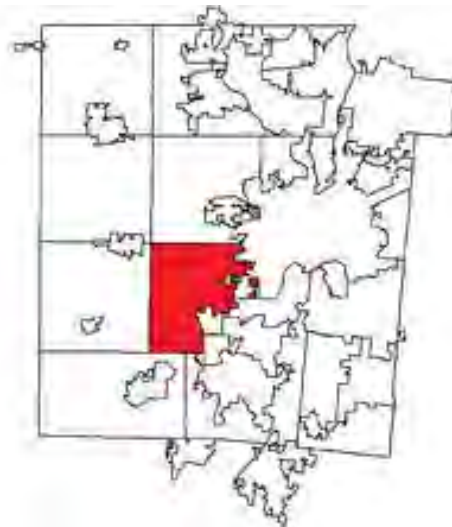
GENERAL PRINCIPLES THAT WILL GUIDE THE FUTURE DEVELOPMENT OF JEFFERSON TOWNSHIP

Urban Infill – Continue the patterns of residential and commercial development on vacant land that is surrounded by urban development.

Urban Redevelopment – Redevelop industrial or commercial developments that have fallen into disuse. Create more efficient or more marketable developments.

Industrial Efficiency – Protect existing industrial plant facilities from encroachment by residential land uses.

Farmland Preservation - Preserve existing agricultural open space and farmland.



JEFFERSON TOWNSHIP (cont'd)

General Locations of Major Land Uses

Residential:

Rural residential single family development

Most of the land south of Dayton Liberty Road and east of Liberty-Ellerton Road is a mixture of larger acre single family lots and agricultural land. In an effort to permit the orderly development of this mixture, single family residential development will require a minimum lot size of 2 acres for platting. Agricultural development primarily crop growing is encouraged.

Medium density single family development

Most of the land east of Union Road, and north of Dayton Liberty and Derby Roads is suitable for medium density residential use, which matches the existing levels of development. The existing patterns of residential development will guide future infill or redevelopment of these areas.

Multi Family residential development

In the vicinity of S.R. 4 (Germantown Pike) and Liscum Drive.

General Commercial:

Two General Areas:

- a) West Third Street; Bricker Avenue to Taft Avenue.
- b) The major road intersections on Germantown Pike (S.R. 4).

Industrial:

Three general areas:

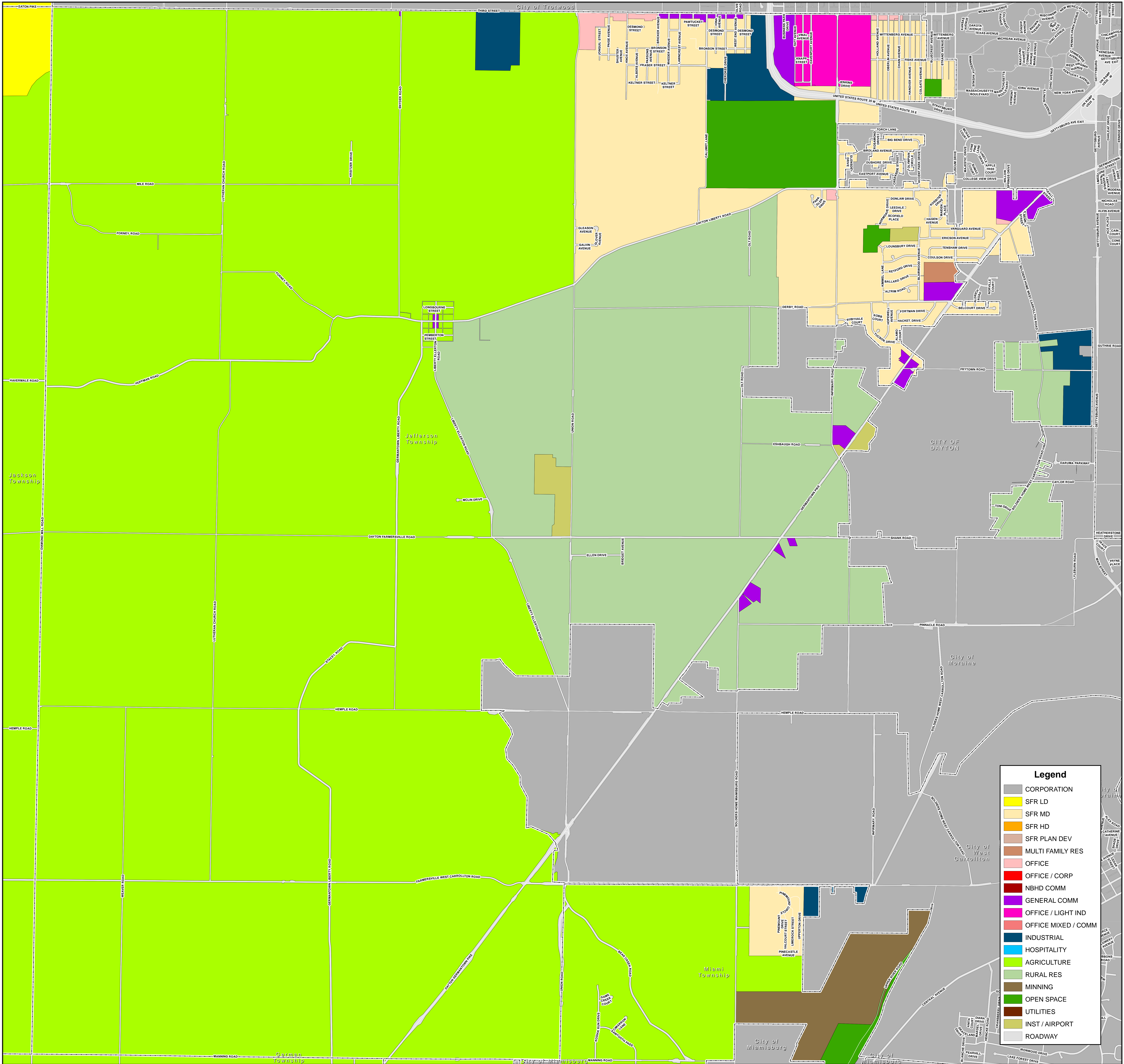
- a) On West Third Street approximately 30 acres located mid way between Snyder and Union Road.
- b) Along West Third Street (Taft Avenue to Holland) and Infirmary Road (West Third Street to US 35), this area will be developed as Office Park/Light Industrial development.
- c) In the vicinity of Gettysburg Avenue.

