

Fairborn Comprehensive Land Use Plan Update 2024

acknowledgements

STEERING COMMITTEE

JoLynn Anderson, *Wright Patterson Air Force Base*
Paul Keller, *City Council member*
Julie Black, *Miami Valley Regional Planning Commission*
Jason Dorsey, *Dayton Power & Light Co*
Ed Gibbons, *Fairborn City Schools*
Martin Kim, *Miami Valley Regional Planning Commission*
Paul Newman, Jr., *Chamber of Commerce*
Lance Oakes, *Residential Developer*
Dan Stahl, *Fairborn Development Corporation*

CITY STAFF

Debbie McDonnell, *City Manager*
Michael Gebhart, *Community Development Director*
Kathleen Riggs, *City Planner*
Rob Anderson, *Economic Development Director*

PLANNING BOARD

Joan Dautel, David Dunn, Doug Hand, Laurel Mayer, Steve Quinter, Gary Siembab, and Mary Wenning

2024 STEERING COMMITTEE

Brad Clough, *Fairborn Resident*
Tom Kirsch, *Chamber of Commerce*
Mary Reaster, *Council Member*
Rodney McCubbins, *Council Member*
Brian Dodd, *Planning Board*
Bill Pittman, *Downtown Commercial Developer*
Karen Huelsman, *Fairborn Development Corporation*
Amy Davenport, *Board of Zoning Appeals*

2024 CITY STAFF

Marie Gay, *Permit Coordinator*
Mike Gebhart, *City Manager*
Cherise Schell, *Economic Development Director*
Matthew Halpin, *Downtown Revitalization Manager*
Kathleen Riggs, *City Planner*

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INTRODUCTION

This chapter sets the stage for the entire Comprehensive Land Use Plan and guides the reader on the layout and content of the document. Also included are diagrams, timelines, and a glossary of terms to help aide in the understanding of the planning process.

1.1 introduction

OVERVIEW

In 2015, the City of Fairborn initiated a process to update the Fairborn Comprehensive Land Use Plan which was originally prepared in 1991. This planning process was completed in the spring of 2016. The following is a brief description of comprehensive plans and the reasoning behind their creation.

WHY DO CITIES PLAN?

Cities plan to better understand their challenges and opportunities, define a vision and goals for the future, and to establish and prioritize steps to achieve them. After a plan has been adopted, city leaders and staff work to implement the recommendations of the plan, while guiding development and making decisions that follow the plan. As codified ordinances and policies are changed and infrastructure and private development is constructed, a community will reap the benefits of the planning effort.

The planning process can help city leaders make informed decisions by defining and prioritizing community goals and aspirations. This is especially true for complicated decisions such as deciding where development should be encouraged and where infrastructure improvements should be made.

WHAT IS A COMPREHENSIVE PLAN?

A comprehensive plan is a broad policy document intended to guide decision making related to long term development and growth. Comprised of policy statements, principles, objectives, actions, maps, and tables, a plan guides the physical, social, and economic development of the municipality and its environs. A comprehensive plan guides city officials, community organizations, and both private and public development entities. A comprehensive plan is implemented over time through many distinct decisions including annual budgeting, departmental work programs, rezoning, and subdivision of land.

A comprehensive plan is the chief policy instrument for:

- The administration of zoning and subdivision regulations;
- The location and classification of streets and thoroughfares;
- The location and construction of public and semi-public buildings and related community facilities and infrastructure (water, storm and sanitary sewers, gas, etc.);
- Promoting economic development;

- The acquisition and development of public and semi-public properties such as parks and open spaces; and
- The initiation of new programs, such as those in the areas of housing rehabilitation and economic development, to address pressing community needs (*Source: Ohio Planning and Zoning Law).*

This document is not a new plan; rather, it is an update to Fairborn's past planning efforts. The updated Fairborn Comprehensive Land Use Plan builds upon The 1991 Fairborn Comprehensive Land Use Plan, as well as other documents, and introduces new guidance and concepts where relevant. Over the life of this Plan, it should be reviewed and updated on a regular basis to ensure that it meets the changing needs of the City and continues to advance the goals of the community.

WHY PRODUCE A COMPREHENSIVE PLAN?

A comprehensive plan is a blueprint that defines a community vision and provides the framework to guide the coordination of multiple plans and infrastructure systems to achieve the vision. The result is a unified approach where the combined changes in policies, city code, and zoning help to achieve common community goals. In addition, cost savings and increased efficiency are likely results when assessing the costs of building and maintaining infrastructure such as roadways, waterlines, and sanitary sewers in a coordinated manner.

In many communities, the traditional approach to planning is to study specific aspects or systems of the city separately, such as the thoroughfare network or water and sewer systems, and develop plans for those systems. Such plans are reactive in nature, building upon assumptions made in previous plans and allow only for incremental improvements to each system. Instead, this Plan is proactive and informed by community values and goals to enhance multiple aspects of the community as a whole.

WHY UPDATE THE PLAN?

The 1991 Comprehensive Land Use Plan has guided the community to address a variety of growth and redevelopment issues. However, new information and technologies are available to strengthen the Plan. The community also faces new development that must be managed in a responsible and respectful way to protect and enhance Fairborn's small town character while maintaining economic and social vitality. A concerted effort was undertaken to engage the community in the creation of this Plan and to provide clear direction to elected and appointed officials for carrying out the community's vision for the future.






1.2 planning process

OVERVIEW

The Comprehensive Land Use Plan update process spanned approximately twelve months and included both technical research and public involvement, resulting in an intuitive, informed, and proactive document.

By employing an innovative planning process, Fairborn sought to develop a truly comprehensive plan that would fully integrate land use, transportation, parks and open spaces, and other public amenities.

The planning process (Figures 1.1 and 1.2), consisting of seven general steps, was developed at the beginning of the project. Given the breadth and complexity of the Plan, this process helped guide project activities, many of which were carried out concurrently in order to maintain the overall project schedule. The following is a brief summary of each step in the planning process.

PROJECT LAUNCH

During this initial step in the planning process, the scope of services was defined for the Planning Team, consisting of contracted planning consultants and key members of City staff. Members of the Steering Committee were identified and invited to participate during the project launch, their roles will be outlined in Chapter 2: Community Analysis.

TECHNICAL / EXISTING CONDITIONS ANALYSIS

Throughout the Summer and Fall of 2015, the Planning Team collected and analyzed data about all aspects of the City. This information provided an understanding of the current conditions in the Fairborn area and informed the recommendations found in the Plan.

COMMUNITY ENGAGEMENT

Concurrently with the existing conditions assessment, public input was sought using a combination of Steering Committee meetings, stakeholder meetings, public meetings, a statistically valid telephonic survey, and online engagement to gain insight into the concerns and needs of Fairborn residents. This helped to form the development of recommendations in the Plan.

IDENTIFY PLAN PRINCIPLES AND OBJECTIVES

The overarching principles and objectives for the Plan were formulated with the Steering Committee, based on the public input received early in the process. The principles and objectives communicate the goals the City hopes to accomplish through the creation and implementation of the Plan.

DEVELOP PLAN COMPONENTS

This step in the planning process involved developing recommendations for components of each district identified in the Plan as well as for the City as a whole, including proposed land uses, upgrades to the transportation network, expansion of the pedestrian and bicycle network, park and public space enhancements, housing options, and community image and brand.

DRAFT PLAN REVIEW AND FEEDBACK

Perhaps the most integral part of the planning process, this step followed an iterative process allowing the Steering Committee and the general public an opportunity to review and provide feedback on the draft version of the Plan.

FINAL PLAN AND ADOPTION

Once the Plan components were completed, compilation of the Comprehensive Land Use Plan document began. The final Plan is a concise, coherent, and easily implemented document.

The final step in the comprehensive planning process included review and approval of the Plan by the Planning Board and City Council. The Planning Board officially approved the Plan on June 14, 2016. On June 20, 2016, the City Council adopted Resolution 24-16 to approve the Plan.



Figure 1.1 - *Comprehensive Planning Process*

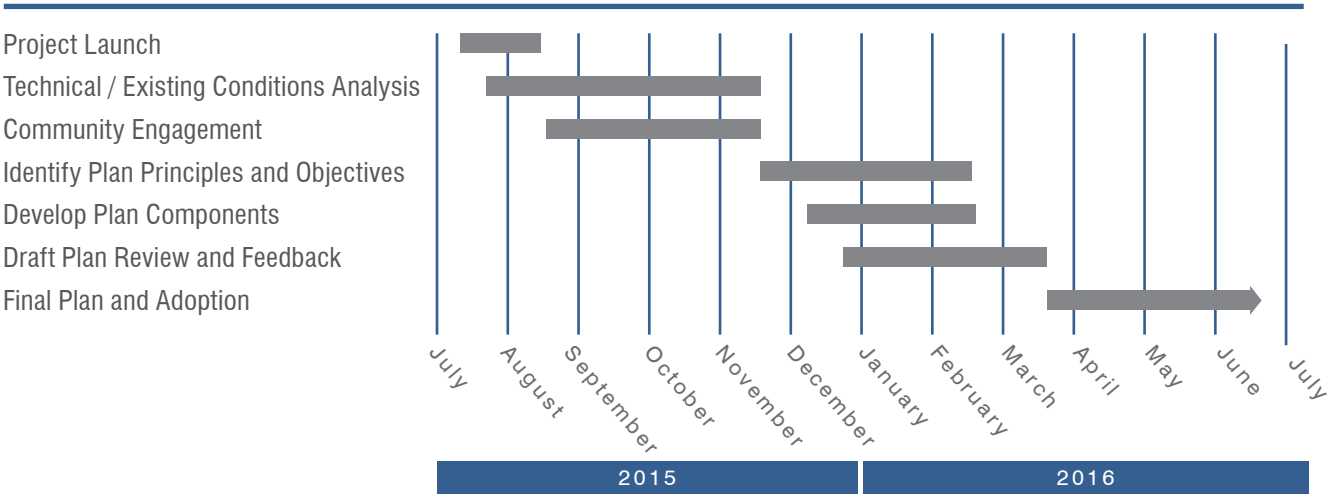


Figure 1.2 - *Planning Process Timeline*

1.3 plan framework

PLAN STRUCTURE

The Fairborn Comprehensive Land Use Plan Update is composed of eight chapters followed by supporting appendices, including existing conditions and public input information.

Recommendations for preserving Fairborn's character while simultaneously spurring new development are found throughout the Plan, each supported by actionable goals in the form of objectives and actions. The contents of each chapter of the Plan are described in more detail in the following sections.

CHAPTERS 1-2

These chapters include the introduction of the planning process, the plan framework, existing conditions, and a description of the public input process and results for the Plan. The existing conditions result from technical analysis and extensive research of each plan element, crucial to maintaining the accuracy and relevancy of recommendations. The public input section highlights results gathered throughout the planning process as they relate to differing Plan elements, ensuring the recommendations reflect the wants and needs of Fairborn residents. These chapters are the foundation upon which the rest of the Plan is based.

CHAPTER 3

The Comprehensive Strategy chapter conveys the broad, city-wide growth strategies and development principles for Fairborn. An overview of the different districts identified for use in the planning process is included as well as the corresponding development types. The Future Land Use map and recommendations for the entire City of Fairborn are provided here, to be explored in further detail in the ensuing district chapters.

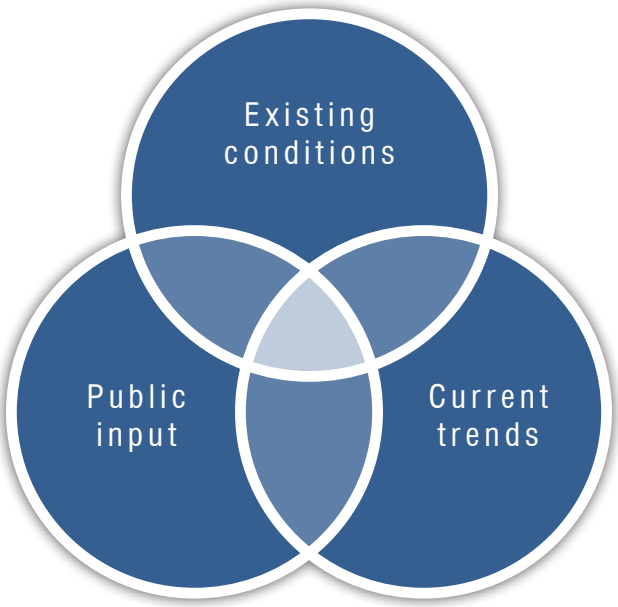


Figure 1.3 - *Planning process elements*

CHAPTERS 4-7

These chapters focus on multiple components for the four districts in Fairborn, depicted in Figure 1.4 below. Each of these district chapters begins with an introduction and a discussion of the relevant key findings, derived from an integration of existing conditions and public input. An overview of other considerations pertinent to each district serves as a guide to anticipate future changes within the City as it relates to regional and national trends. For each district, development intent is included to further describe how the area will grow. A close-up detail of the Future Land Use Map is included for each district along with descriptions of the recommended land uses. A series of Objectives and corresponding Actions concludes each chapter.

CHAPTER 8

This chapter acts as a workbook to aide the implementation and fulfillment of the Comprehensive Plan's recommendations. The tables found in this chapter include the objectives and actions from the Plan and lists the potential organizations and entities to champion each initiative. This chapter condenses the recommendations made for each of the four districts into a comprehensive, citywide strategy. The Implementation workbook should be used regularly throughout the year and updated annually by City staff to reflect progress in the implementation of actions and objectives.

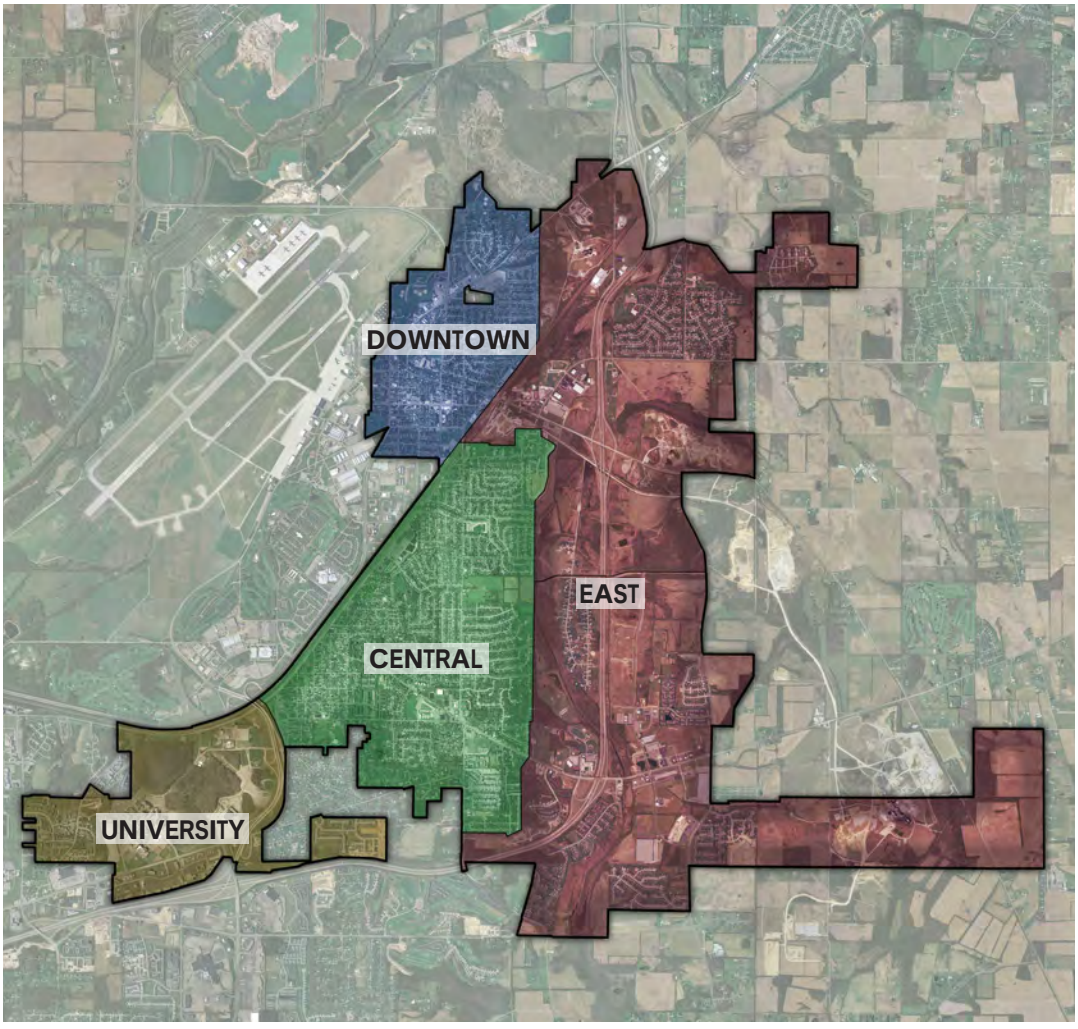


Figure 1.4 - *Downtown District Map*

1.4 plan structure

OVERVIEW

For this citywide land use plan, the City of Fairborn has been divided into four land-based districts. These districts are unofficial areas based on current development patterns and meant only to aide in the evaluation of and recommendations to the City. The four districts allow existing conditions to be synthesized at easily comprehended scales and promote unique identities within each district. The four districts are as follows:

- Downtown District
- Central District
- University District
- East District

Each of these districts is provided a chapter in this Plan to provide in-depth analysis and personalized strategies for growth. A map of the four districts (Figure 1.4) is provided in the previous section. In addition to district-specific recommendations, the Plan includes a growth strategy for the City as a whole, which applies to each of the districts and creates a unified vision for the future growth of Fairborn.

PLAN HIERARCHY

In addition to the geographical classification of the districts, there are several levels of goals and strategies found in the Plan that follow the hierarchy pictured in Figure 1.5 to the right.

Comprehensive goals are overarching city-wide goals that not only apply to each district but also help to tie the districts in current and future growth strategies. Development Principles are guidelines to provide comprehensive strategies for a district. To achieve the Development Principles of a district, Development Characters, Objectives, and Actions have been generated.

The Development Character is a set of features that are characteristic to the recommended land use pattern. The Development Character will help "paint the picture" and describes how the area could develop. Images depicting the Development Character are meant to showcase examples of various Land Use Types (office, commercial, residential) with similar characteristics that could coexist within the recommended development vision for that district. In some instances it was necessary to identify subdistricts with different sets of Development Character to account for varying development patterns, access, and topology occurring in a single district.

Objectives are statements of purpose that describe the desired direction of future growth, serving as the framework for future decision making and planning. Objectives are supported by specific Actions that clarify how an Objective is to be realized. Actions are implementable programs, policies, or plans. These can be assigned to specific community members and stakeholders to further ensure implementation.

The final element of the plan hierarchy are the Land Use Types. These are commonly used categories for development patterns. Land Use Types are recommendations, not zoning codes, but share similar terminology such as commercial, office, and residential. The Land Use Types describe specific development features for small areas or on a parcel-by-parcel basis.

PLAN HIERARCHY

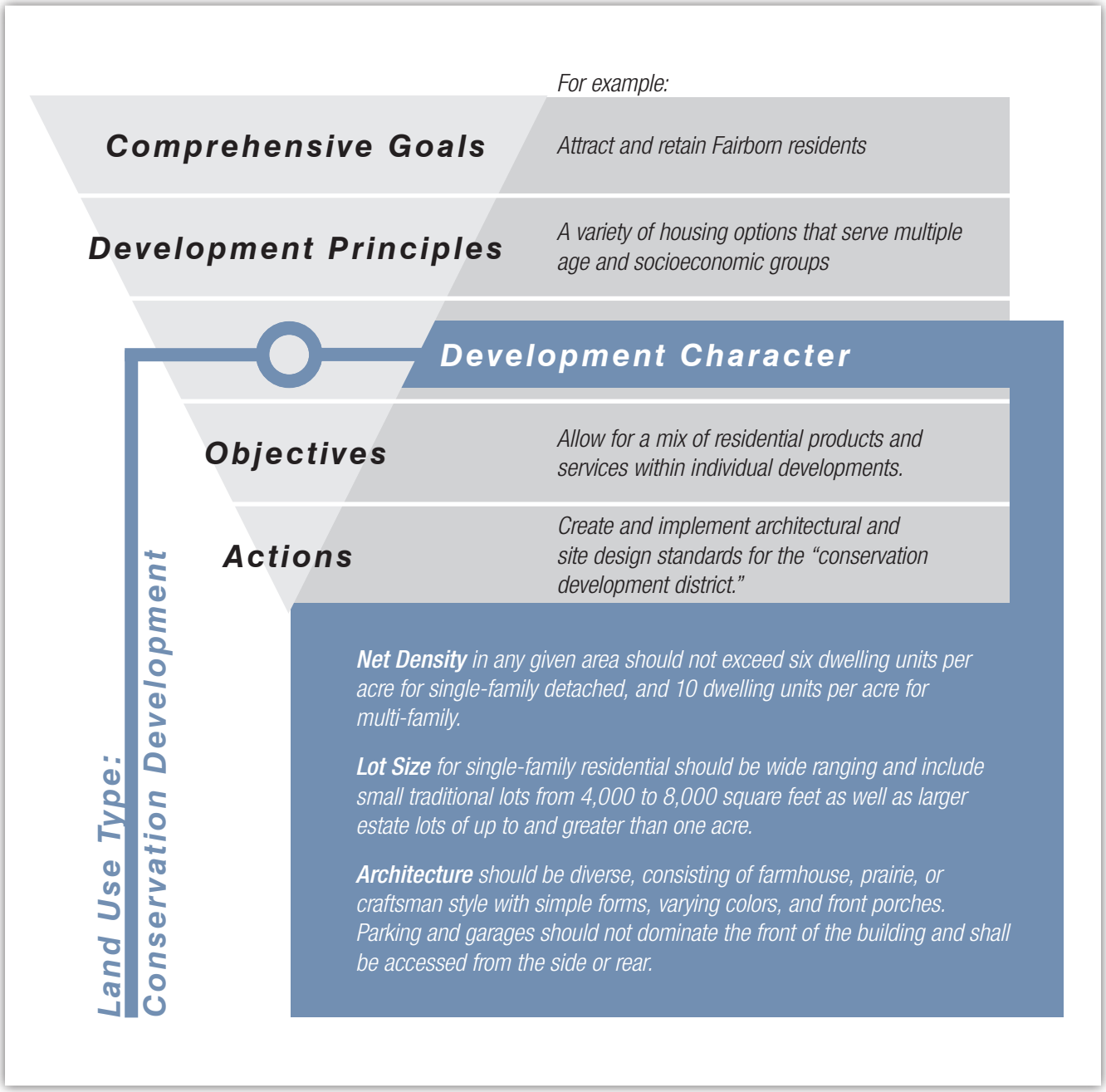


Figure 1.5 - *Plan Hierarchy*

1.5 how to use the plan

The Plan is intended to be used on a daily basis as public and private decisions are made concerning new development, redevelopment, capital improvements, economic incentives, and other matters affecting Fairborn. The following is a summary of how decisions and processes should align with the Plan.

1. ANNUAL WORK PROGRAMS AND BUDGETS

Individual City departments and administrators should be cognizant of the contents of the Plan when preparing annual work programs and budgets.

2. DEVELOPMENT APPROVALS

Administrative and legislative approvals of development proposals, including rezoning and subdivision plats, should be a central means of implementing the Plan. Decisions by elected and appointed officials should reference relevant Plan objectives and strategies. City plans and codes should also reflect and support the vision and recommendations in the Plan.

3. CAPITAL IMPROVEMENT PROGRAM

The City's Capital Improvement Plan (CIP) should be prepared consistent with the Comprehensive Land Use Plan's policies and infrastructure recommendations. New improvements that are not reflected in this Plan, which could dramatically impact its land use recommendations, should necessitate a minor update to the Comprehensive Land Use Plan.

4. ECONOMIC DEVELOPMENT INCENTIVES

Economic development incentives should be reviewed to ensure consistency with the recommendations of the Plan.

5. PRIVATE DEVELOPMENT DECISIONS

Property owners and developers should consider the goals and strategies of the Plan in their land planning and investment decisions. Public decision-makers will be using the Plan as a guide in their development deliberations such as zoning matters and infrastructure requests. This Plan should be used as a tool by the City to clearly communicate to property owners and developers the overall vision for growth in Fairborn.

6. BE FLEXIBLE

The Plan is intended to be flexible and fluid, and should be updated and amended as appropriate. As projects, policies, and programs develop over time they may not look exactly like the images in this document, but they should address the intent of the Plan. The images and descriptions herein provide a broad sense of how particular projects may function within these sites and provide a sense of what is acceptable to the City and its residents from a development standpoint.

GLOSSARY OF TERMS

These terms are found throughout this document and have been defined here to establish clarity for the reader.

Action- Implementable program, policy, or plan intended to achieve the Objective. Can be assigned to specific community members and stakeholders to further ensure implementation.

Development Character- A set of features that are characteristic to the recommended land use pattern including density, lot size, architectural character, etc.. The Development Character will help "paint the picture" of how an area could develop.

Development Principles- Guidelines to provide comprehensive strategies for a district.

District- One of four areas delineated in this Plan based on current development patterns. These areas are unofficial and are meant only to aide in the understanding and evaluation of this Land Use Plan.

Existing Conditions- Data-driven facts about present-day Fairborn, 2015. This includes field observations, intelligence gathered from community members, and statistics generated from the Census and American Community Survey systems.

Future Land Use Map- A detailed map of Fairborn depicting suggested Land Use patterns for future developmental growth. In many areas the suggested land use is already present at that site; in areas where large amounts of growth and change are expected, the map provides guidance to City staff, developers, and residents.

Implementation- The completion of an action, objective, or recommendation. Ultimately, the goal of this Land Use Plan update is to enable and empower stakeholders of Fairborn to confidently implement the suggestions herein and foster the growth of their community.

Key Findings- Statements of fact representing current conditions as well as wants and needs of the community based on data analysis, public participation, and evaluation of regional and national trends. Recommendations and objectives of this Land Use Plan are built off these key findings.

Land Use Types- Also known as "development types," these are commonly used categories for development patterns such as commercial, office, and residential. In this Plan, you will find detailed descriptions of the various land use types suggested for the City of Fairborn.

Objective- Statement of purpose that describes the desired direction of future growth, serving as the framework for future decision making and planning. Objectives are supported by actions that clarify how an Objective is to be realized.

Planning Team- A conglomeration of contracted planning consultants and key City staff, including the City Manager and Planning officials, tasked with the production of this Plan.

Public Participation- Gathered throughout the planning process via steering committee, stakeholder, and public meetings as well as through a statistically-valid phone survey of Fairborn residents, this community input is vital to the development of recommendations found in the Plan.

Stakeholders- Any member of the Fairborn community, whether they be resident, business owner, student, or employee. Any stakeholder should feel empowered to use this Plan to progress the City into the future.

Subdistrict- Smaller areas within the districts that have been delineated to further simplify large areas of new growth. Subdistricts may have some shared development characteristics but will also have a more detailed break down of the suggested land use types for the area.


2

COMMUNITY ANALYSIS

The consideration of ideas and aspirations of the public was at the heart of the planning process. An extensive public engagement effort yielded feedback that contributed to the development of the vision for the community. These ideas, values, and aspirations provided the foundation from which the Plan principles and objectives were derived.

Through this outreach campaign, more than 400 community members contributed their ideas and desires for the future of Fairborn. Over 500 ideas were generated during this process through various input activities as described within this chapter.

2.1 overview

INTRODUCTION

This comprehensive plan document was completed in 2016 and updated in 2024. Both planning efforts involved a multi-pronged approach to engaging the public for feedback.

The community analysis of Fairborn involved engaging the public through a series of meetings and surveys, as well as analyzing demographic and geographical data gathered from the Census, American Community Survey, the City of Fairborn, and Greene County. This approach ensures the plan reflects the wants and needs of Fairborn residents while staying grounded in the reality of the existing facts.

EXISTING CONDITIONS

In looking forward to the future of Fairborn, it is important to first take stock of the current conditions in the City. Just as different components of the City are interrelated, so too are the different sections of this plan. Taking a holistic view of the existing conditions in Fairborn provided the planning team with a strong understanding of how different factors influence one another, allowing for a better integration of the plan components and a better plan overall.

This analysis of past trends and existing conditions helps ensure that the recommendations made later in the plan are feasible and will address the needs of the community. In conjunction with the public input, the information summarized in this section influenced the planning process, and served as a baseline by which potential programs, policies, and projects were developed and evaluated.

PUBLIC PARTICIPATION

Engagement of the public is key to any successful plan as it generates initiatives from unique perspectives and creates community buy-in. This in turn expedites the implementation of suggested policies as community members are more likely to champion and support a plan in which they had a part in creating.

There were several avenues used to solicit feedback from the public, including the following:

- Steering committee meetings
- Stakeholder interviews
- Two public meetings (2016 Plan)
- One Public Open House (2024 Plan Update)
- Telephone survey

These various platforms for reaching the public allowed for statistically accurate data, targeted feedback from local business owners, and input from local and regional planning officials, amongst others.

FINAL REVIEW AND COMMENT

At the terminus of the planning process, the Plan was posted to the project website for access and review by the public. Comments submitted through the website were evaluated and the Plan amended as needed. Finally, the Plan underwent reviews from the Fairborn Planning Board and City Council, each accompanied by a Public Hearing, prior to being adopted through Resolution.



- STRATEGICALLY POSITIONED IN THE REGIONAL CONTEXT
- WITHIN 30 MINUTES OF DAYTON AND SPRINGFIELD
- WITHIN 1 HOUR OF CINCINNATI AND COLUMBUS

2.2 existing conditions

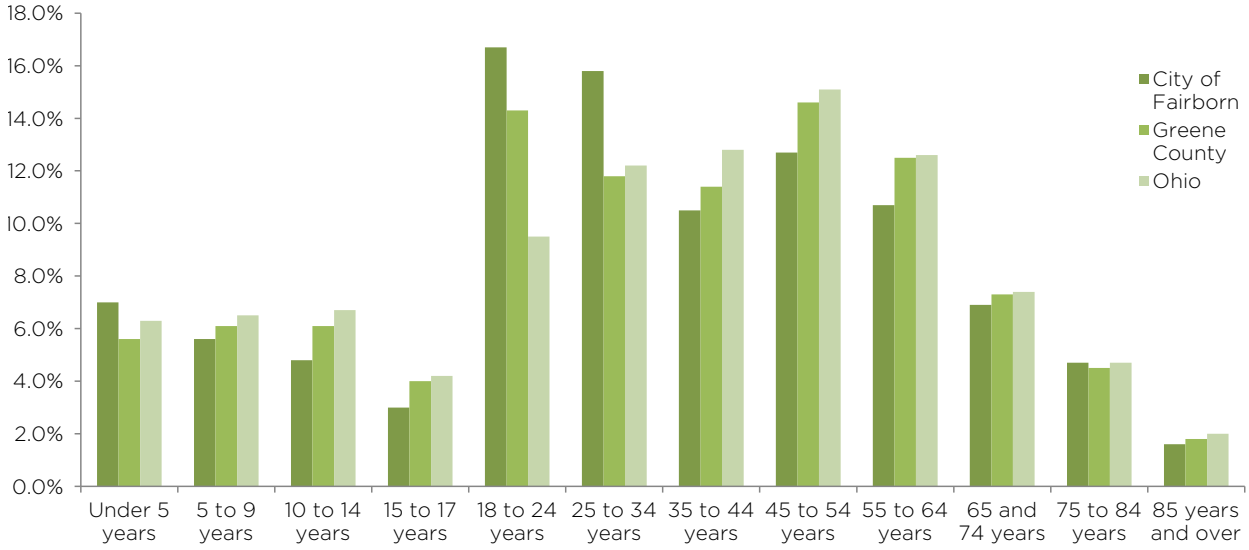
OVERVIEW

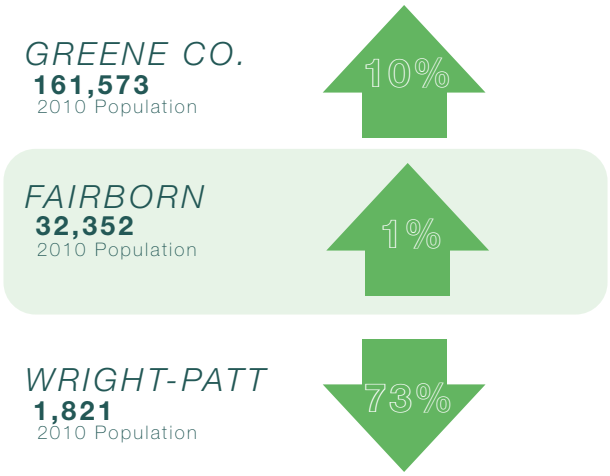
The following analysis of Fairborn used many sources to ensure a balanced and factual representation of the current condition of the City was catalogued. These sources included maps and map data sources provided by the City of Fairborn and Greene County, as well as demographic data obtained using ESRI business analyst, the American Community Survey (ACS), and the US Census. Existing conditions were examined with steering committee members, stakeholders, and community members. This analysis guided public engagement and the development of the Comprehensive Strategy for Fairborn.

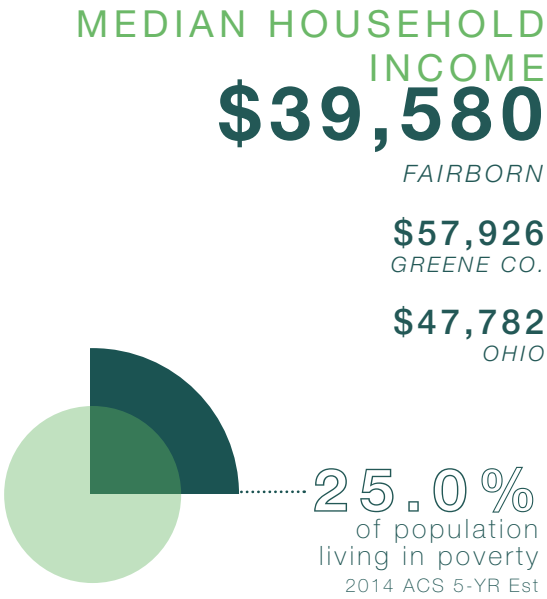
POPULATION

With a total population in 2010 of 32,352, the City of Fairborn has experienced general population stability since 2000, up a mere 0.94%. Meanwhile, nearby Beavercreek has experienced a population growth of 19% and Greene County as a whole has grown by 10%. Interesting to note is the extreme population loss of Wright-Patterson Air Force Base which has decreased 73% in the past 10 years. Over 7,000 active military members are stationed at WPAFB, but only 485 of those currently live in Fairborn.

There is a high share of ages 18-35 years old in Fairborn compared to Greene County and Ohio.







This is largely due to Wright State University, as a large portion of the student body resides either on campus or within a short distance from the school. The age cohort of 20-24 year olds is the highest percentage of the population of Fairborn when put it 4-year increments at 12.3%. However, the next two cohorts, 25-29 and 30-34, come in at 9.3% and 7.3%, respectively. This drop in population in the post-graduate years indicates that the City is not retaining the young professionals matriculating from Wright State.

HOUSING

According to the ACS 2014 5-year estimate, less than 1% of the current housing stock in Fairborn was constructed in 2010 or later. While a portion of this slump in development may be attributed to the nationwide recession, the previous two decades, 2000-2009 and 1990-1999, each saw 10.9% of houses built. The current housing market is lagging far behind these pre-recession numbers, suggesting that developers in the Fairborn region may need further incentive to return to the City and bring in new business. Implications of an aging housing stock, such as is currently the state in Fairborn, are generally that it is more difficult to attract new residents, retain existing residents, and avoid situations with absentee landlords.

The City of Fairborn currently has a high ratio of renter- to owner-occupied housing at 46.9 % renter-occupied. This statistic is significantly higher than the county (30.0%) and the state (29.7%); however, a portion of renter housing may again be attributed to the Wright State student population in Fairborn. As mentioned in the 'Population' section, Fairborn is not retaining these students post graduation, indicating a gap in "step-up" housing. In general, step-up housing allows residents to find their next home within the city they currently reside, thereby retaining residents and creating new vacancies for attracting new residents as well. After evaluation, Fairborn appears to be lacking in housing options for young professionals who generally look to rent apartments and townhomes with high-quality features, several amenities, and in walkable neighborhoods.

INCOME & EMPLOYMENT

The Median Household Income for the City of Fairborn is lower than both the surrounding county and the state. Additionally, a quarter of Fairborn's population between the ages of 18 and 64 is currently living in poverty. According to the 2014 American Community Survey, the unemployment rate for of-age residents in the City is 6.7% as compared to 4.9% and 5.8% in Greene County and Ohio, respectively. An influx of new jobs could simultaneously increase the medium household income, reduce the poverty, and lower the unemployment rate.

2.3 public participation

OVERVIEW

As a crucial portion of this planning process, public participation followed a multi-pronged approach, soliciting ideas and opinions from a diverse group of residents. Each group is detailed below, along with the strategy used to engage the participants.

STEERING COMMITTEE

A group of 21 Fairborn residents and business people were gathered and formed the steering committee, tasked with guiding the plan at regular intervals. The various members of the task force were selected for their unique perspectives, aptitude for representing different demographics of Fairborn residents, and willingness to volunteer their time for this civic project.

During this ten month planning process, the steering committee met a total of eight times, not including any public or council meeting in which they may also have been in attendance. Steering committee members were presented with the existing conditions, solicited for community input, and discussed at length the potential benefits of various goals outlined herein. They have guided the development of the Future Land Use Map, Development Principles, Objectives, and Actions found within this plan.

STAKEHOLDER INTERVIEWS

In order to take a deeper dive into Fairborn's current status and future potential, a group of 30 stakeholders was assembled through nominations by the steering committee and City Staff. These stakeholders were interviewed in small group settings to facilitate detailed community insight. Stakeholders include residents, business owners, Wright State University personnel, and more.

PUBLIC MEETING #1

The first public meeting was held October 27, 2015 at the Fairborn Senior Center from 6:00 to 8:00 in the evening. All members of the public were invited via several news outlets including the City's website, project website, individual invitations, and newspaper ads. The meeting began with a 25 minute presentation orienting the audience to the project including schedule, parameters of a comprehensive plan, and key findings sourced form the Census and ESRImapping software.

Once familiarized with the project and planning process, the public was asked to respond to the prompt: 'What do you treasure most about Fairborn?'. Attendees were then asked to evaluate maps of each district and place a green sticky dot on areas that should Grow, or underdeveloped and vacant properties that are appropriate for future growth, and a red sticky dot on areas that should

be Renewed, or areas that are developed but could benefit from new investment and revitalization.

Attendees then formed small groups to work through the Idea Generation exercise This involved brainstorming Issues and Opportunities for the City of Fairborn, first on an individual basis and then sharing with the small group. All shared ideas were discussed in the small group and then documented on posters. Each group member was then given 5 sticky dots and asked to vote on their top choices for prioritizing the listed Issues and Opportunities. At the end of this exercise, a representative from each group was asked to share with the larger audience the Issues and Opportunities with the highest prioritization. Results from these three activities were used to generate recommendations, objectives, and actions seen throughout the plan.

PUBLIC MEETING #2

The second public meeting was held February 25, 2016 at the Fairborn Senior Center form 6:00 to 8:00 in the evening. Again the public was invited to attend via multiple sources. The meeting began with an overview outlining the planning process, results of the telephonic survey, and synthesized results combined from the survey findings, activities from the first public meeting, website feedback, and input from the steering committee and stakeholders.

Character Districts, the Future Land Use Map, and Land Use Types were displayed on large posters for review and comment. The draft Objectives and Actions were available for review and the public was prompted to vote on their top 5 Objectives, each encompassing the associated Actions beneath it, for prioritization. Draft chapters of the plan were also available for review and attendees were encouraged to leave general comments as well as edits and recommendations for specific Objective and Actions. The results of this exercise can be found in the Recommendations section of each district chapter as well as in the Implementation Matrix of Chapter 8, where prioritized Objectives have been indicated.

TELEPHONE SURVEY

A 40 question telephonic survey was conducted as part of the public input process. The survey was conducted to solicit more targeted feedback from citizens, which provided strategic insight into the attitudes and beliefs of community members, as well as their level of satisfaction with specific City services.

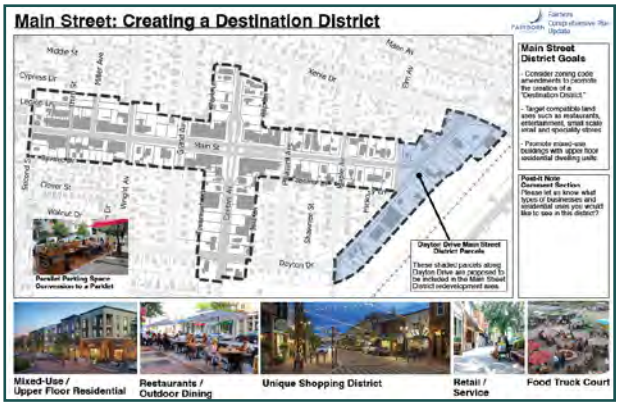
Residents were randomly selected and interviewed telephonically. A total of 400 interviews were completed over two weeks, generating statistically sound results within a 5.63% margin of error 95% of the time. The 40 question survey took the average respondent 12.5 minutes to complete.

PUBLIC ENGAGEMENT OVERVIEW OF THE 2024 PLAN UPDATE

The 2024 plan update was designed to address specific planning topics requiring a new round of analysis and community feedback due to changed conditions occurring since the original 2016 plan adoption. This plan update effort involved meetings with a steering committee comprised of various community stakeholders and city staff members. A public open house was held during this plan update which included interactive presentation boards seeking community feedback and ideas. Regular plan updates were also distributed to the public via the city website.



Finally, two public hearings were held with the Zoning Board and City Council respectively as the plan was going through its final review stages.



STEERING COMMITTEE

A group of _____ community stakeholders were gathered and formed to discuss the potential updates to the Downtown and East planning districts. The steering committee also discussed and provided feedback for a variety of specific zoning code topics that were part of a parallel zoning code update project. Many of these topics overlapped with the comprehensive plan topics such as future residential development goals, updates to the permitted land uses for both districts and extra-territorial planning efforts and recommendations for portions of the Bath Township area. The steering committee held four sessions and many of the members also participated in the public open house event.



STAKEHOLDER INTERVIEWS

A public open house was held featuring multiple interactive presentation boards. The presentation boards consisted of the highest priority planning topics including: 1) Future residential development and housing stock, 2) Main Street core area planning topics, 3) Broad Street redevelopment area planning topics, and 4) a presentation board containing example downtown redevelopment elements found in two local communities. The boards featured opportunities for attendees to physically interact with the board by either placing sticky dots on desired elements and the ability to physically write comments on the board itself. This open house event also included a brief presentation at the onset and questions and answer session between the attendees and the consultant and city staff members.


3

COMPREHENSIVE STRATEGY

The Comprehensive Strategy Chapter begins by outlining the factors that have shaped Fairborn's development as it is today. To create a plan for the next 10 to 20 years, the City was first viewed through a broad lens. Overarching goals were developed to assist City staff and residents in identifying conditions and opportunities in the coming years. The existing areas of Fairborn were then categorized into different districts and land use types. This allowed for an in-depth view at certain development patterns as well as the ability to recommend strategies for new development that are both actionable and unique to each area.

3.1 overview

INTRODUCTION

The comprehensive strategy for Fairborn includes overarching development principles and specific land use types to guide future growth. Development principles act as themed guidelines for the subsequent objectives and actions found throughout the Plan. The land use types found at the end of this chapter give descriptions and visual representations of the desired future development of Fairborn.

HISTORY: THEN & NOW

Once a small pioneer settlement, the City of Fairborn has seen many decades of development spreading from its origin on the corridor connecting Dayton and Springfield, now Broad St/S.R. 444. The original home of Wright Patterson Air Force Base, Fairborn came into being when the twin villages of Fairfield and Osborn merged in 1950.

Although Wright Patterson AFB is now a Census-designated place independent of Fairborn, the City continues to hold onto its deep military roots and population. Proximity to the base allowed for explosive population growth in Fairborn during its early years, surpassing 35,000 residents by 1980, but has also instilled some restrictions. From the time that the War Department purchased the 25,000 acres of land in 1916, the future growth of Fairborn was stunted to the west.