Open Space or Public Use

Fisher Park lies between Calumet Land and Infirmary Road.

Agriculture and Farming:

Sporadically situated to the west of Union Road.



5.8 FUTURE LAND USES IN MIAMI TOWNSHIP

Summary

Miami Township is a heavily populated community that contains intensive commercial development and a variety of residential land uses. A well established rural residential and agricultural land use pattern exists to the west of The Great Miami River. However to the east, an equally well established mixture of urban land uses is prevalent. The Township contains the I75 interstate, which creates unique opportunities for commercial and industrial development. Development in the Township has included the Dayton Mall, a major regional retail and entertainment location accessible from I75, I675 and local highways. A new multi jurisdictional economic development effort called the Austin Landing at the Austin Road Interchange on I75 will serve as a hub of office, lodging and entertainment activity. Future development in the Township will reflect its historic mixture of land uses, and will follow the geography of existing land use patterns.

GENERAL PRINCIPLES THAT WILL GUIDE THE FUTURE DEVELOPMENT OF MIAMI TOWNSHIP

Urban Infill – Continue the patterns of residential and commercial development on vacant land that is surrounded by urban development.

Urban Redevelopment – Redevelop industrial or commercial developments that have fallen into disuse. Create more efficient or more marketable developments.

Industrial Efficiency – Protect existing industrial plant facilities from encroachment by residential land uses.

Freeway Oriented Commercial Development – Consolidate and intensify commercial development of freeway interchanges and major highways.



MIAMI TOWNSHIP (cont'd)

General Locations of Major Land Uses

Residential:

Low density single family residential development:

South-central Miami Township; the area south of the boundary with the City of Miamisburg, between Miamisburg-Springboro Pike and Dayton-Cincinnati Pike.

Medium density single family residential development

- a) East of Springboro Pike (S.R. 741); north of Miamisburg Centerville Road (S.R. 725),
- b) South of Miamisburg-Centerville Road (S.R. 725)

Multi Family residential development

- a) The vicinity of the intersection of Munger Road and W. Alex-Bell Road.
- b) Three areas to the east of Springboro Pike, as follows; at Symphony Way, at Spring Valley Pike, and north of Austin Pike.
- c) East of Byers Road and south of Lyons Road.

General Commercial:

Two general areas:

- a) East of the intersection of W. Alex Bell Road and Springboro Pike (S.R. 741)
- b) The Dayton Mall area, which lies south of Miamisburg Centerville Road, to the east of I75 and north of I675.

Neighborhood Commercial:

East of Springboro Pike (S.R. 741), along the north side of Austin Road.

Hospitality:

West of I75, to Wood Road, south of Miamisburg-Springboro Road to Crains Run.

Office uses:

West of I75, south of Benner Road

East of Springboro Pike (S.R. 741), from Ferndown Drive south to approximately 200 feet south of Miami Village Drive

Corporate Office and Planned Mixed Use Development

North of Austin Road, east of I75 and west of Springboro Pike (S.R. 741)

Office and Light Industry:

East of I75, abutting the Dayton Wright Brothers Airport.



MIAMI TOWNSHIP (cont'd)

General Locations of Major Land Uses

Major Managed Open Space Amenities:

Medlar Conservancy Area (200 acres) to the south of Medlar Road.

Cox Arboretum (190 acres) to the east of I75.

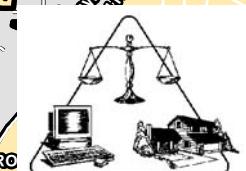
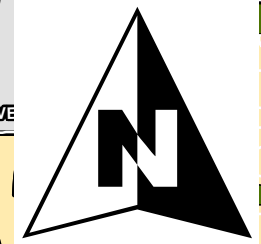
Airport/Aviation:

Dayton Wright Brothers Airport (General Aviation): east of Springboro Pike (S.R. 741), and south of Austin Road.

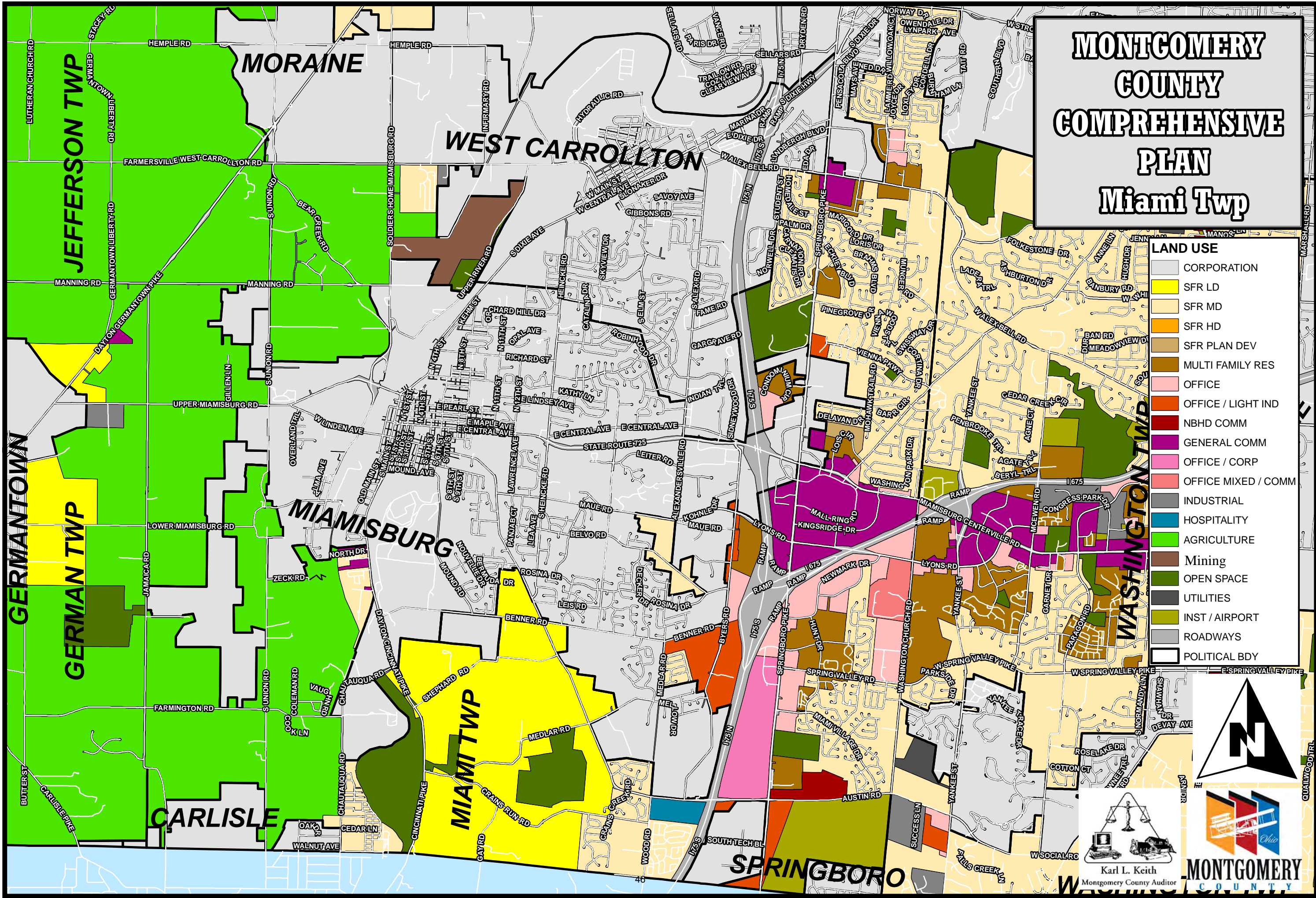


MONTGOMERY COUNTY COMPREHENSIVE PLAN Miami Twp

- LAND USE**
- CORPORATION
 - SFR LD
 - SFR MD
 - SFR HD
 - SFR PLAN DEV
 - MULTI FAMILY RES
 - OFFICE
 - OFFICE / LIGHT IND
 - NBHD COMM
 - GENERAL COMM
 - OFFICE / CORP
 - OFFICE MIXED / COMM
 - INDUSTRIAL
 - HOSPITALITY
 - AGRICULTURE
 - Mining
 - OPEN SPACE
 - UTILITIES
 - INST / AIRPORT
 - ROADWAYS
 - POLITICAL BDY



Karl L. Keith
Montgomery County Auditor



5.9 FUTURE LAND USES IN WASHINGTON TOWNSHIP

Summary

Washington Township is heavily populated, and extensively developed. Commercial development is concentrated along Miamisburg Centerville Road (S.R. 725) and Far Hills Avenue (S.R. 48). The Township is readily accessed from Interstate 675. Recent development generally consists of single family residential at densities of 2 dwelling units per acre, large scale office projects and regional commercial land uses. Washington Township has a long term history of farming and large lot rural single family residential development. However, there are no large scale commercial agricultural operations in the community, and the existing urban residential development would conflict with agriculture. Most of the remaining undeveloped land in the Township lies to the south of Social Row Road. This land is planned for medium density residential development. New land uses to the north of Social Row will consist of urban infill or redevelopment of existing developments.