Sixty-five years after its incorporation, input from members of the public, elected officials, and stakeholders reveals a strong desire to further the development of Fairborn. In a broad sense, this includes connections to other parts of the City, to parks and amenities, to other people, and to Fairborn's past. Working to address these desires, the City is taking steps to strengthen its identity by reinvesting in its school system, improving the mix of land uses, and encouraging a wider array of options for residential and commercial development. A large factor in all three of these endeavors is the City's confined prospects for outward expansion; opportunities to expand are limited and great effort should be taken to ensure what new development does occur reflects the character and desires of present-day Fairborn.

LOCATION, ACCESS, & ANNEXATION

Located approximately ten miles northeast of Dayton, Fairborn has maintained positive relationships with the U.S. Air Force, Wright State University, and several mining and industrial corporations. The City has had the opportunity to expand and annex land over the years, including over 400 acres of land owned by the CEMEX corporation most recently annexed in 2015.

To the north, east, and south of Fairborn, a large proportion of land is either attributed to Mad River, Bath, or Xenia Townships, allowing for the possibility of future land annexation. To the west, land is owned and occupied by the U.S. Air Force, creating a hard boundary for the City.

Bisected by I-675 and located just over a mile south of its interchange with I-70, the City of Fairborn is ideally situated for high visibility and easy access for residents, workers, University students, and Air Force personnel.

EXISTING LAND USE

The Existing Land Use Map, pictured right, depicts the current development pattern of Fairborn. With recent annexations and the desire to stimulate growth, the City required a new map and focus. This chapter aims to provide both as well as a vision for the future of Fairborn.

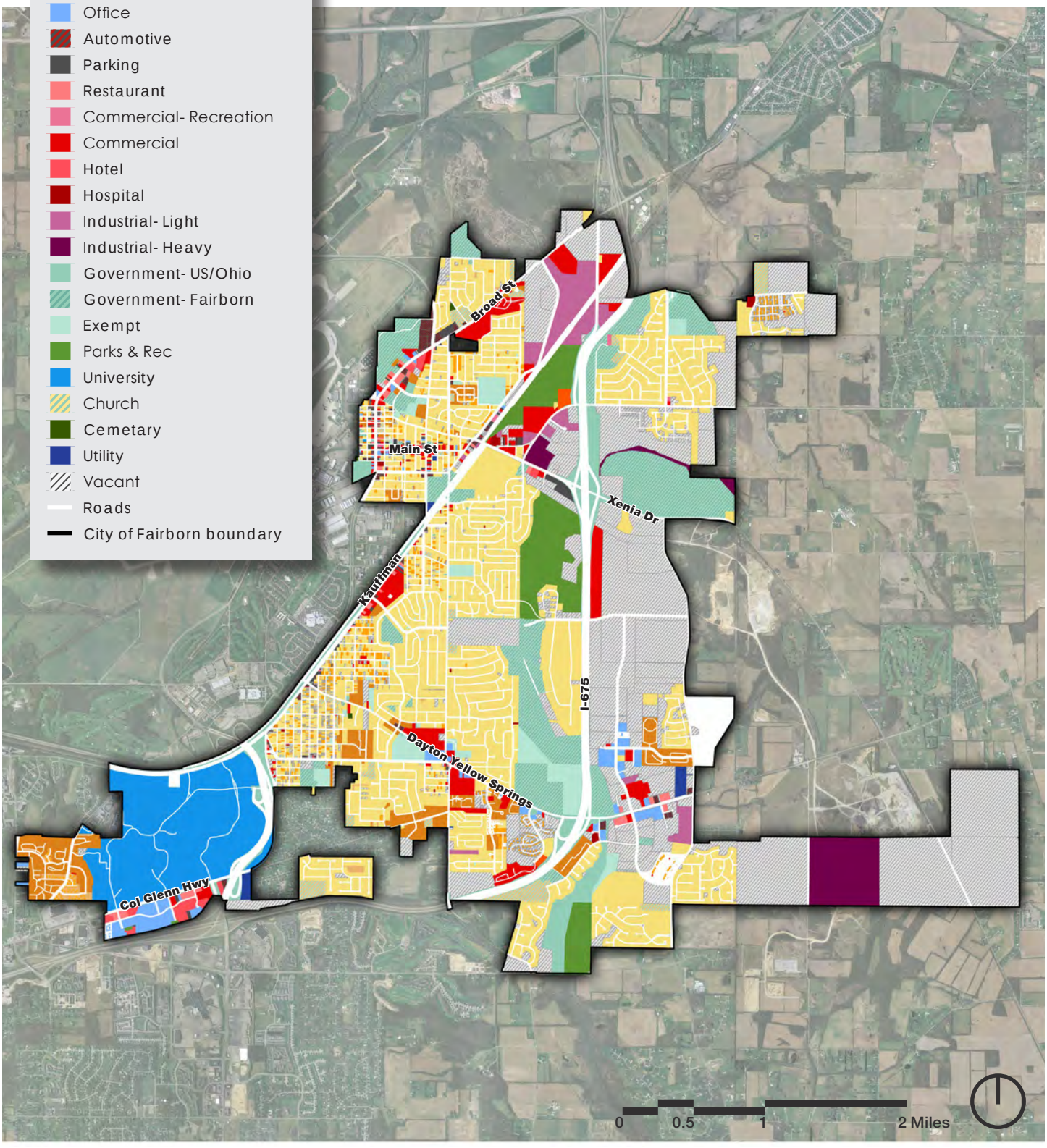


Figure 3.1 *Existing Land Use Map*

3.2 development principles

OVERVIEW

The development principles are a set of guidelines to provide comprehensive strategies for the City of Fairborn. As development occurs, it must be tested against the development principles in this section, to verify it meets the overall intent of the Comprehensive Land Use Plan. The development principles included in this Comprehensive Strategy chapter differ from those found within the four district chapters because they are overarching and affect the entire City. These are guidelines to unite the City under one vision for the future.

1. GROW SMART

A prosperous and balanced community that ensures the small town character, green areas, and Downtown are preserved and enhanced, while carefully planning for the growth and development of existing and emerging economic centers and neighborhoods.

2. STAY CONNECTED

A safe, efficient, and balanced transportation network that includes a variety of mobility choices, connects land uses, enhances the environment, and improves the quality of life for those who live and work in the community.

3. GET ACTIVE

Quality parks and public spaces with diverse opportunities for physical activity, social interaction, and education for a variety of age groups and abilities.

4. SERVE EFFECTIVELY

High quality public services and utilities that serve residents effectively and support future economic growth and expansion.

5. ADVANCE THE ECONOMY

A progressive business community that sets the industry standard, attracts highly qualified professionals, and is competitive in the regional marketplace.



GROW SMART



STAY CONNECTED



GET ACTIVE



SERVE EFFECTIVELY



ADVANCE THE ECONOMY

3.3 districts

OVERVIEW

The term "one size fits all" does not often apply to a citywide land use plan, and so is the case with Fairborn. In order to accurately evaluate current development trends and make informed recommendations for future growth, the City of Fairborn has been divided into four districts. These unofficial areas are based on current development patterns and are meant only to aide the evaluation process of this Land Use Plan. The four districts are as follows:

- Downtown District
- Central District
- University District
- East District

Each of these districts is provided a chapter in this plan to provide in-depth analysis and personalized strategies for growth.

DOWNTOWN DISTRICT

The Downtown District is characterized by the dense, walkable commercial strip along Main Street, the auto-centric commercial uses along Broad Street, and the small lot, urban neighborhood homes throughout the area. Lacking significant greenfield land, recommendations will focus on strategic redevelopment of existing development and creating a recognizable brand to attract more visitors to the downtown core.

CENTRAL DISTRICT

The Central District is characterized by the significant amount of residential area, home to 50% of Fairborn's population. In the heart of the Central District is Five Points, a commercial node with great potential to increase the density, mix of uses, and tax base for the surrounding neighborhoods. Separating Fairborn and Wright Patterson Air Force Base is Kauffman Avenue, also located in the Central District. This corridor will serve an important role in attracting visitors and personnel from the base, as well as from nearby Wright State University.

UNIVERSITY DISTRICT

The University District is home to Wright State University, student-oriented neighborhoods, and the Colonel Glenn Highway commercial corridor. While development of much of the land in this district will be dictated by the University's master plan, a collaboration between the City and school is encouraged to ensure future development aligns with long term goals of both parties.

EAST DISTRICT

Incorporating the newly annexed CEMEX-owned land, the East District is home to the highest proportion of developable land, both greenfield and brownfield, which my be allocated for open space, remediation, and/or development. With the highly travelled I-675 running north-south through its core, this district will likely attract larger commercial and office uses looking for high visibility and easy highway access.

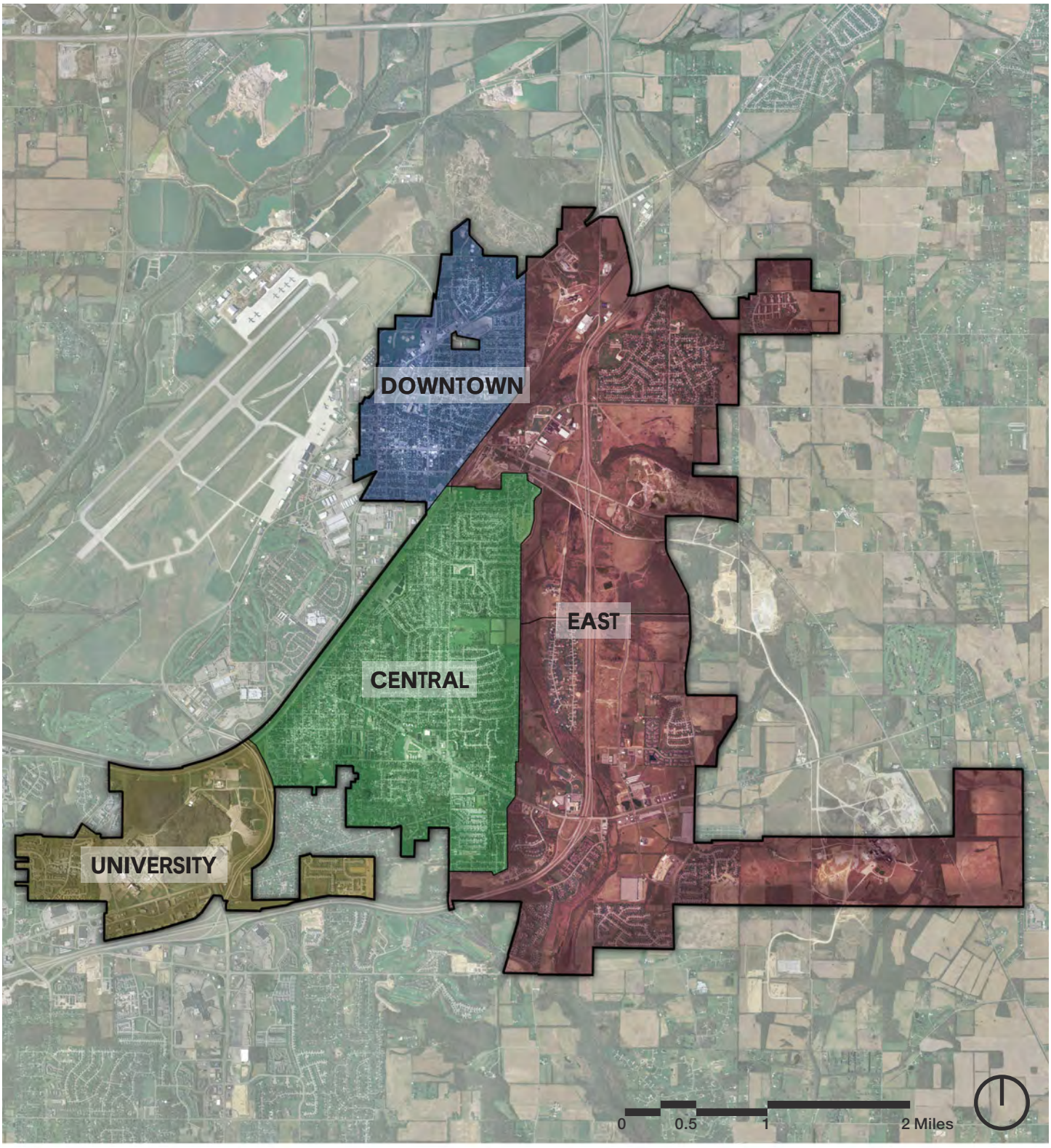


Figure 3.2 *District Map*

3.4 future land use

OVERVIEW

The Land Use Plan builds on past planning efforts and provides both broad and specific recommendations to guide future development. With objectives to enhance community character, improve connectivity and walkability, and define where and how growth should occur, this Plan strives to meet the needs of current and future residents and businesses. The Future Land Use Map (Figure 3.3) embodies the simplification of cumbersome regulations of the past and embraces the pronouncement of community character.

FUTURE LAND USE

An important aspect of this Comprehensive Land Use Plan update is the Future Land Use Map, depicted on the opposite page. This map is meant to distinguish areas that are appropriate for particular patterns of development. Currently, the City recognizes 76 different land use codes in its mapping software. The Future Land Use Map (Figure 3.3) depicts the 12 key Land Use Types identified in this chapter. Moving forward, commercial uses are recommended in several Land Use Types but should reflect the surrounding character.

While the Future Land Use Map is not a zoning map, it is recommended that the Fairborn Zoning Code be updated to reflect this map and its allowable uses where necessary. Each color found on the map corresponds to a particular Land Use Type as described in the following section. Additionally, Chapters 4-7 include close ups of the Future Land Use Map for each respective district.

LAND USE TYPES

A limited palette of Land Use Types have been developed to classify various development patterns and character in Fairborn. The Future Land Use Map provides recommendations for the location of each Land Use Type and descriptions of each are included on the following pages with key features and character images. These descriptions help one visualize how an area might look when the recommendations from this Comprehensive Land Use Plan are applied. The Land Use Types included in this Plan do not represent an exhaustive list, but instead one that encompasses all necessary and constructive development types for the City of Fairborn.

EXTRATERRITORIAL LAND USE PLANNING

In some instances, the land bordering Fairborn, but not currently a part of the City, has been depicted with an angular white hatch and color overlay. This is to portray the Land Use Type that would potentially be applied to the areas in question should they be annexed into the City in the future.

Another key example of extraterritorial planning is the recognition of the impact of Wright Patterson Air Force Base upon the City of Fairborn. This major employer, situated adjacent to the City's western border, is a vital component to Fairborn's economic health. The Wright Patterson Council of Governments undertook a compatibility use plan in 2024 to encourage compatible growth around the military installation and to mitigate existing and future land use conflicts and resource competition between the base and surrounding communities. This Fairborn Comprehensive Plan recognizes the positive synergy between the City and Wright Patterson AFB and it is recommended that future City Councils and administrations seek to adhere to the Compatibility Plan when appropriate and applicable, in an effort to mitigate potential land use conflicts.

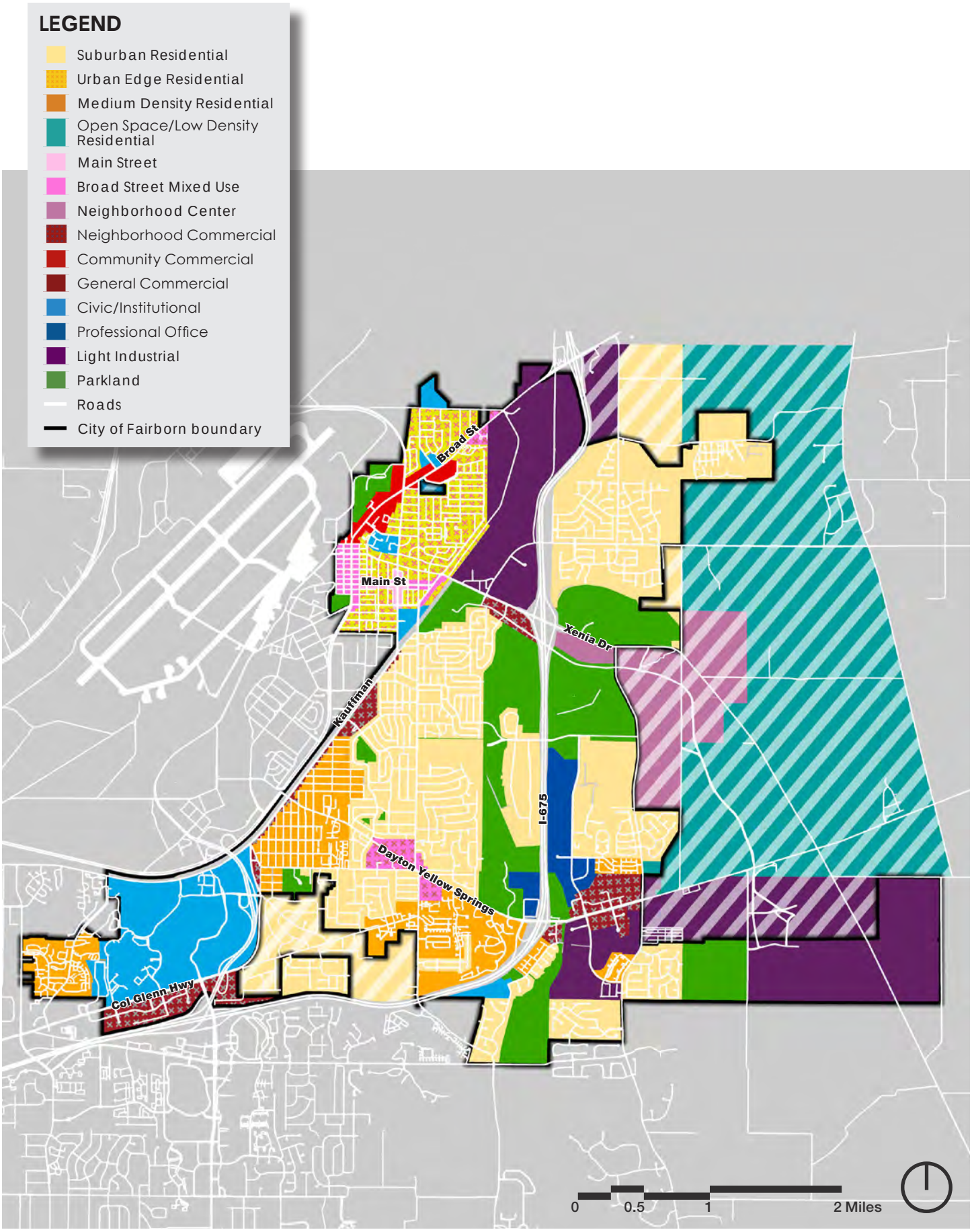


Figure 3.3 *Future Land Use Map*

SUBURBAN RESIDENTIAL

DESCRIPTION

The Suburban Residential development type is characterized by single family homes or duplexes situated on medium-sized lots (typically 8,000 s.f. and up). These development patterns can take a number of forms, but in recent history have typically featured curvilinear streets and cul-de-sacs with forward-facing garages.

A range of architectural styles should be promoted within new suburban residential developments, featuring rear or side facing garages and alleys if possible. The development should be laid out to preserve and leverage environmentally sensitive or significant areas. Cul-de-sacs should be avoided.

Areas planned for new development should feature green spaces within or adjacent to the development. Streets should include sidewalks and street trees, and be designed to promote a walkable environment with short blocks. Streets and paths should connect to, or provide frequent stub streets and stub paths (approximately every 1,000 feet) to adjacent developments. Every home should be within a half-mile walk of a park or public space, and can feature amenities such as dog parks and community gardens.



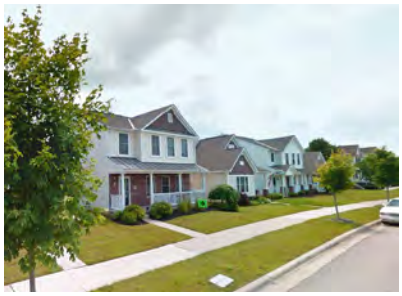
KEY FEATURES

- Walkable neighborhoods with street trees and sidewalks present in front of each residence
- Short blocks with frequent connections to adjacent developments or developable parcels
- Local parks with walking paths, benches, play structures, etc. within a half-mile of each residence

DEVELOPMENT CHARACTER

2015 zoning	R-1, R-2, R-3
gross density	3-6 units / acre
building coverage	30% max
front setback	20 ft.
max. height	35 ft
parking	rear or side facing garages
Permitted uses	Single-family detached Duplex









URBAN EDGE RESIDENTIAL

DESCRIPTION

The Urban Edge Residential district represents the historic residential heart of Fairborn. A compact development type with an emphasis on traditional architectural styles and materials.

A range of traditional architectural styles should be promoted within new and infill developments, and should feature rear or side facing garages and alleys if possible.

Structures originally designed as single family residential units should not be converted to multiple-family dwellings. Multiple-family residences should be originally designed as such.

Streets should include sidewalks and street trees, and be designed to promote a walkable environment with short blocks. Streets and paths should connect to neighborhood amenities such as parks and shopping districts.



KEY FEATURES

- Walkable neighborhoods with street trees and sidewalks present in front of each residence
- An emphasis on connectivity and proximity to neighborhood amenities, most importantly, the Neighborhood Center area

DEVELOPMENT CHARACTER

2015 zoning	R-1, R-2, R-3
gross density	5-10 units / acre
building coverage	40% max
front setback	20 ft.
max. height	35 ft
parking	rear or side facing garages
Permitted uses	Single-family detached Duplex Quad-plex Multiple-family









MEDIUM DENSITY RESIDENTIAL

DESCRIPTION

These areas are intended for well-planned medium-density residential uses connected via pedestrian and vehicular routes. Often these developments are located along natural features such as ponds, rivers, or parkland, and include several amenities for residents. Streets should include sidewalks and street trees, and be designed to promote a walkable environment with short blocks.

Developments should provide distinct public places within a half-mile walk of all dwellings, and well planned parks and open spaces within a quarter-mile walk of all dwellings. Developments can include a range of housing options at a range of price points and styles, including condominiums, townhomes, row houses, and mid-rise multi-tenant buildings. All units not within a mid-rise building should face the street, have their primary entry off of the street, and are encouraged to include covered porches. Public on-street parking and private parking should be accessed from a service road behind the structure.



KEY FEATURES

- Short walkable blocks with common open space
- Shared recreational amenities
- Potential for age restricted housing
- Variety of unit types (1 br., 2 br., etc.)
- Parking visibility minimized from the street

DEVELOPMENT CHARACTER

2015 zoning	R-4, PD-1
gross density	10-20 units/acre
building coverage	40% max
front setback	20 ft.
max. height	40 ft
parking	rear or side facing garages
Permitted uses	Multi-family Single-family detached Duplex Condominium Townhome









OPEN SPACE/LOW DENSITY RESIDENTIAL

DESCRIPTION

Dual purpose land uses are envisioned for this subdistrict consisting of a portion of the Bath Township area. This subdistrict exists to provide flexibility in both the preservation of open space and conservation related uses while also providing the ability to build lower density single family detached residential developments within a planned unit development (PUD) framework. An overarching theme in this subdistrict is preserving the rural character of this area. In supporting that goal, future single-family PUD developments should strive to limit density and provide adequate amounts of open space within the development while seeking to preserve as much of the natural vegetation as possible on buildable lots.

Pedestrian paths and bikeways should be included between closed-loop developments for increased neighborhood connectivity without disrupting green space.



KEY FEATURES

- Dual uses envisioned for this area including both open space parcels and low density single family detached PUD developments
- Active open space with recreational fields, community gardens, or farmland
- High level of pedestrian connectivity between key destination points and residential developments

DEVELOPMENT CHARACTER

2015 zoning	PD-1
gross density	1 unit / acre maximum (density bonuses may be given, but shall not exceed 2 units / acre)
open space	50% gross site area minimum
front setback	10 ft.
max. height	40 ft
parking	rear or side facing garages
Permitted uses	Single-family detached Condominium Townhome Multi-family Neighborhood retail Neighborhood office









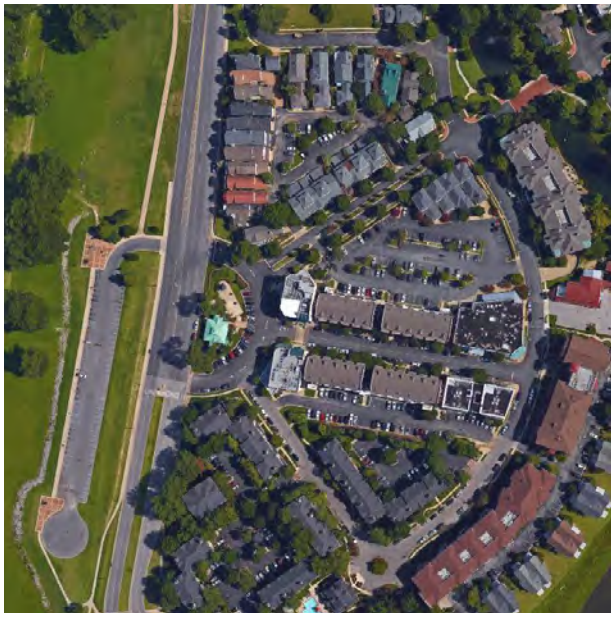
NEIGHBORHOOD CENTER

DESCRIPTION

Neighborhood Center districts should incorporate a mixture of small and medium sized commercial and office uses, residential units, and retail uses, including shopping and dining, within a short walking distance of each other. Developments contribute public spaces such as plazas, pocket parks, and streetscape improvements and their structures should help define the character of a street.

First floor units should include retail and commercial uses that engage the sidewalk with entryways, signage, and high-transparency windows. Residential, commercial, and office uses are encouraged above the first floor. Parking must be screened from the street, preferably by residential, retail, or commercial uses. Automotive-oriented uses should be discouraged within the Neighborhood Center District.

When redeveloping larger sites, buildings and streets should be used to define and highlight communal features such as center greens, squares, or fountains. Institutional uses should be incorporated into the overall design of the district, offering a fully integrated neighborhood experience.



KEY FEATURES

- Walkable neighborhoods with sidewalks, short blocks, and a high quality streetscape
- Smaller retail and commercial users that support local residents and enliven public spaces, such as cafes, restaurants, and retail
- Public places with tables, chairs, shade features, and landscaping designed throughout

DEVELOPMENT CHARACTER

2015 zoning	PD-1
gross density	20,000 s.f. / acre max. (residential units can be substituted at 1,000 s.f. / acre)
building coverage	30% - 50% max
front setback	0-10 ft.
max. height	50 ft
parking	parking not visible from street
Permitted uses	Condominium Townhome Multi-family Neighborhood retail Neighborhood office







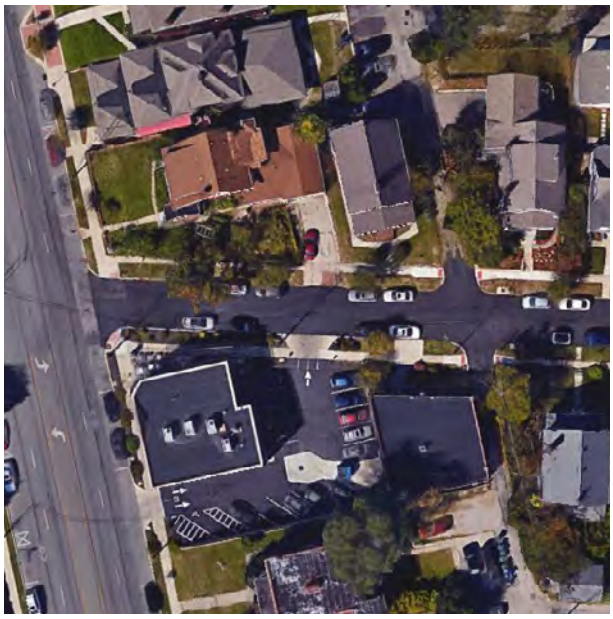


NEIGHBORHOOD COMMERCIAL

DESCRIPTION

The Neighborhood Commercial District is intended to serve residents in close proximity with a lower intensity commercial product. Neighborhood Commercial development should be small in scale and complement the adjacent development patterns nearby. These uses should serve the everyday needs of the nearby community, and can include general retail, services, fueling stations, restaurants, and offices.

Architecture should be four-sided, and include ample window area, high quality materials, and pedestrian-friendly architectural detailing. Parking shall be to the side or rear of the building. Second or third floor uses may include commercial, office, or residential uses. Sidewalk cafes, awnings, and landscaping are encouraged to define the character of the development.



KEY FEATURES

- Primarily serve the immediate community
- High quality, four-sided architecture with pedestrian scaled façade
- Small scale, low intensity development
- Mix of uses may include commercial, office, and residential

DEVELOPMENT CHARACTER

2015 zoning	B-1
gross density	8,000 - 12,000 sf / acre
building coverage	30%-40% (min / max)
front setback	20 ft.
max. height	35 ft
parking	Placed to the rear or side of the building.
Permitted uses	Retail Commercial Service Office









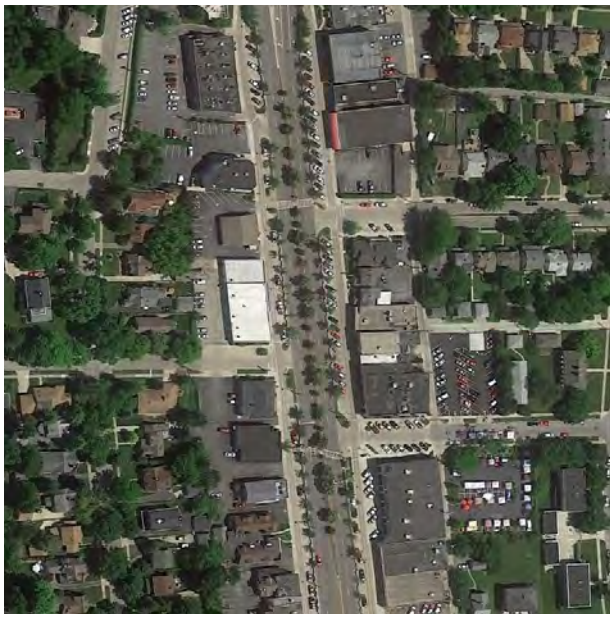
COMMUNITY COMMERCIAL

DESCRIPTION

This district is intended for small to medium scale commercial users adjacent to primary arterials that serve the larger area. Uses include restaurants, convenience stores, fuelling stations, large-format retail, and other community-oriented businesses. Uses in this area must be well suited for vehicular and pedestrian connections. Buildings must be well designed and have distinct architectural character. High quality landscaping and streetscape elements are very important in this area and will define the overall character.

Auto-oriented businesses adjacent to primary arterials should include high-quality landscaping between parking lots and the roadway.

Parking shall be to the side or rear of the development, and ped/bike access provided to all surrounding uses. Pedestrian crossings should be provided along adjacent streets throughout the district. Sidewalk cafes, awnings, benches, and landscaped planters should all be promoted to define the character of the district.



KEY FEATURES

- High quality development that defines the character of the district
- High quality, four-sided architecture
- High quality and abundant landscape treatments throughout the development and the district

DEVELOPMENT CHARACTER

2015 zoning	B-1
gross density	8,000 - 12,000 sf / acre
building coverage	30%-40% (min / max)
front setback	20 ft.
max. height	35 ft
parking	Placed to the rear or side of the building.
Permitted uses	Retail Commercial Service Office









GENERAL COMMERCIAL

DESCRIPTION

This district is intended to include highway-oriented businesses such as restaurants, convenience stores, gas stations, large-format retail, and other freeway-oriented businesses. Uses in this area must be well connected via auto and pedestrian connections. Buildings must be well designed and have distinct architectural character. High quality landscaping and streetscape elements are very important in this area and will define the gateway into the district.

Maximum tenant size is restricted to 120,000 square feet. Parking shall be to the side or rear of the development, and ped/bike access provided to all surrounding uses. Pedestrian crossings should be provided along adjacent streets throughout the district. Sidewalk cafes, awnings, benches, and landscaped planters should all be promoted to define the character of the district.



KEY FEATURES

- Gateway style development that defines the character of the district
- High quality, four-sided architecture
- High quality and abundant landscape treatments throughout the development and the district

DEVELOPMENT CHARACTER

2015 zoning	B-1
gross density	8,000 - 12,000 sf / acre
building coverage	30%-40% (min / max)
front setback	20 ft.
max. height	35 ft
parking	Placed to the rear or side of the building.
Permitted uses	Retail Commercial Service Office









CIVIC / INSTITUTIONAL

DESCRIPTION

These areas are intended to accommodate public and semi-public uses. Buildings and land owned by the U.S. or local governments, privately owned schools and universities, and the public school system share this development character. Such facilities should be well designed and integrated into their surroundings. Pedestrian access is key on these sites and must be ADA accessible. Structures should be connected to ped/bike facilities in the area, and enhanced crossings should be provided to ensure pedestrian safety. In larger institutional settings, parking that serves a greater area may be located at a further distance to preserve the pedestrian experience on campus.

Buildings and sites shall be well designed, incorporate sustainable development practices, and have distinct architectural character. Civic and Institutional uses should be integrated into walkable areas with a mix of uses including residential, retail, and office. Attractive landscaping, streetscape elements, and signage should be used to integrate larger sites into the existing street network.



KEY FEATURES

- Signature buildings with high quality architecture and materials
- Public spaces and pedestrian access should be integrated with structures on site
- Attractive landscaping, public art, and lighting located throughout site
- Buildings should be integrated into walkable communities with a mix of uses

DEVELOPMENT CHARACTER

2015 zoning	R-1, R-2, R-3, B-1, B-2
gross density	varied
building coverage	30%-40% (min / max)
front setback	varied
max. height	WPAFB limits
parking	Located to the rear or side of the building, or within walking distance.
Permitted uses	Civic Institutional Residential Commercial









PROFESSIONAL OFFICE

DESCRIPTION

These areas should accommodate medium to large office buildings needing freeway access and visibility. These developments should serve large regional and national tenants. Principal structures should be built to address the street with parking lots to the side or rear of these facilities. Parking lots should be well landscaped with shade trees, and shared parking agreements are encouraged. Structures should be connected to ped/bike facilities in the area.

Buildings and sites shall be well designed, incorporate sustainable development practices, have distinct architectural character, and be well integrated with surrounding development and amenities, ideally including retail uses within walking distance. Attractive landscaping, streetscape elements, and signage should be used to integrate larger sites into the existing street network.



KEY FEATURES

- Signature office buildings can act as a gateway to a community from the highway
- Surface parking should be landscaped and interconnected to reduce hardscape infrastructure
- Attractive landscaping and green stormwater mitigation features such as ponds, fountains, small parks, etc.

DEVELOPMENT CHARACTER

2015 zoning	O-1, PD-2
gross density	8,000 - 12,000 sf / acre
building coverage	30%-40% (min / max)
front setback	20 ft.
max. height	WPAFB limits
parking	Placed to the rear or side of the building.
Permitted uses	Office Research & development Medical office









LIGHT INDUSTRIAL

DESCRIPTION

The Light Industrial development type includes small- to mid-sized warehouses with manufacturing uses that generate limited amounts of noise and pollutants, if any at all. Examples of light industrial operations are high-tech manufacturers, small breweries, and medical research. Mineral extraction may be permitted in these areas as a conditional use but must be appropriately buffered from residential uses.

Development in this area is encouraged primarily for light industrial users, but may integrate some office uses and include open space. Development should be set back from the roadway in a manner that does not compromise the quality of the streetscape or surrounding uses and districts. Ped/bike access should be integrated into the site layout to encourage employees to walk or bike to work.



KEY FEATURES

- Small- to mid-sized manufacturing warehouses with limited noise and toxin pollution
- Large industrial campuses often include green stormwater mitigation features such as ponds, fountains, and bioswales

DEVELOPMENT CHARACTER

2015 zoning	I-R, I-1, PD-3
gross density	15,000 - 20,000 sf / acre
building coverage	n/a
front setback	30 ft.
max. height	50 ft. max
parking	Placed to the rear or side of the building.
Permitted uses	Light industrial Office Research & development Medical office









PARKLAND

DESCRIPTION

When considering the development of large expanses of greenfield land, it is important to recognize the value of land left in its natural state. Residential neighborhoods and mixed-use developments often gain an even greater value when located in proximity to parks and open space. This preserved land must be accounted for early in the land use planning process and should inform the location of future growth.

Park facilities should include a range of active and passive uses or activities, and be designed to reduce maintenance expenses. The existing park network should be expanded into new areas of development. New park development should be easily accessed by a variety of mobility options, include multi-generational activities, and provide environmental education opportunities. Where possible, shared-use parking agreements should be sought to reduce the need for parking lots at area parks.

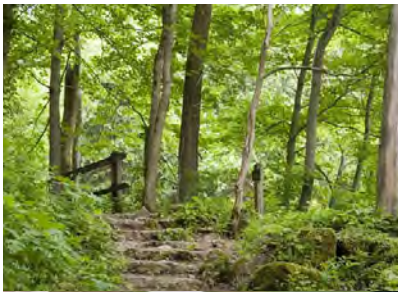


KEY FEATURES

- Natural wildlife habitats and preserves (forests, wetlands, etc.)
- Walking paths, benches, play structures, etc.
- Recreational playing fields (soccer, lacrosse, baseball, etc.)
- Community gardens or dog parks
- Educational opportunities and facilities

DEVELOPMENT CHARACTER

2015 zoning	PARK
density	0 units/acre
setback	N/A
max. height	N/A
parking	off-street











3.5 priority development areas

THE FAIRBORN INNOVATION DISTRICT

The City of Fairborn adopted an economic development plan is 2023 to provide a roadmap for creating sustainable and intentional development and job opportunities. The plan suggests the creation of an "innovation district" to best leverage the City's current assets. In order to create and maintain a viable innovation district there must be identified property for development, conducive for the industries you're building the ecosystem around. The revitalization and repopulation of Fairborn and its downtown, coupled with the activation of an "innovation district", must be accomplished through the development and delivery of quality residential, commercial, community and innovation real estate projects.

For an innovation district to thrive, physical "collision" points are required to link entrepreneurs, corporations, government, and innovation. These collision points result in opportunities for people to socialize, collaborate, educate, research and innovate. Collision points can consist of co-working space, incubators, accelerators, micro-factories, innovation centers, educations centers, coffee shops, bars, restaurants, etc.

In order to have a viable "Innovation District" there must be identified property for development, conducive for the industries you're building the ecosystem around. As a result, you must have available property to support the type of flex space and industrial space required for advanced manufacturing. The economic development plan identified the following four priority development areas as the optimal locations for a successful Innovation District:

1. **Skyway Plaza Site:** Former Elder-Beerman retail site comprised of +/-14 acres and currently owned by the City of Fairborn ideal for "incubation and start-up" companies.
2. **Calamityville Site:** +/-53 acres located near the northeast corner of East Dayton Drive and East Xenia Drive, formerly a cement manufacturing plant, currently owned by Wright State University and operated as a training, testing, and research venue for military and civilian emergency first responders to perfect their skills while building relationships, ideal for synergistic second stage "emerging industries" and technology companies.
3. **Northern Industrial District:** +/-400 acres of agricultural land currently available on the open market located on the northeast corner of WPAFB and adjacent east of I-675, ideal for industrial related and "permanent companies".
4. **Downtown Fairborn District:** Historic dense business district located directly northeast of WPAFB comprised of multiple commercial corridors, ideal for "destination quality of life businesses".

Please note the detailed action plan for the Downtown District is found in Chapter 4.

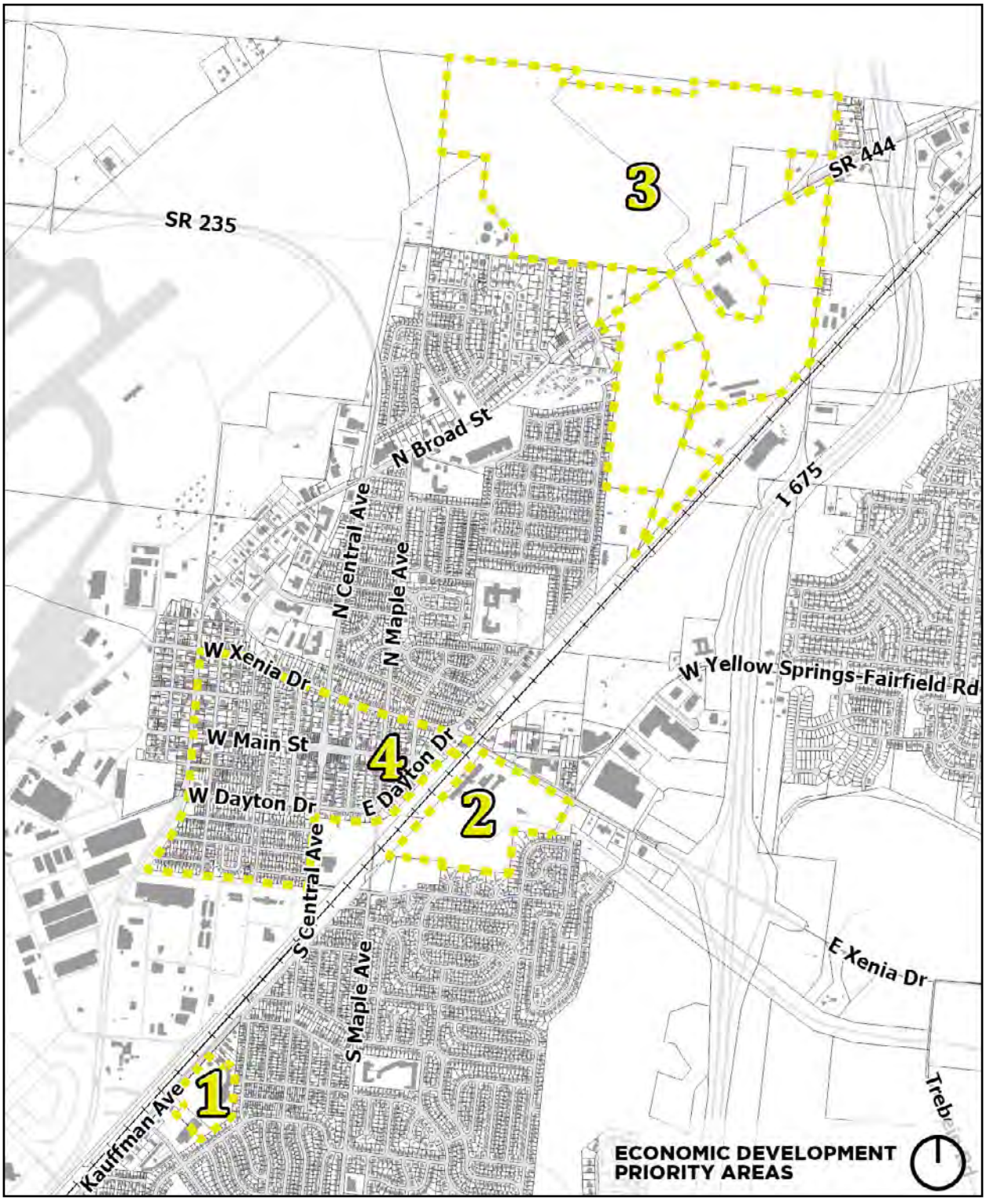


Figure 3.4 *Economic Development Priority Map*

SKYWAY PLAZA SITE ACTION PLAN

The Skyway Plaza sites provides the city an opportunity to create a catalytic economic development project and innovation district. This site was acquired by the City of Fairborn in 2016 which was formerly home to an Elder-Beerman department store. The site is comprised of two parcels combining for about 14 acres. Parcel-2, +/-2.1 acres, is currently the location of the city's Municipal Courthouse. Skyway Plaza's redevelopment offers excellent development opportunities to new and expanding companies in Fairborn. A bicycle path situated along the eastern boundary of Wright Patterson AFB, connects the Skyway Plaza site to Wright State University and downtown.

This site is ideal for start-up advanced manufacturers and technology businesses. This site is also well positioned to support an incubator or a micro factory that supports entrepreneurs for launching start-up technology-oriented businesses or the manufacturing of innovative products.

RECOMMENDED ACTION STEPS

Step 1. Explore Collaboration with Start-Up Technology Oriented Businesses and Regional Workforce Development Providers.

The city should explore collaboration with start-up technology-oriented businesses and regional workforce development providers such as Clark State and Sinclair College. The location is ideal for the following potential uses: (a) incubator center for start-up businesses; (b) support for entrepreneurs to launch start-up technology-oriented businesses; and (c) workforce development center supported by local college(s).