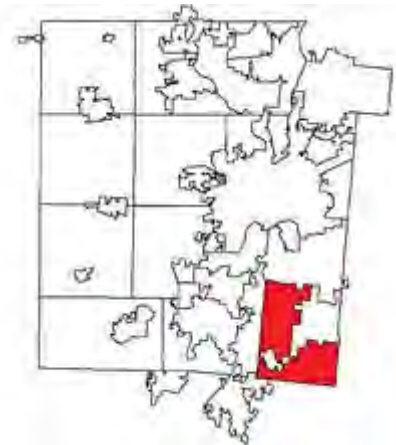
GENERAL PRINCIPLES THAT WILL GUIDE THE FUTURE DEVELOPMENT OF WASHINGTON TOWNSHIP

Urban Infill – Continue the patterns of residential and commercial development on vacant land that is surrounded by urban development. Utilize the planned development approach to create beneficial mixtures of commercial and residential development.

Urban Redevelopment – Redevelop industrial or commercial developments that have fallen into disuse. Create more efficient or more marketable developments.

Industrial Efficiency – Protect existing industrial plant facilities from encroachment by residential land uses.

Freeway Oriented Commercial Development – Consolidate and intensify commercial development of freeway interchanges and major highways.



WASHINGTON TOWNSHIP (cont'd)

Future General Locations of Major Land Uses

Residential:

Low density single family residential development:

The southeastern corner of the Township.

Medium density single family residential development:

Two general areas:

- A) From the boundary with the City of Kettering south to I675.
- B) South of Spring Valley Road.

Multi-Family residential development:

South of Miamisburg Centerville Road, and north of Spring Valley Road

Neighborhood Commercial:

Along Far Hills Ave (S.R.48).

General Commercial:






















Along Miamisburg Centerville Road (S.R. 725)

Light Industrial and Industrial:

East of Washington Church Road, south of Austin Road

MONTGOMERY COUNTY COMPREHENSIVE PLAN

Washington Twp

LAND USE	
	CORPORATION
	SFR LD
	SFR MD
	SFR HD
	SFR PLAN DEV
	MULTI FAMILY RES
	OFFICE
	OFFICE / LIGHT IND
	NBHD COMM
	GENERAL COMM
	OFFICE / CORP
	OFFICE MIXED / COMM
	INDUSTRIAL
	HOSPITALITY
	AGRICULTURE
	MINNING
	OPEN SPACE
	UTILITIES
	INST / AIRPORT
	ROADWAYS
	POLITICAL BDY