Step 2. Internal Charrette & Private Sector Expertise

Consider facilitating a design charrette with private sector experts and real estate development professionals to assist with planning and related complex issues required to bring the project to fruition.



Step 3. Evaluate Zoning & Potential PUD

Analyze the proper underlying zoning district for the project and consider creating a planned use development district. Utilizing the flexibility of a PUD district could encourage innovation in the planning and building of all types of development. It may permit uses, as well as increases in the density or intensity of development beyond the standards permitted in the zoning code.

Step 4. Public Incentive Evaluation and Tax Incremental Financing (TIF) Evaluation

Evaluate potential incentives (e.g., TIF) to encourage site readiness and a layer of protection to the city.

Step 5. Pursue Public Private Partnerships

The city should evaluate potential public-private partnerships that could advance the Skyway Plaza's potential development. Approach adjacent commercial property owners about exploring a public private partnership.

Step 6. Memorandum of Understanding

Propose entering non-binding memorandum of understanding (MOU) with the adjacent property owners of the balance of the center, LTG LLC, and other potential necessary parties (e.g., AFRL, Wright State, Clark State, Sinclair, DDC, FASTLANE, developer, end-users, etc.) to memorialize the intent to work together and the related process.

Step 7. Master Planning

Build upon the conceptual site plans illustrating the development potential of the property by creating a more detailed master plan. This next level of master planning should serve as a framework setting forth the city's vision and objectives for the present and future uses, improvements, and redevelopment of Skyway Plaza.

Step 8. Development Agreement

The MOU should serve as the foundation for a subsequent development agreement between the city, higher education and workforce development partners, a private developer, and other stakeholders. The agreement should establish the standards and conditions that govern the collective development of the property such as user types, zoning and incentives.

CALAMITITYVILLE SITE ACTION PLAN

The site's current use, size, advantageous proximity to Wright Patterson AFB, and accessibility to I-675 presents the opportunity for a game changing development. Currently the property is home to Calamityville, a training, testing, and research venue where the Air Force and civilian emergency first responders perfect their skills while building relationships. Wright State University, the property's owner, is open to exploring collaboration with the city, Wright Patterson AFB, workforce development providers, and private technology companies on redeveloping a portion of the property synergistic with Calamityville.

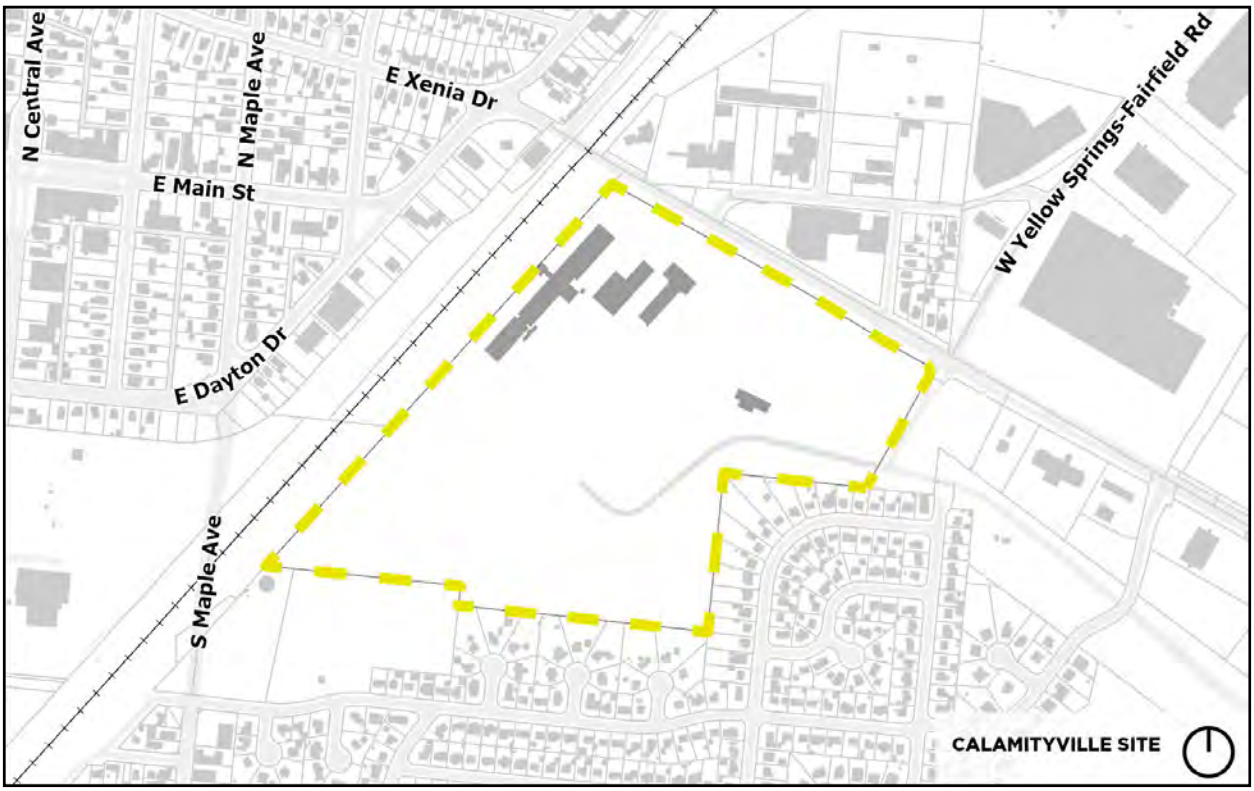
Calamityville provides the ideal location for start-ups and stage-2 companies specializing in human performance sensor technology and the establishment of a "center of excellence" for this technology. Co-location at Calamityville could allow private sector human performance technology companies to collaborate with Wight State, the AFRL's 711th Human Performance Wing and the Air Force School of Aerospace Medicine, which entities currently use Calamityville for training, testing and as a collaborative laboratory

The AFRL's 711th Human Performance Wing (HPW) consolidates research, education and consultation under a single organization, comprising the Airman Systems Directorate and the United States Air Force School of Aerospace Medicine (USAFSAM). In conjunction with the Naval Medical Research Unit-Dayton and surrounding universities and medical institutions, the 711th HPW functions as a Joint DoD Center of Excellence for human performance sustainment, readiness and optimization. Wight State University, the property owner, leverages partnerships within the HPW and the USAFSAM.

RECOMMENDED ACTION STEPS

Step 1. Explore Collaboration with Wright State University

Fairborn should engage Wright State University and explore redeveloping the northern 1/3 of the property along E. Xenia Dr. to attract



synergistic private second stage emerging industries, technology companies, and workforce development providers.

Step 2. Coalesce Stakeholders

The Calamityville property is large enough for a catalytic development. The city should serve as a market intermediary to coalesce Wright State University, Wright Patterson AFB, workforce development providers, private technology companies, and other stakeholders for the cohesive planning, marketing and implementation of a "game changing" project.

Step 3. Pursue Public Private Partnerships

Evaluate potential public-private partnerships that could advance Calamityville's future potential development. Approach Wright State University, Wright Patterson AFB, AFRL, HPW, workforce development providers, and private technology companies about exploring a public private partnership.

Step 4. Explore Collaboration with Second-Stage Technology Companies & Workforce Development Providers

The city should explore collaboration with second-stage and established technology-oriented businesses (e.g., human performance sensor technology) and workforce development providers that are synergistic with the training, testing, and research being conducted at Calamityville by Wright State University, Wright Patterson AFB, AFRL, HPW, civilian first responders and others.

Step 5. Memorandum of Understanding

Propose entering a non-binding memorandum of understanding (MOU) with Wright State University and other potential partners stakeholders (e.g., AFRL, Clark State, Sinclair, DDC, end-users, etc.) to memorialize the intent to work together and the related process.

Step 6. Internal Charrette & Private Sector Expertise

Consider facilitating a design charrette with private sector experts and real estate development professionals to assist with planning and related complex issues required to bring the project to fruition.

Step 7. Evaluate Zoning & Potential PUD

Analyze the proper underlying zoning district for the project and consider creating a planned use development district. Utilizing the flexibility of a PUD district could encourage innovation in the planning and building of all types of development. It may permit uses, as well as increases in the density or intensity of development beyond the standards permitted in the zoning code.

Step 8. Master Planning

Build upon the conceptual site plans illustrating the development potential of the property by creating a more detailed master plan. This next level of master planning should serve as a framework setting forth the city's vision and objectives for the present and future uses, improvements, and redevelopment of the Calamityville site.

Step 9. Public Incentive Evaluation and Tax Incremental Financing (TIF) Evaluation

Evaluate potential incentives (e.g., TIF) to encourage site readiness and a layer of protection to the city. TIF allows the city to finance public infrastructure improvements.

Step 10. Development Agreement

The MOU could serve as the foundation for a subsequent development agreement between the city, higher education, AFRL and workforce development partners, a private developer, and other stakeholders. The agreement should establish the standards and conditions that govern the collective development of the property such as user types, zoning and incentives.

NORTHERN INDUSTRIAL DISTRICT

The Northern Industrial District presents an opportunity to create for one of the premier infill sites in Southwest Ohio. The abundance of contiguous agricultural land, 400+ acres, located on the northeast corner of Wright Patterson AFB and adjacent east of I-675, can transition well into industrial uses, notably in the distribution and advanced manufacturing sectors. In addition, there is also synergistic opportunities with nearby Wright Patterson AFB for complimentary uses that don't need to be on the base.

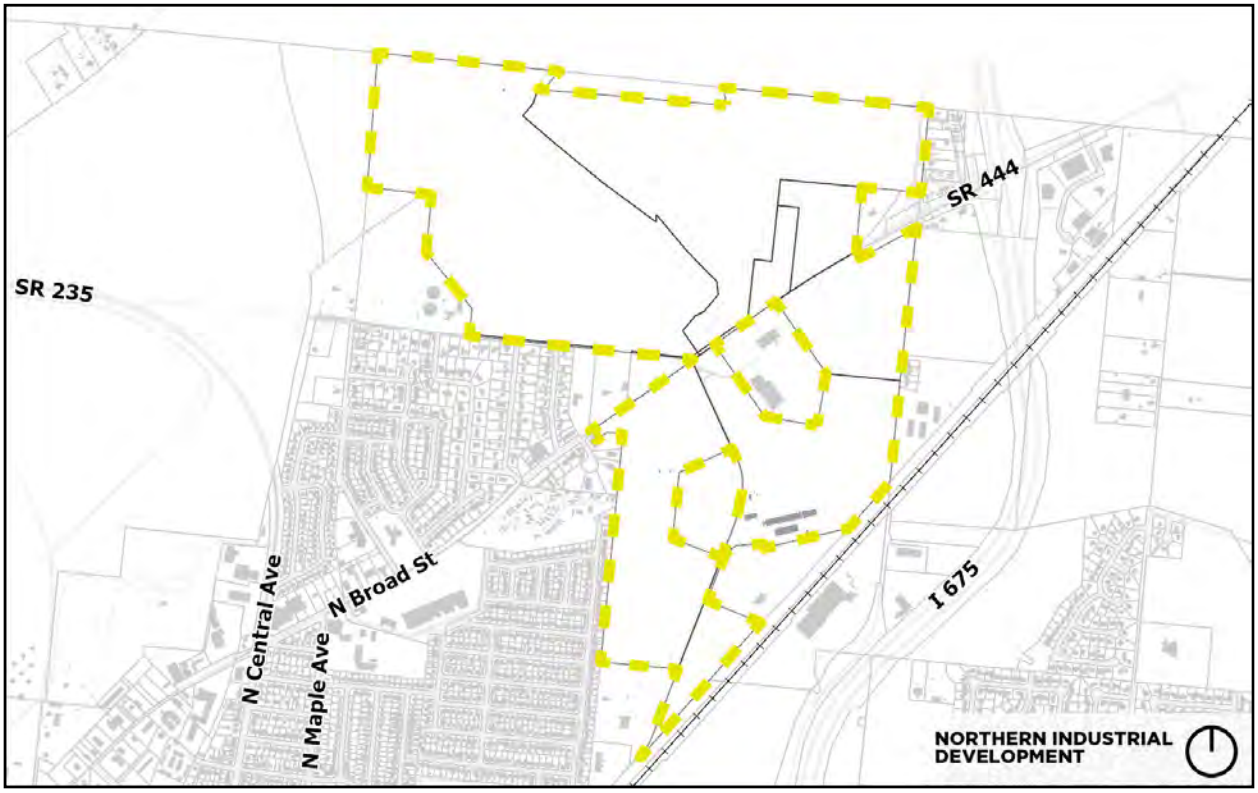
The Northern Industrial District provides the optimal opportunity for logistics, distribution, industrial and advanced manufacturing in Fairborn. The property's proximity to I-675 and Wright Patterson AFB and is an ideal location for established companies looking to relocate or grow in the city.

There is a shortage of available industrial land and properties nationally, resulting from the booming e-commerce industry. Developers are increasingly looking at secondary markets to create new industrial sites. Many compatible business partners are located in the SW and Central Ohio region including large scale Amazon Prime facilities, DHL's North American headquarters and Intel's announcement that it will be making the largest single private-sector investment in Ohio history in Greater Columbus. This activity spurs developers to investigate these markets for new industrial development opportunities.

RECOMMENDED ACTION STEPS

Step 1. Form City's Point of View

The city should engage property owners by exploring future industrial and flex development sites. Encourage industrial, warehousing, logistics, distribution and advanced manufacturing development and complimentary commercial to mitigate tax burden on residents. Fairborn should plan an annual fiscal and policy directive for industrial revitalization.



Step 2. Coalesce Stakeholders

The city should serve as a market intermediary to coalesce property owners and other stakeholders for the cohesive planning, marketing and implementation of a "game changing" project. Parcel consolidation will be prerequisites to any new substantial development.

Step 3. Memorandum of Understanding

Propose entering non-binding memorandum of understanding (MOU) with property owners, the city, and other necessary parties (e.g., developer, end-users, etc.) to memorialize the intent to work together and the related process.

Step 4. Internal Charrette & Private Sector Expertise

Consider facilitating a design charrette with private sector experts and real estate development professionals to assist with planning and related complex issues required to bring the project to fruition.

Step 5. Evaluate Zoning & Potential PUD

Analyze the proper underlying zoning district for the project and consider creating a planned use development district. Utilizing the flexibility of a PUD district could encourage innovation in the planning and building of all types of development. It may permit uses, as well as increases in the density or intensity of development beyond the standards permitted in the zoning code.

Step 6. Master Planning

Build upon the conceptual site plans illustrating the development potential of the property by creating a more detailed master plan. This next level of master planning should serve as a framework setting forth the city's vision and objectives for the present and future uses, improvements, and development of the Northern Industrial District.

Step 7. Pursue Public Private Partnerships

Evaluate potential public-private partnerships that could advance the Northern Industrial District's future potential development. Approach property owners about exploring a public private partnership with the city. Work to expand sewer and other necessary utilities.

Step 8. Public Incentive Evaluation and Tax Incremental Financing (TIF) Evaluation

Evaluate potential incentives (e.g., Tax Incremental Financing) to encourage site readiness and a layer of protection to the county.

Step 9. Development Agreement

The MOU should serve as the foundation for a subsequent development agreement between the city, property owners, a private developer, and other stakeholders. The agreement should establish the standards and conditions that govern the collective development of the Northern Industrial District such as user types, zoning and incentives.

3.6 active transportation plan

OVERVIEW

This land use plan recommends an Active Transportation Plan strategy be adopted and implemented over time as resources become available. This future comprehensive multimodal trail network, as envisioned in the Active Transportation Plan, should be designed to enhance both recreational and transportation connectivity within the community. This trail network would serve as a crucial component of our vision for a sustainable and accessible environment, promoting active modes of transportation such as walking, cycling, and other non-motorized forms of transit. The purpose of the Active Transportation Plan is to connect key residential neighborhoods to commercial centers, schools, parks, and public facilities, making daily commuting easier while also offering recreational opportunities, addressing many longstanding desires from our citizens.

LINKING THE DOWNTOWN CORE

Specifically, the multimodal trail will link residential areas of Fairborn to the downtown core, providing a safe and efficient path for cyclists and pedestrians. Additionally, the trail extends to Huffman Prairie Trail, reinforcing the region's commitment to preserving green spaces and promoting outdoor activity. This trail network also complements existing roadways and public transportation routes, offering residents and visitors a flexible, healthy, and eco-friendly option for moving around the city.

In addition, the multimodal trail network contributes to reduced vehicle congestion, improved air quality, and enhanced public health by offering accessible and safe alternatives for people to use besides automobiles. The plan encourages collaboration between public and private sectors to maintain and expand the network, ensuring its long-term viability as a key infrastructure asset that supports mobility, recreation, and the overall quality of life in the region.



ESTABLISHING FAIRBORN AS A TRAIL FRIENDLY DESTINATION

Establishing Fairborn as a trail-friendly destination not only promotes outdoor tourism but also aligns with the City's sustainable development goals. The plan should encourage partnerships with local businesses to cater to trail users, boosting the local economy while fostering a sense of community around outdoor recreation. By blending active transportation with the region's natural and cultural assets, Fairborn will become a vital waypoint for trail enthusiasts and a model for sustainable, trail-centered urban planning.



4

DOWNTOWN DISTRICT

4.1 introduction

LOCATION & ACCESS

Located directly to the northeast of Wright Patterson Air Force Base, the Downtown District of Fairborn has several features unique to this area of the city including multiple commercial corridors, a dense population, and several recreational hubs. The Broad Street corridor along with Main Street are home to the highest intensity of commercial uses currently in Fairborn. The surrounding neighborhoods are characterized by dense residential consisting of small lot single family homes and the highest percentage of multifamily housing units in the city. Additionally, the district is home to Fairfield Park, Sandhill Road Park, and Central Park granting residents access to several recreational sports fields and tennis courts. Due to the existing development pattern and current City boundaries, the Downtown District is primed more for internal redevelopment and infill than outside expansion.

Main access to the district from the north is Broad St, from the east is Xenia Dr, from the south are Broad St and Central Ave, and from the west is Wright Ave. The Downtown District is well-served by exit 22 from nearby I-675 but is also easily accessed by exit 24. Such proximity to a major highway has benefited Fairborn and the city does not fall victim to the heavy truck traffic indicative to many smaller Ohio downtowns, where Main Street often acts as the only thoroughfare for trucks. This decrease in surplus commercial vehicle traffic gives Fairborn the opportunity to enhance its walkability and downtown charm. However, the lack of traffic flowing through the heart of the city also means less visibility and Fairborn may need to exert more efforts to draw visitors off the interstate and into downtown.

FUTURE GROWTH

As is the case for many established downtown areas, there is not much undeveloped land in downtown Fairborn around which the City can center larger projects. Instead, any new development downtown is likely to be redevelopment. This chapter will aim to outline an infill redevelopment strategy to ease the process of identifying areas within the existing network that could benefit from either a total redesign or added investment.

WRIGHT PATTERSON EXPOSURE

Proximity to one of the largest air force bases in the country positions the Downtown District for a high level of exposure to Air Force personnel and visitors. Fairborn should strive to harness this immense opportunity and strengthen both its commercial and residential offerings to reflect the wants and needs of the Wright Patterson AFB community.

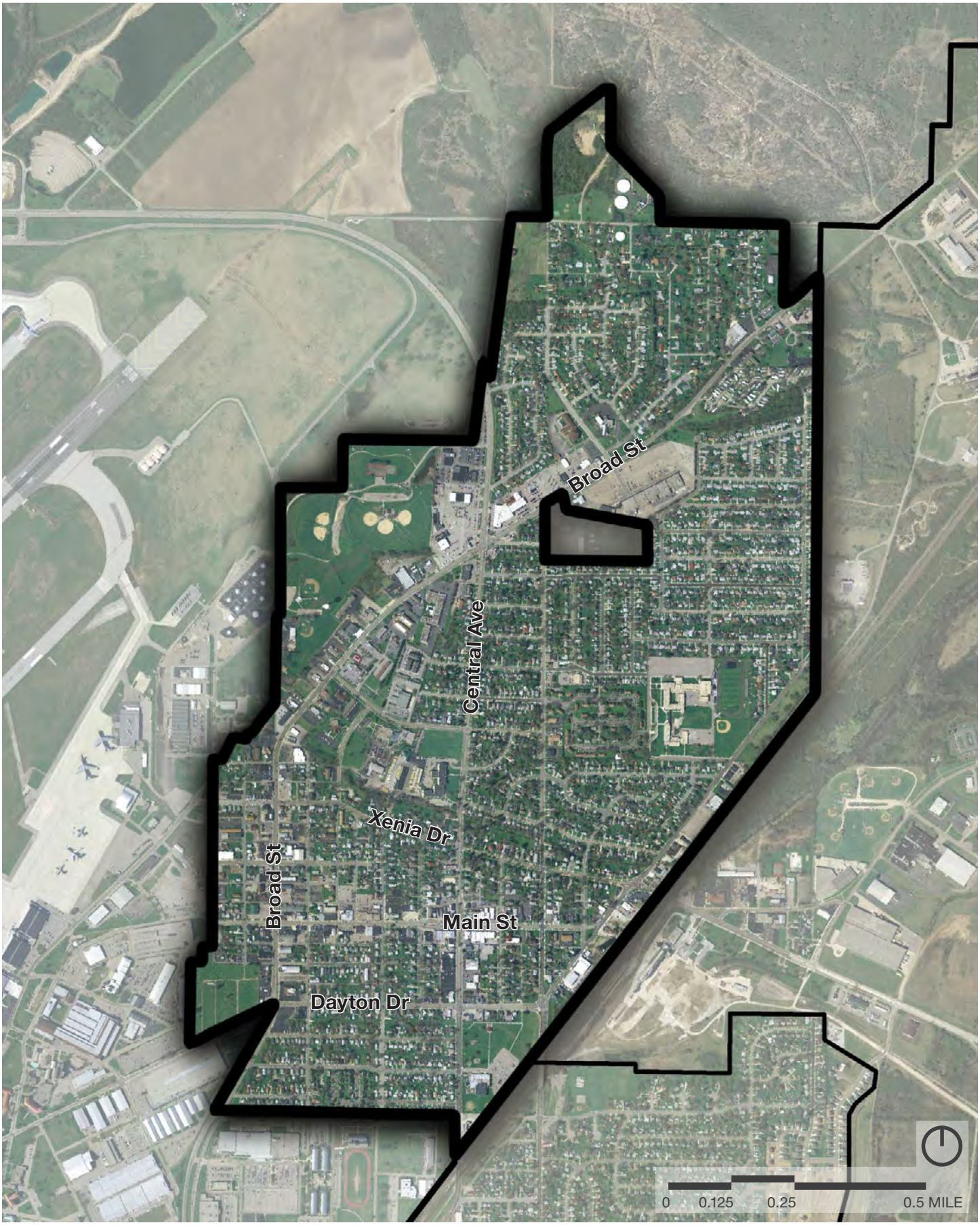


Figure 4.12 - *Downtown District Map*

4.2 existing conditions

OVERVIEW

From the existing conditions analysis of the Downtown District and public input process, key findings were identified for the area and are listed in the key findings section of this chapter. These key findings are also illustrated in results from the community survey. From the Downtown District key findings, development principles were created to address and direct the area's future growth. Development principles and recommendations are stated in the conclusion of this chapter.