KETTERING

CENTERVILLE

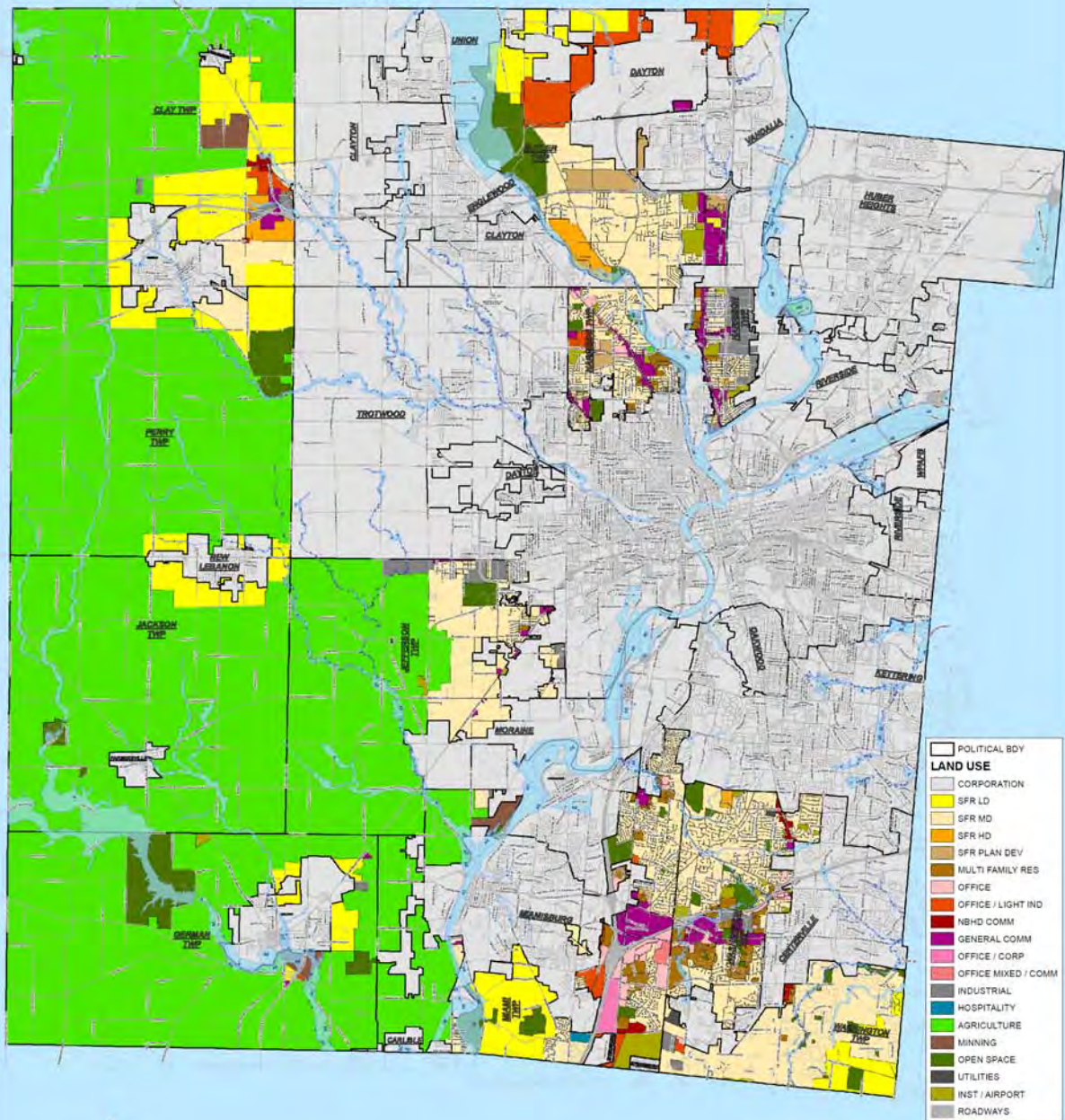
WASHINGTON TWP

WASHINGTON TWP

MIAMI TWP

SPRINGBORO

MONTGOMERY COUNTY COMPREHENSIVE PLAN AND FLOOD PLAIN



0 0.5 1 2 3 4
Miles



Karl L. Keith
Montgomery County Auditor



MONTGOMERY
COUNTY

***INTERNET WEB LINKS FOR DEMOGRAPHIC AND GEOGRAPHIC
INFORMATION***

CLICK ON THE LINKS BELOW:

Miami Valley Regional Planning Commission

[Long Range Plans](#)

[Transportation Planning](#)

[MVRPC Planning Atlas](#)

U. S. Census Bureau

[American Fact Finder \(Search Engine for Census Data\)](#)

[2005-2007 American Community Survey Data for Montgomery County, Ohio](#)

[Year 2000 Census Data for Montgomery County, Ohio](#)

Montgomery County Planning Commission