KEY FINDINGS

- Over 36% of households in the Downtown are individuals living alone
- The vacancy rate in the downtown is 13%, which is higher than the overall city at 10%
- 50% of residents in the downtown are renters
- 82% of the housing stock in the downtown district are single family dwellings
- Limited land in the downtown is developable, the majority of which is located along the Broad St corridor.
- There is no developed gateway to the downtown core from the Broad St corridor
- The downtown district has a total of 62.3 acres of parkland, none of which falls within the downtown core
- Recent closures of access points to the WPAFB near Downtown have significantly reduced the overall traffic counts, changing the economic competitiveness of the area
- 42.8% of residents said the 'Broad Street corridor in Downtown' should be the highest priority for new commercial development, followed by areas 'In & around Downtown' at 12.8%. Millennials and Baby Boomers prioritized these areas higher than other age brackets.
- Residents indicated they would visit downtown more frequently if additional retail stores (48.3%), restaurants (26.5%), and entertainment (20.3%) were available
- The downtown is an important destination in the community, with 84% of residents visiting a couple times a month

EXISTING CONDITIONS

The following analysis of the Downtown District used maps and map data sources provided by the City of Fairborn and Greene County. Additionally, demographic data was obtained using ESRI business analyst, a tool that uses both American Community Survey (ACS) and Census data. Existing conditions were examined with steering committee members, stakeholders, and community members. This analysis guided public engagement and the development of the key findings for the Downtown District.



Figure 4.13 - *Downtown District Image*

POPULATION

Fairborn's smallest of the four districts in land area is home to over one sixth of the population. The median age of this district is older than that of the city as a whole. Current projections expect the downtown area to see a slight decline in total population.



Figure 4.14 - *Downtown District Image*

	District	Fairborn
Total area	1.47 mi^2	14.95 mi^2
2015 Population	5,521	32,352
2015-2020 Annual change	-0.57%	0.01%
Median Age	36.2	32.4
Under age 18	21.90%	20.40%
Age 65+	13.50%	13.20%
Median Household Income (2015)	$40,402	$41,720

Table 4.1 - *Downtown District & Fairborn demographics*

EXPAND LAND USE OPTIONS

The Downtown District is a true mixed use district, with residential, commercial, and civic clustered in the district area. Two major commercial corridors exist within the Downtown District, Main Street and Broad Street. Community survey results showed that 84% of respondents visit downtown a couple times a month. Within that group of visitors, 29% of respondents said they visit downtown all the time. Residents reported visiting downtown primarily for the restaurants, retail stores, and professional services.

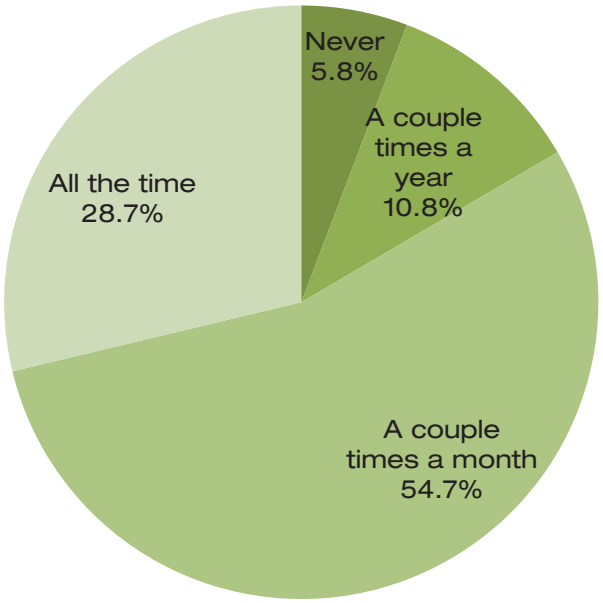


Figure 4.15 - Community Survey Question: *"How frequently do you visit downtown Fairborn?"*

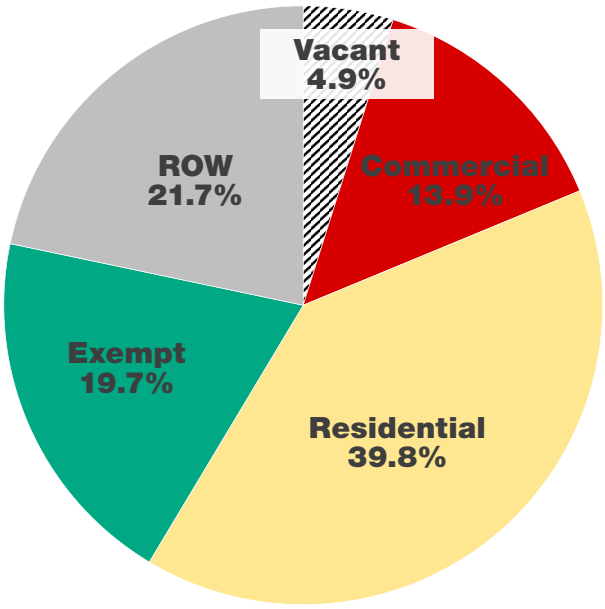


Figure 4.17 - *Downtown District Land Use Share*

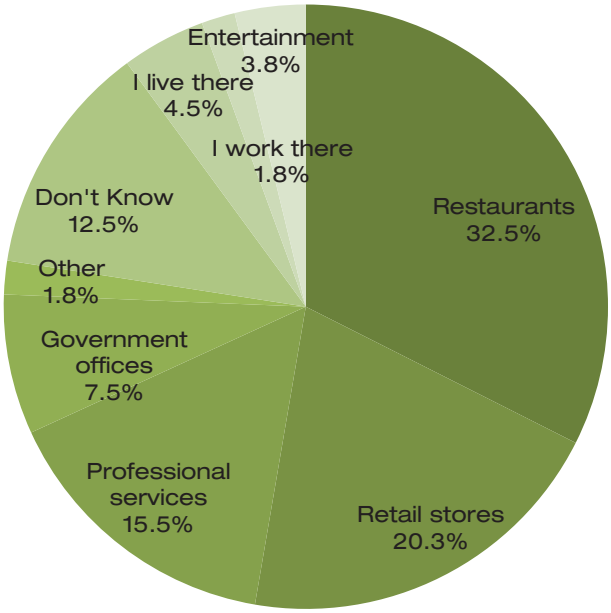


Figure 4.16 - Community Survey Question: *"What would you say is the primary reason you visit downtown"*

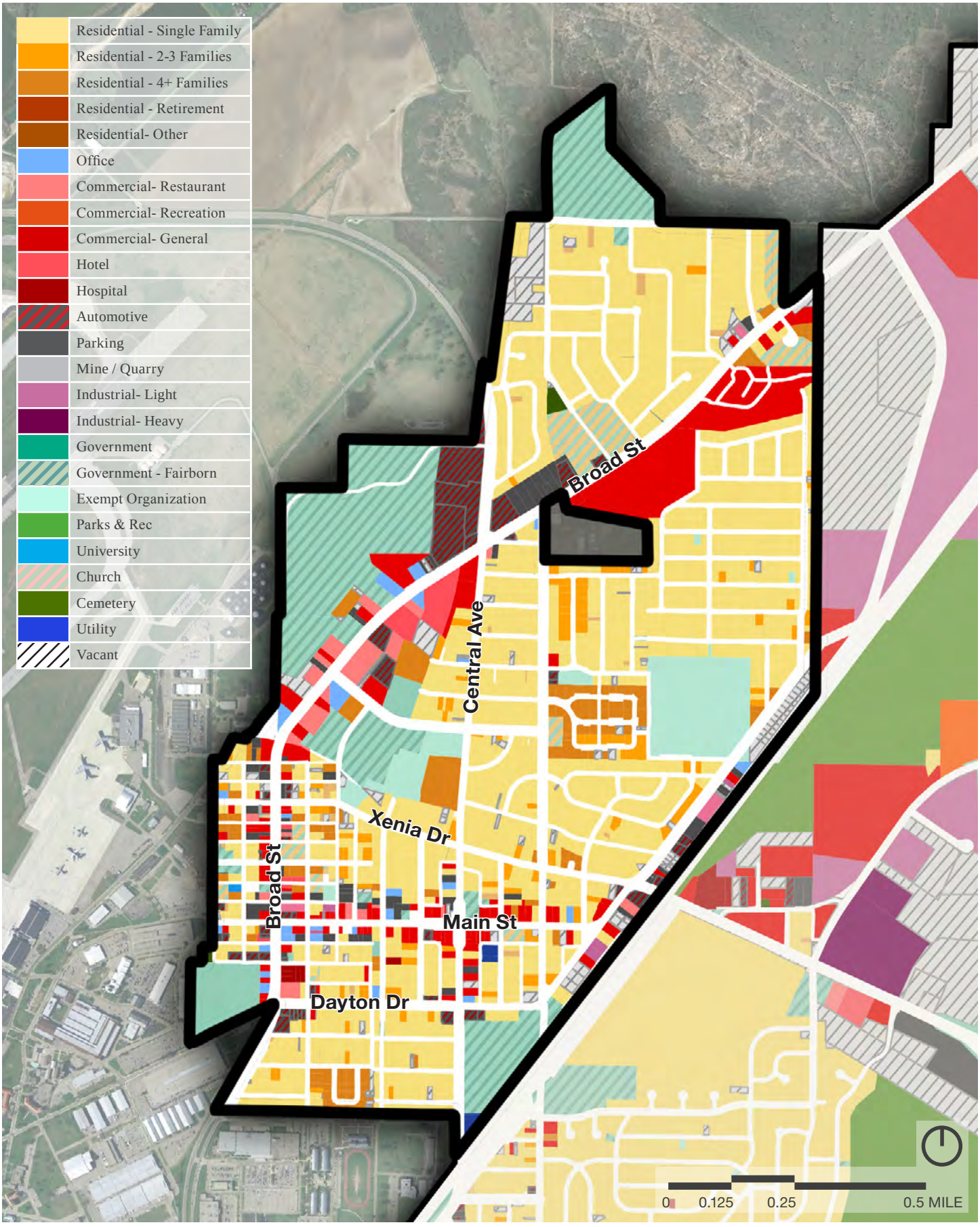


Figure 4.18 - *Downtown District Land Use Map*

BALANCE GROWTH

With limited developable land, any development within the Downtown District will primarily be infill or redevelopment of vacant properties. When residents were asked which part of the city they believed should be the highest priority for new commercial development, 42.8% of respondents said the 'Broad Street corridor in Downtown' and 12.8% said 'In & around Downtown.' Survey respondents indicated that additional retail stores, restaurants, and entertainment would encourage them to visit downtown more frequently.

FAST FACTS

42.8%
OF RESIDENTS
view the Broad St corridor as the highest priority for new commercial development

74.8%
OF RESIDENTS
would visit downtown more frequently if additional restaurants & retail were available

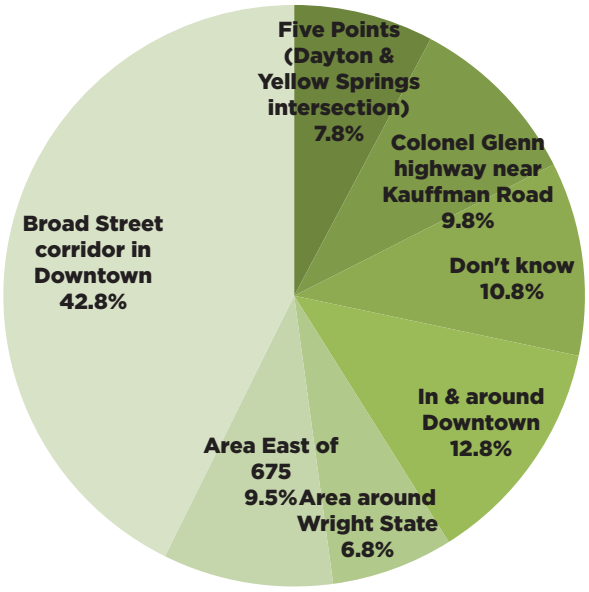


*Figure 4.19 - **Community Survey Question:** "What part of the city do you believe should be the highest priority for new commercial development?"*

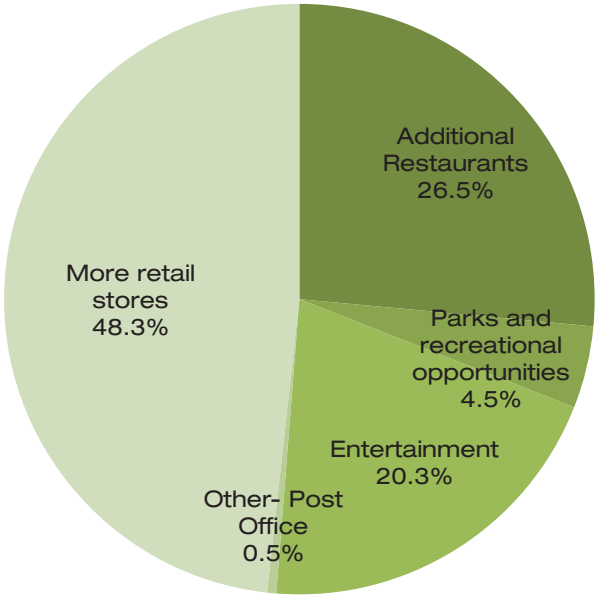


*Figure 4.20 - **Community Survey Question:** "What would encourage you to come downtown more often?"*

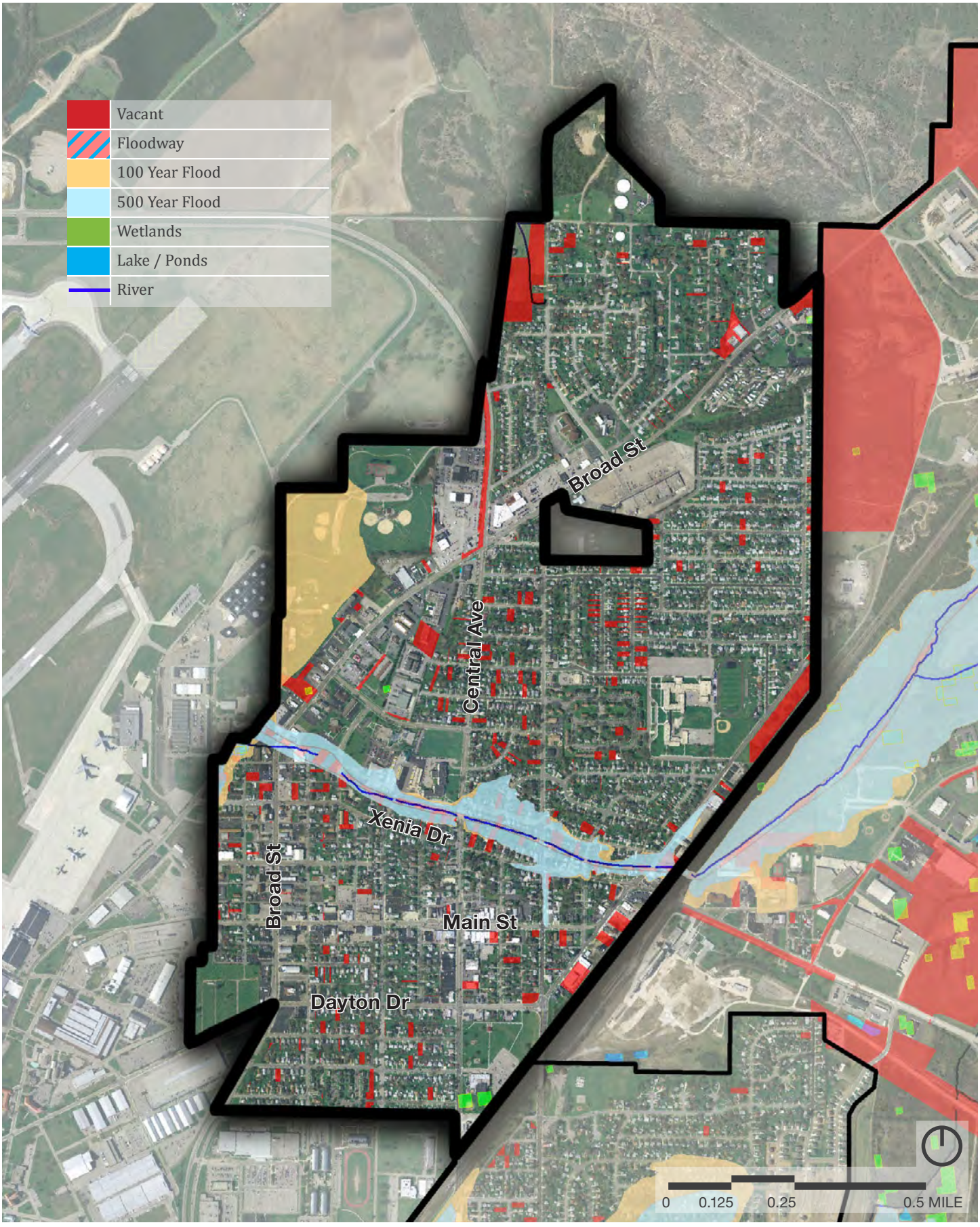


Figure 4.21 - *Downtown District Developable Land Map*

NEIGHBORHOOD AMENITIES

The Downtown District has a total of 62.3 acres of parkland; however, it is not well distributed. Parkland is consolidated and limited to large neighborhood parks currently dominated by recreation fields and courts positioned at the outer corners of the district. The downtown core is currently lacking a community gathering place and would benefit from a well-landscaped central park with added features such as public art, amphitheater, or fountain.

The regional bike network connects in to the downtown by way of signed shared roadways primarily located along Main Street and Wright Ave. There are plans to extend the signed passages to Broad Street and Central Ave.

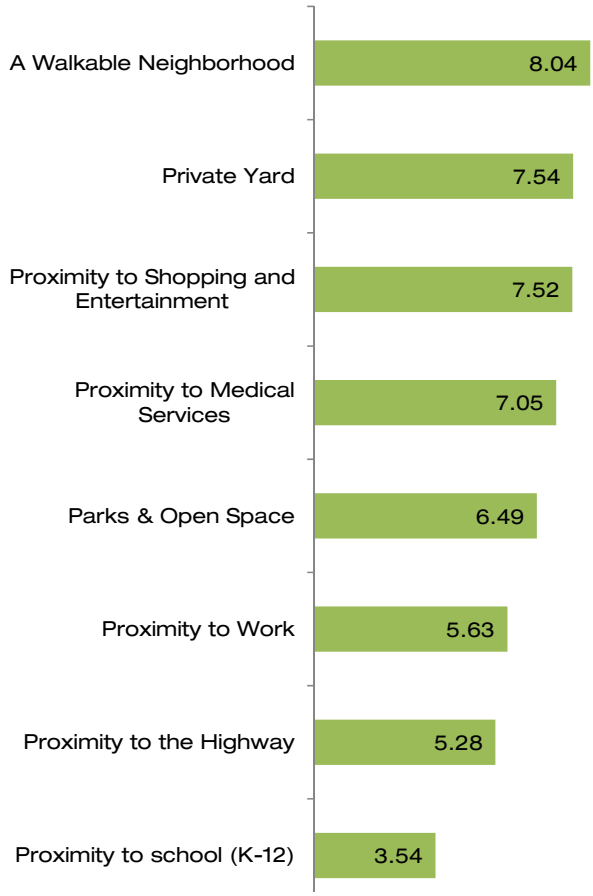


Figure 4.22 - Community Survey Question: *"If you were to move to a new neighborhood in Fairborn, how important would the following be to you with 0 being 'not important' and 10 being 'very important.'"*

FAST FACTS

1.32 MILES
of existing bike lane

2.63 MILES
of proposed bike lane

The breakdown of the total bike facilities (existing and proposed) is as follows:

81.0% signed shared roadway

19.0% shared use path

11.28 ACRES
of parkland per 1,000 residents

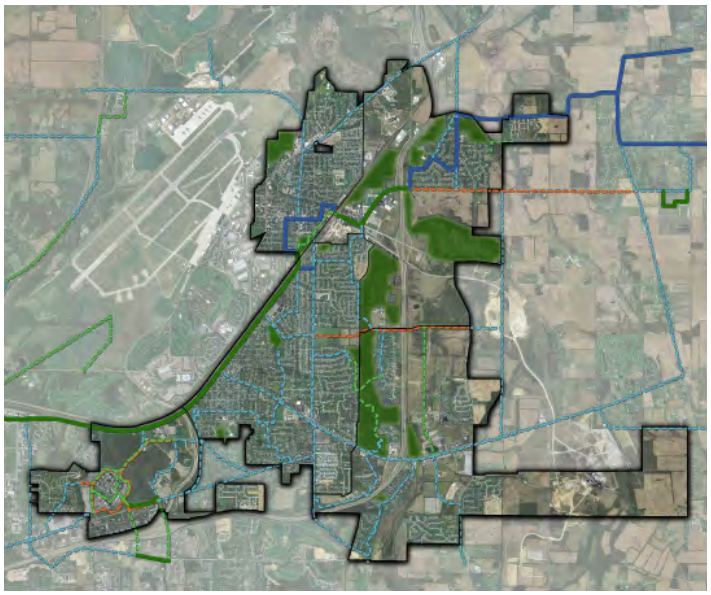


Figure 4.23 - *Fairborn Bikeway & Parks*

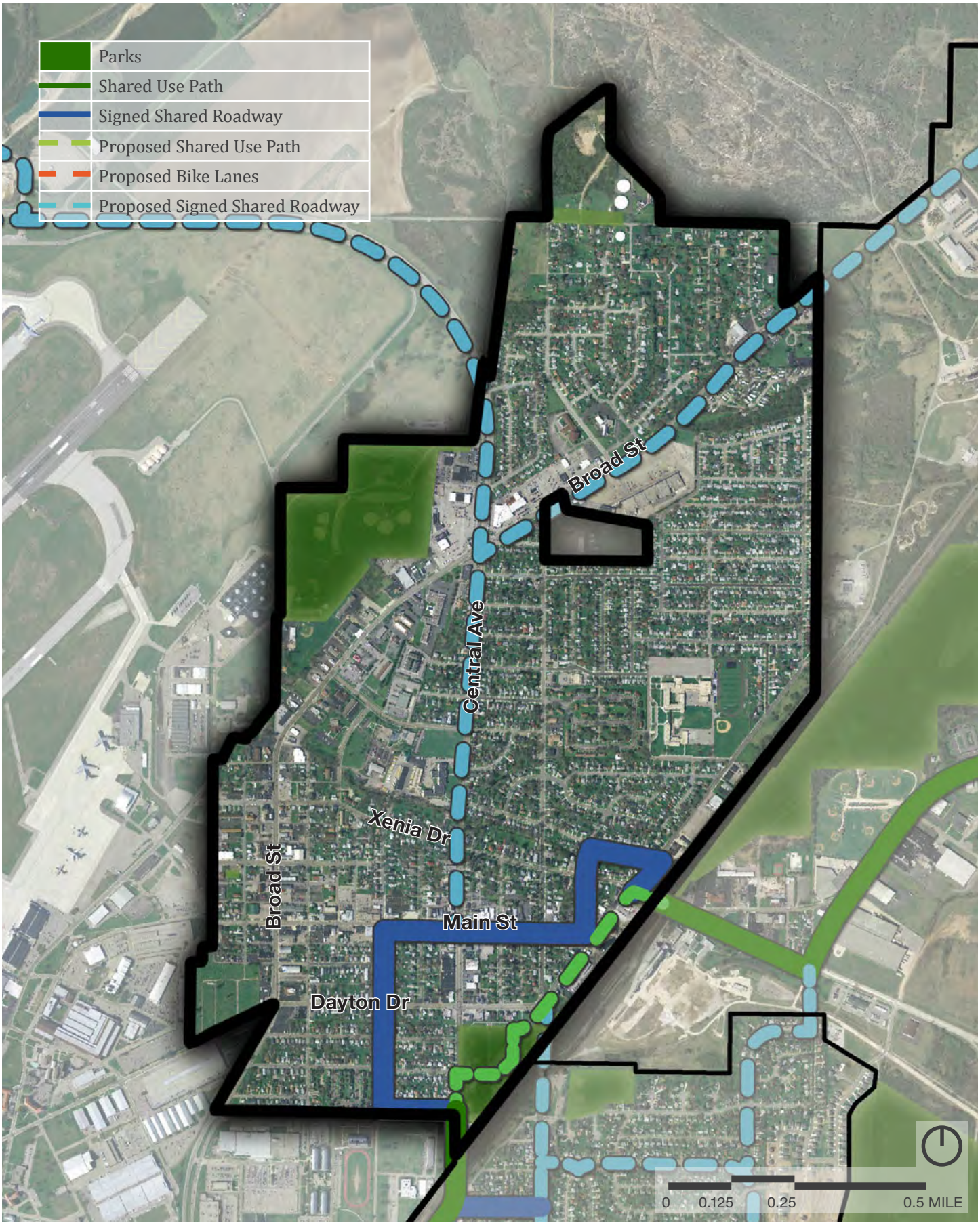


Figure 4.24 - *Downtown District Bikeway & Parks Map*

DOWNTOWN AREA PUBLIC FEEDBACK

WHERE TO GROW

As described in the Community Analysis Chapter, the community was asked to indicate areas within Fairborn that they would like to "Enhance" and "Renew." When results of the exercise are combined, clear trends emerge.

When asked where to Enhance and Renew in the Downtown District, residents identified clear objectives for growth. The majority of sites identified were along the Broad Street corridor with specific hot spots at various points. Additionally, there were some residential areas indicated as needing attention.



The first major site indicated is the Fairborn Plaza Shopping Center, a large strip mall home to several services and retailers with smaller profit margins. The adjoining parking lot is sized for a retailer with higher demand than is currently located there and is thus significantly underutilized. This site is roughly 15 acres in size and could support a very large redevelopment scheme if desired.

Several more sites have been identified along the Broad Street corridor stretching from Central Ave down to Wright Ave. Many of these uses are automobile services and retailers with sites designed with a large building setback and parking oriented towards the street. This style of site design became common in the 1950's with the popularity of private vehicles, however, more recent corridor developments strive to improve the pedestrian experience while still maintaining vehicular access. A stronger variety of uses along this corridor would greatly improve the commercial strength of Fairborn and where site redesign is necessary, pedestrian access and streetscape should remain integral to the design.



Lastly, the neighborhood just west of Baker Middle School, the Fairborn Apartments development, was indicated as a potential place for renewal. As a concentrated area of multifamily units, this development is key for providing affordable housing options near the downtown and should be updated to attract and retain residents, reducing tenant turnover.

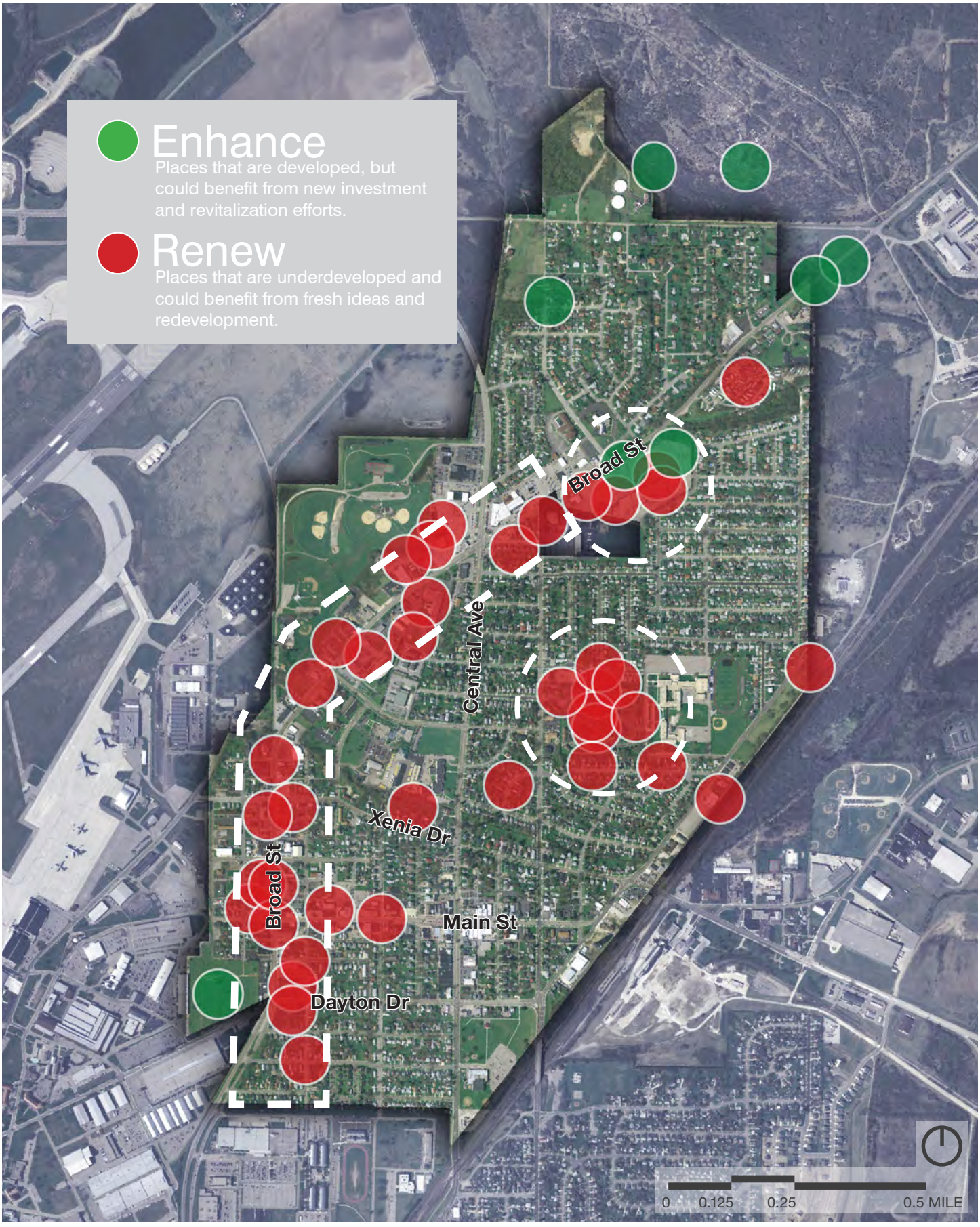


Figure 4.25 - *Downtown District Enhance and Renew Community Results*

4.3 development principles

OVERVIEW

The Development Principles are a set of guidelines to provide comprehensive strategies for a district. As development occurs, it must be tested against the development principles in this section, to verify it meets the overall intent of the Downtown District.



A UNIQUE IMAGE AND BRAND WITHIN FAIRBORN AND THE REGIONAL MARKETPLACE



BROAD STREET IS A DIVERSE COMMERCIAL CORRIDOR THAT SERVES BOTH LOCAL AND REGIONAL RESIDENTS



A VIBRANT DOWNTOWN DESTINATION FOR FAIRBORN RESIDENTS AND VISITORS ALIKE



A TRADITIONAL CORE WITH VARIETY OF HOUSING OPTIONS THAT SERVE MULTIPLE AGE AND SOCIOECONOMIC GROUPS



PROGRAMMABLE GREENSPACE THAT ACTS AS A CENTRAL COMMUNITY GATHERING SPACE



A COMPETITIVE RESIDENTIAL AND COMMERCIAL COMMUNITY THAT SUPPORTS THE NEEDS OF WPAFB

4.4 development character

OVERVIEW

The Development Characters outlined within this section is intended to explain and define the design character and standards for various components of future development. As development occurs throughout the district, planners and policy makers should test whether the proposed development embodies the character as outlined within this Plan.

To further define the type and character of development that District has been broken down into four distinct subdistricts; ***Main Street, Broad Street Mixed-Use, General Commercial, and Urban Edge***.

MAIN STREET

The heart of most communities is the downtown core, and a vibrant and successful downtown is characterized by certain elements including a medium to high development density, a mix of uses, and walkability. The downtown core of Fairborn as it relates to these subdistricts refers to Main Street, one block of Central Ave to the north and south of Main Street, and parcels fronting along Dayton Drive as the eastern gateway to Main Street. Strengthening the sense of place in this core area will include an infill redevelopment strategy, branding, and programming of events.

BROAD STREET MIXED-USE

This downtown adjacent subdistrict is along Broad Street from Xenia Drive to Dayton Drive. It is meant to complement the transition from downtown core uses into the surrounding land uses. Parcels fronting on Broad Street should be a mix of commercian and office with residential above while areas around North 1st Street should be medium deisnty residential, such as attached single-family and apartments.

GENERAL COMMERCIAL

Stretching the length of Broad Street from Xenia Drive up to and including the Fairborn Plaza Shopping Center, this area will continue to support a high intensity of commercial uses. The subdistrict is intended to include community retail and other auto-oriented uses such as restaurants, convenience stores, gas stations, large-format retail, and large shopping centers. Principal structures should be built near the street with parking lots to the side or rear of these facilities. Parking lots should be well landscaped with shade trees, and shared parking agreements are encouraged. Structures should be connected to ped/bike facilities in the area, and enhanced crossings should be provided to ensure pedestrian safety in these areas.

URBAN EDGE

Providing ample housing options for new and existing residents is key to sustaining a community and sense of place. This subdistrict builds off the existing infrastructure and character of Fairborn's neighborhoods. Developments may include single family homes, duplexes, and small scale multi-family units. A heavy focus should be placed on pedestrian connectivity throughout the area with sidewalks, lighting, and street trees.

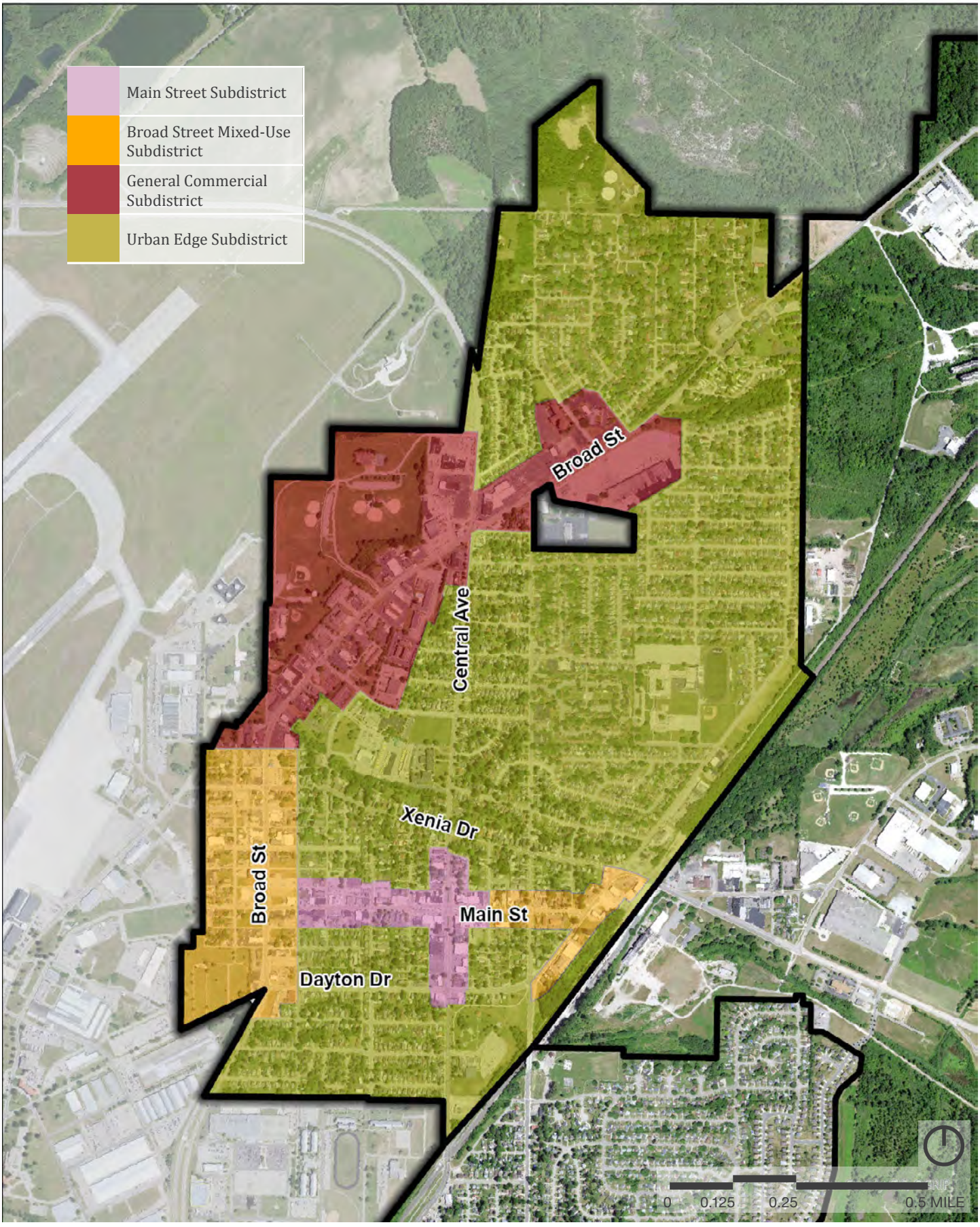


Figure 4.26 - *Downtown District Development Character Map*

4.4.1 main street subdistrict

DEVELOPMENT CHARACTER

A **mix of uses** is encouraged for the Downcore Core Area. Destination based land uses along with supporting retail and mixed use residential projects are targeted for the Main Street, Central Ave, and Dayton Drive areas. First floor facades for buildings on these streets should include retail or commercial uses. Residential dwellings should be located on higher floors in this area.

The redevelopment of Dayton Drive should be a priority with new development consistent with the architectural guidelines in this subdistrict. Dayton Drive is the eastern gateway to Main Street. This gateway provides an opportunity to capture the attention of residents and visitors traveling along Dayton Drive with the goal of them discovering the offerings of the downtown area. Future land uses that are not complimentary or consistent with destination based small scale retail, dining and entertainment should be avoided.

Architectural styles should be mixed and eclectic while staying true to the traditional character of Fairborn. Building design should complement surrounding uses and densities and vary between buildings to provide visual interest. Windows at the street level should be large and transparent to a reasonable depth.

Buildings should contain a vertical mix of uses and be pedestrian in scale, a minimum of two stories with taller buildings at the corners. Building setbacks should be 0-10 feet with unoccupied setbacks incorporating patio seating, public plaza space, or other pedestrian features.

Streetscapes should be appropriately scaled with the pedestrian as the priority. Sidewalks should be spacious enough to provide a seamless pedestrian connection between the public and private realm. Sidewalks, pedestrian connections, crosswalks, curb extensions, and pedestrian signals should be used throughout the district.

Streetscape improvements should include street trees, planters, bike racks, and decorative street furniture such as public benches and street lights.

Parking should be located to the rear or side of the primary building and screened from the public right-of-way with landscaping, decorative fencing, or facade treatment. In no situation shall a building be surrounded by a parking lot. Parking requirements in the downtown shall be met by a contribution of both public and private parking spaces, with off-site surface lots and garages supported by wayfinding signage.

Signage should be small and pedestrian oriented in nature with exterior illumination. Wayfinding signage should be provided to public spaces, and to public parking for motorists. Gateway features should highlight entrances into the downtown.

Public spaces should be highly visible to pedestrian and vehicular traffic. Amenities such as seating, pedestrian-scale lighting, trees, bike racks, and outdoor dining should be provided throughout the Main Street subdistrict. Destination based spaces and activities should be prioritized to help grow the brand and number of visitors to the downtown area.

Roadway design/improvements should be narrow and designed to maximize the safety and comfort of pedestrians. The existing street grid and pedestrian connections should be maintained and enhanced as redevelopment occurs.

MAIN STREET SUBDISTRICT REDEVELOPMENT CONCEPTS



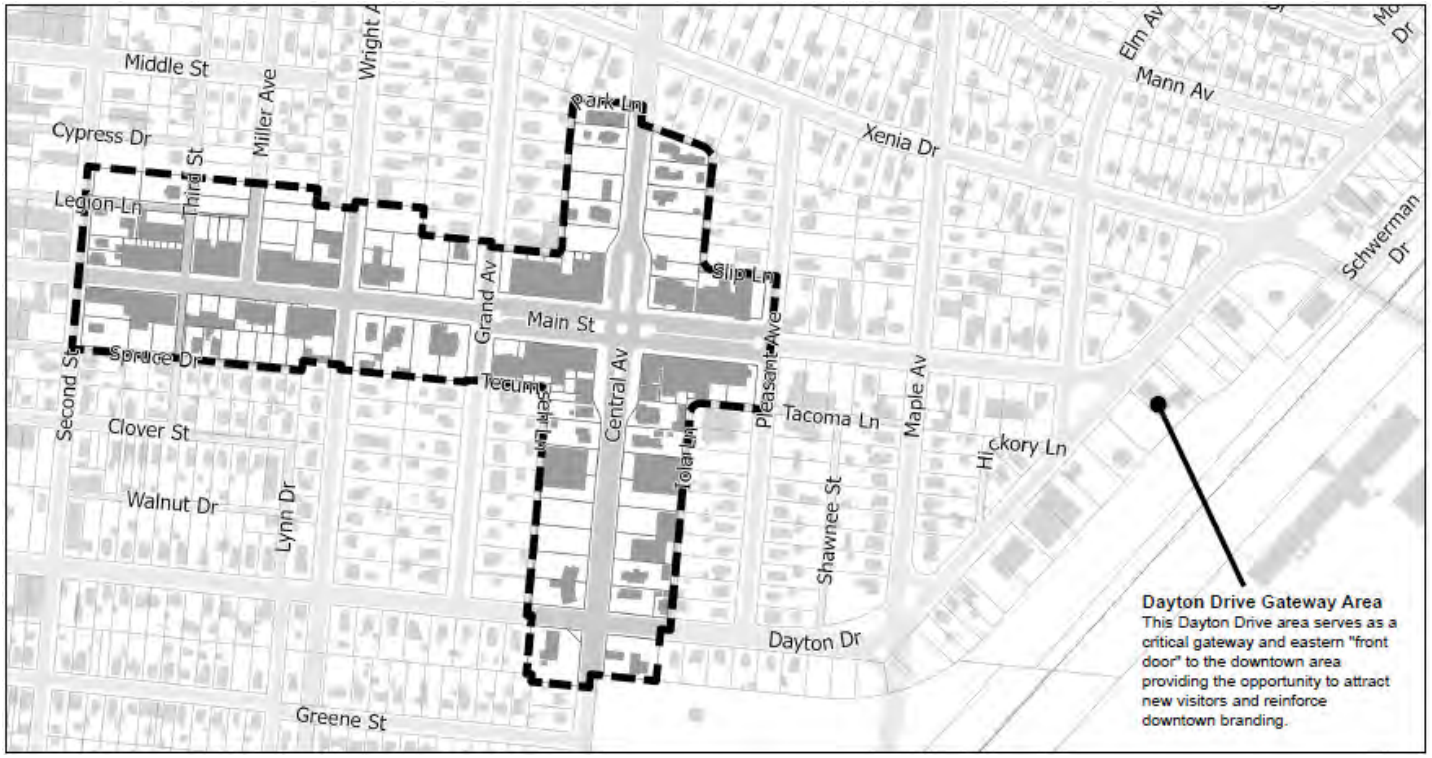
**Mixed Use /
Upper Floor Residential**



**Restaurants /
Outdoor Dining**



Food Truck Court





Unique Shopping District



Retail / Service



Main Street Subdistrict Vision Images

The following sample images provide a vision of a destination based mixed use downtown district featuring both a local and regional draw of visitors.













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4.4.2 broad street mixed-use subdistrict

DEVELOPMENT CHARACTER

A **mix of uses** is encouraged in the Broad Street mixed use subdistrict, with mixed use buildings featuring upper floor residential dwelling units with first floor retail, service and office uses located along Broad Street. First floor facades for mixed-use buildings should include retail, office or commercial uses. Medium density multi-family residential uses should be planned for the First Avenue blocks as depicted in the district map. A combination of new residential products should be considered in the First Avenue area including townhomes and more traditional apartment style buildings. This Broad Street mixed use district is intended to serve as a complimentary district to the adjacent downtown core area featuring a more predominant focus on the residential and mixed-use land use component versus more traditional commercial and services developments.

Architectural styles should be mixed and eclectic while staying true to the traditional character of Fairborn. Building design should complement surrounding uses and densities and vary between buildings to provide visual interest. Windows at the street level for commercial and office uses should be large and transparent to a reasonable depth.

Buildings should be pedestrian in scale and a minimum of two stories with taller buildings at the corners. Building setbacks should be 0-10 feet with unoccupied setbacks incorporating porches, patios, or other pedestrian features. Emphasis should be placed upon high quality exterior building materials to meet both the aesthetic goals of the district while providing for a long-term sustainable material requiring minimal maintenance and replacement.

Streetscapes should be appropriately scaled with the pedestrian as the priority. Sidewalks should be spacious enough to provide a seamless pedestrian connection between the public and private realm. Sidewalks, pedestrian connections, crosswalks, curb extensions, and pedestrian signals should be used throughout the district. Streetscape improvements should include street trees, planters, bike racks, and decorative street furniture such as public benches and street lights.

Parking should be located to the rear or side of the primary building and screened from the public right-of-way with landscaping, decorative fencing, or facade treatment. In no situation shall a building be surrounded by a parking lot. Parking requirements shall be met by a contribution of both public and private parking spaces, with off-site surface lots and garages supported by wayfinding signage.

Signage should be small and pedestrian oriented in nature with exterior illumination. Wayfinding signage should be provided to public spaces, and to public parking for motorists. Gateway features should highlight entrances into the downtown.

Public spaces should be highly visible to pedestrian and vehicular traffic. Amenities such as seating, pedestrian-scale lighting, trees, and bike racks should be provided throughout the downtown subdistrict. Small scale pocket parks should also be considered as part of either a private PUD project or a public project.

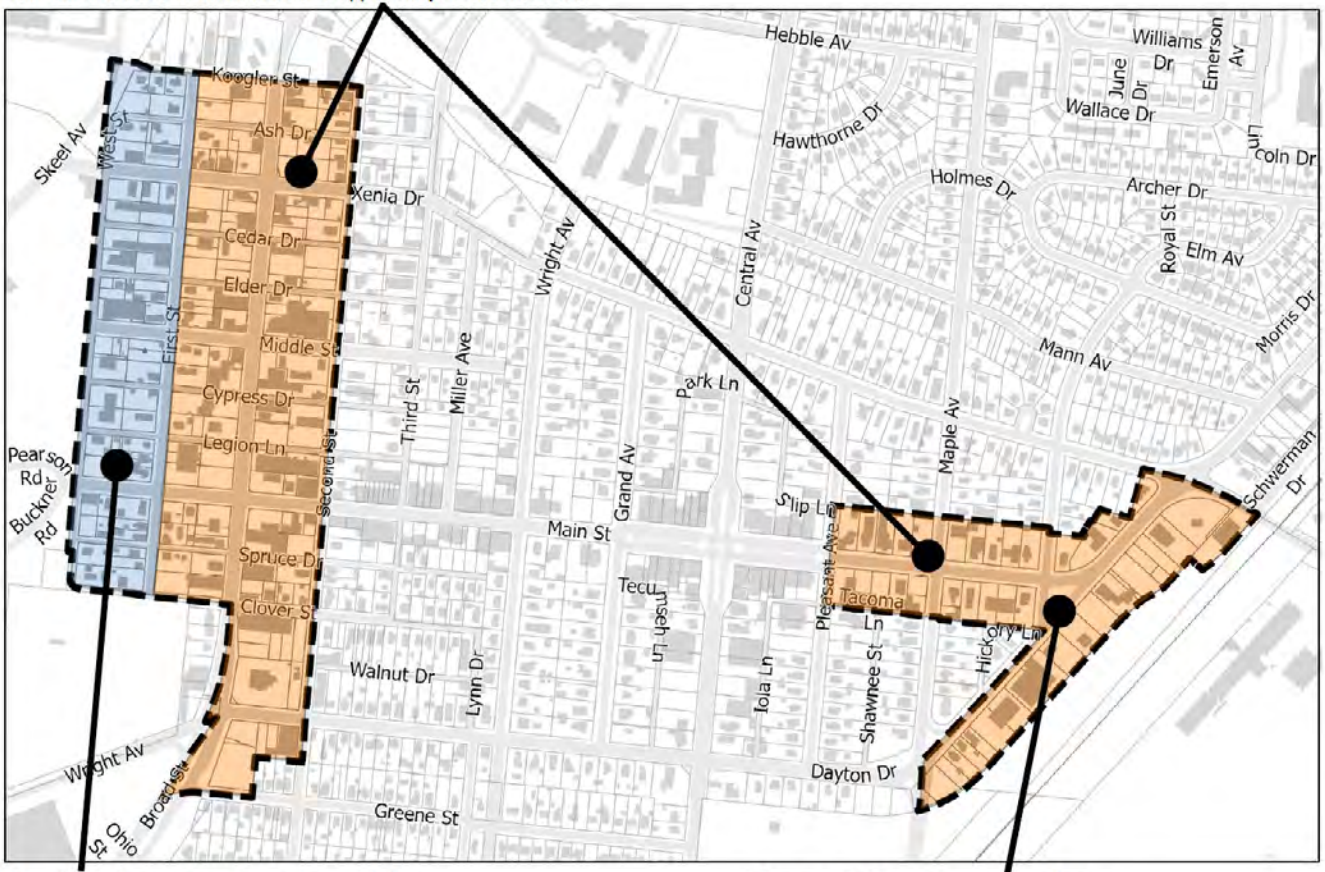
Roadway design/improvements should be narrow and designed to maximize the safety and comfort of pedestrians. The existing street grid and pedestrian connections shall be maintained and enhanced as redevelopment occurs.

BROAD STREET MIXED USE SUBDISTRICT REDEVELOPMENT CONCEPTS



Mixed-Use Area

Parcels fronting directly along Broad Street are targeted for mixed-use development featuring first floor commercial and office uses and upper story residential uses.



Medium Density Residential Area

Area reserved for various types of medium density residential dwelling buildings such as attached townhomes, traditional apartment buildings and similar attached residential products.

Dayton Drive Gateway Area

This Dayton Drive area serves as a critical gateway and eastern "front door" to the downtown area providing the opportunity to attract new visitors and reinforce downtown branding.





Broad Street Mixed Use Subdistrict Vision Images

The following sample images provide a vision of mixed-use commercial and residential buildings fronting along Broad Street and medium density attached residential developments located in the First Avenue area.













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4.4.3 general commercial subdistrict

DEVELOPMENT CHARACTER

A **mix of uses** is encouraged with community commercial, retail, medical, and institutional uses focused along the primary corridor. Residential uses on ground floors should be avoided along primary and secondary streets.

Architecture character and building materials should be high quality preferably integrating green building and sustainable site design techniques. Eclectic building styles are encouraged, especially those that incorporate a variety of traditional and natural materials. Building facade of all buildings in the focus area should complement any adjacent street.

Buildings should be constructed on a build-to line oriented towards any adjacent streets and include uses that activate adjacent sidewalks and public spaces. All buildings are to include four-sided architecture, shall be pedestrian in scale, and encourage loading from side streets, alleys, and/or very small, screened service courts. Parking shall be provided to the rear or side of all principal structures.

Roadway improvements should be designed to maximize the safety of pedestrians and minimize congestion. Shared parking agreements and off-street vehicular connections between neighboring sites is encouraged wherever possible. The existing street grid and pedestrian connections shall be maintained and enhanced as redevelopment occurs. The roadway and adjacent sidewalks shall be illuminated for the entire length of the corridor with consistently spaced street lights.

Streetscapes should be appropriately scaled to the corridor and maintain pedestrian connections. Sidewalks should be spacious enough to provide a seamless pedestrian connection between the public and private realm. Sidewalks, crosswalks, curb extensions, and pedestrian signals should be used throughout the district. Streetscape improvements should include street trees, planters, bike racks, and decorative street furniture such as public benches and street lights.

Signage should be provided throughout the corridor directing people to the downtown as well as public spaces. Private commercial signage shall be appropriately scaled to the building, use, and corridor. Internally illuminated and scrolling signs are not permitted unless otherwise noted by City staff.

Parking shall be internal to each site, screened from the public right-of-way with landscaping, decorative fencing, or facade treatment. The impacts of on-site parking should be minimized through segmented parking areas, shared parking agreements, cross-site connections, pervious pavement, and landscaping.



General Commercial Subdistrict Vision Images

The following sample images provide a vision of a wide mix of commercial, retail, service and mixed-use residential uses.













4.4.4 urban edge subdistrict

DEVELOPMENT CHARACTER

Neighborhood setting of this subdistrict is characterized by tree-lined streets and a mix of low and medium density housing options. Neighborhood commercial uses may be located at key intersections and points throughout the subdistrict. Small businesses and offices may be located in converted residences. Every dwelling should be within a mile walk of neighborhood or community commercial, and a half-mile walk of a park with passive and active uses.

Density in this area should be 5-10 dwelling unit per acre. Development may include single-family detached, duplexes, townhomes, and small- to medium-scaled multi-family. All primary buildings should range from 2-4 stories in height.

Lot Size for single-family residential should be wide ranging, and include small traditional lots from 4,000 to 8,000 square feet as well as larger estate lots of up to and greater than one acre.

Architecture should be diverse, consisting of farmhouse, prairie, or craftsman style with simple forms and varying colors. New infill housing should follow the residential and architectural pattern that exists. Parking and garages should not dominate the front of the building and shall be accessed from the side or rear. Front porches and patios are strongly encouraged in this area.

Accessory Structures such as greenhouses, garden sheds, and detached garages shall be permitted. Design of these structures should complement the architecture of the primary structure on site and be limited to 1-2 stories.

Roadways should have a neighborhood character and narrow pavement widths. Street design should incorporate swales and curbed streets where appropriate and include a mix of street trees and landscaping. Sidewalks and/or bike paths shall be included on all streets.

Pedestrian sidewalks should be provided in conjunction with each residence and connect to the surrounding neighborhoods. Connections to nearby schools, retail, and recreation fields should be provided and bike paths are also strongly encouraged. In the event of a dead end street or cul-de-sac, pedestrian and bike connections shall connect to the existing street network opposite the development.

Parks shall exist within each neighborhood and may be preserved or restored to a natural state or designed for active recreation with pathways, play structures and/or recreation fields. All parks shall allow for public access with public parking available on adjacent streets or included on-site. Open spaces shall be landscaped with native plants that require little maintenance, and with an emphasis on encouraging a variety of habitat and natural spaces.



Urban Edge Subdistrict Vision Images

The following sample images provide a vision of more traditional low to medium density residential dwelling products. Limited smaller scale commercial uses are appropriate where permitted by zoning and with adequate screening and buffering when adjacent to residential land uses.













4.5

future land use

OVERVIEW

The land use section outlines the future land use plan for the downtown district, detailing which uses and what specific requirements should be in place for future development.

Land Use Type	Description
Urban Edge Subdistrict	Walkable neighborhoods characterized by single family homes, townhomes, and multi-family situated on small- to medium-sized lots supported by public spaces within or adjacent to the development.
Main Street Subdistrict	A compact development type that promotes a mixture of uses. The district is intended to promote pedestrian activity and a denser, more connected development pattern.
Broad Street Mixed-Use Subdistrict	A compact development type that promotes a mixture of uses with a focus on medium density residential uses. The district is intended to promote pedestrian activity and a denser, more connected development pattern.
General Commercial Subdistrict	Intended to serve a larger region with retail, services, restaurants, and general commercial.
Neighborhood Commercial	Intended to serve the immediate community with retail, services, restaurants, and general commercial.
Civic / Institutional	City services, schools, churches, civic organizations
Parkland	Public parks, cemeteries, open space

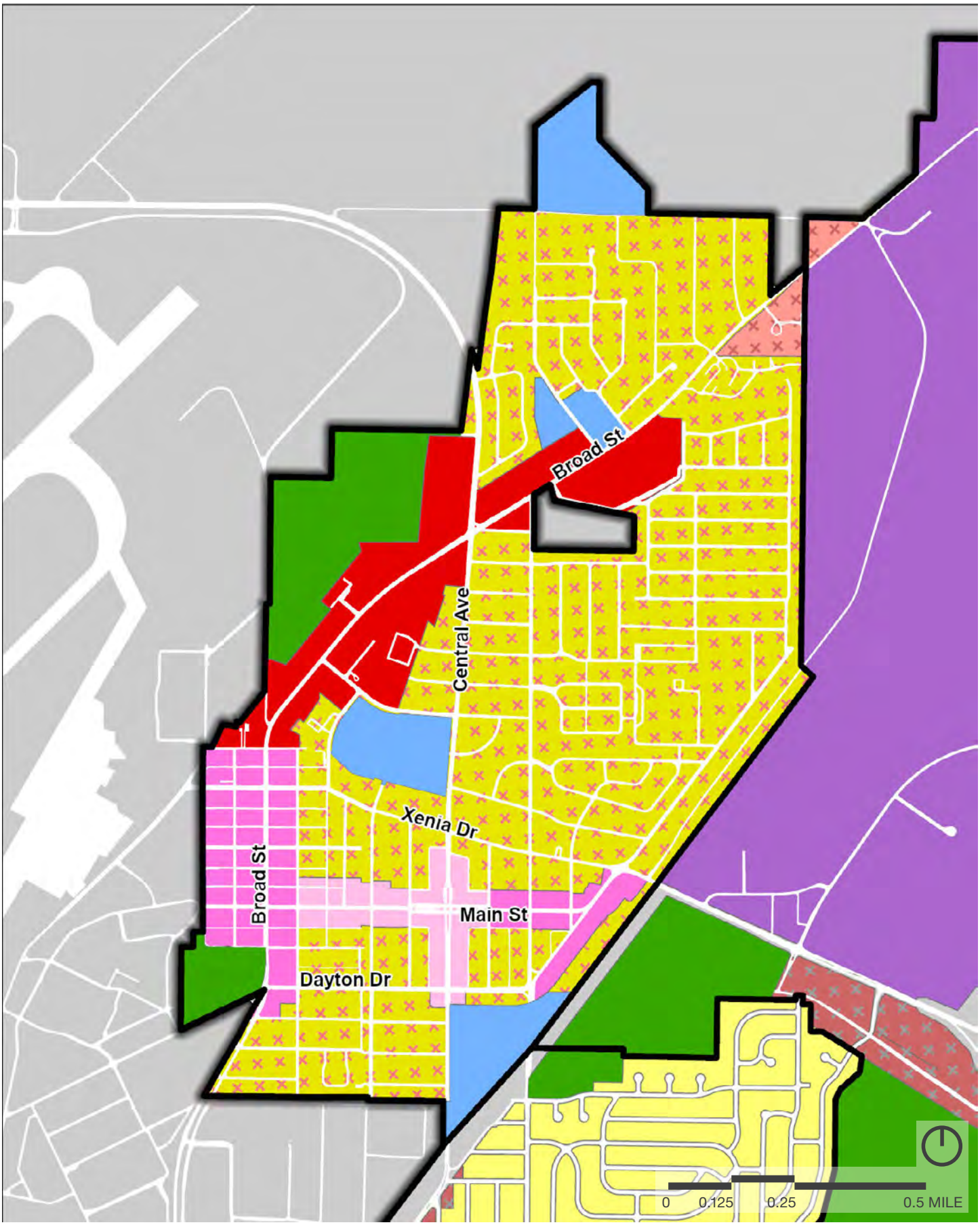


Figure 4.27 - *Downtown District Future Land Use Map*

4.6 design concept

DOWNTOWN

The intersection of Broad Street and West Main Street is one of the best opportunities for significant redevelopment and public space within the Downtown District. For the historic downtown district, the intersection is a gateway for people traveling between the freeway and WPAFB. Additionally, it marks the termination of the primary historic downtown corridor. Many of the properties surrounding the intersection are vacant or not serving their highest and best use, furthering the need for redevelopment.

The concept shown proposes several key changes from the current configuration, the greatest of those being the vacating of Main Street between Broad Street and First Street. A large public greenspace straddles the area on Main and to the north, which acts as an organizing element for the surrounding properties. Two large mixed-use buildings have been shown to the south of Main Street, incorporating both commercial and residential spaces. Approximately 30,000 s.f. of commercial space is adjacent to Broad Street, with sixty-six units of residential located to the rear of each. The residential portion is podium-parked, allowing a substantial portion of the site to be used for parking without sacrificing buildable area.

The auto garage on the northeast corner has been removed for a smaller, more intimate passive

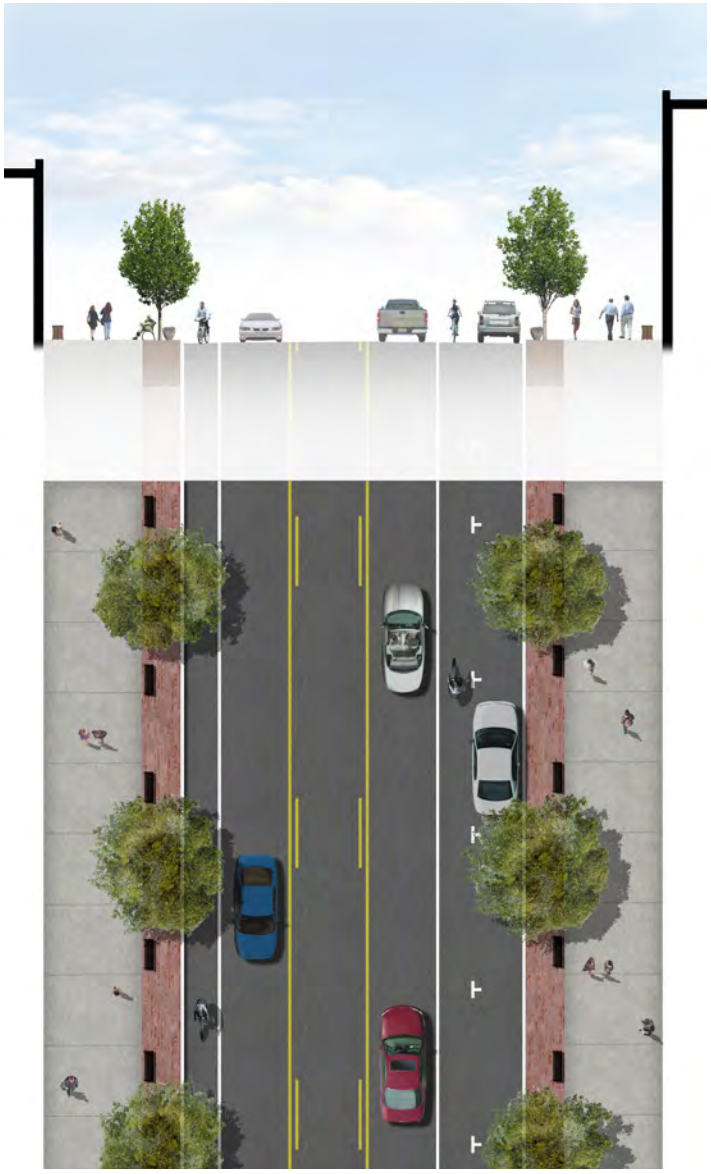


Figure 4.28 - *Strategic Redevelopment Plan Streetscape Concept*

park, which will serve the two existing buildings on site. The existing American Legion building can be repurposed as a multi-tenant building, with the southern façade reconfigured to take advantage of the park.

Two rows of three-story townhomes have been shown to the south of the historic firehouse, utilizing the existing alleyway for rear garage access. Tying the whole development together is an improved streetscape that includes dedicated bikelanes, larger sidewalks, improved materials, and consistent street trees and plantings.

This intersection has the potential to become a catalyst for further redevelopment throughout the Broad Street Corridor, and will provide more opportunity for people to live in and enjoy the Downtown District.

DOWNTOWN REDEVELOPMENT PLAN CONCEPT

The conceptual master plan shown on this page represents a vision for future redevelopment efforts in the Main Street subdistrict area. This design concept emphasizes a comprehensively planned mixed use redevelopment pattern. Public spaces are designed to be interwoven with the built environment while focusing on open spaces for active uses and events. This concept drawing also emphasizes the intended seamless transition from the Main Street subdistrict and Broad Street mixed use subdistrict areas.



Figure 4.29 - Strategic Redevelopment Plan Downtown Concept

4.7 implementation

OVERVIEW

Following the identification of the development principles and future land use, a series of objectives and actions were created for each district that is intended to support the realization of the plan. The eight objectives of the Downtown District are seen as having the greatest impact in this area and have been described here as a guide for City officials and policy makers. To aide in implementation, these objectives and actions are listed in a worksheet format in Chapter 8: Implementation.

The objectives and actions outlined in this section of the plan reference land use recommendations and policies that describe the future land use condition of the City. These recommendations are described in text, and illustrated by Figure 4.25: Downtown District Future Land Use Map, found on page 82. Collectively the principles, character, objectives and actions together with the future land use map should be referenced when land uses decisions are made.

RESPONSIBLE PARTIES

- **FAIRBORN LEADERSHIP** (CITY MANAGERS & COUNCIL)
- **PLANNING AND ZONING**
- **CITY ENGINEER**
- **PARKS AND RECREATION**
- **POLICE DEPARTMENT**
- **FIRE DEPARTMENT**

PARTNERS

- **CHAMBER OF COMMERCE**
- **FAIRBORN CIC**
- **WRIGHT PATTERSON AFB**
- **FAIRBORN SCHOOLS**
- **WRIGHT STATE UNIVERSITY**
- **GREENE COUNTY**
- **PRIVATE LAND OWNERS**
- **BW GREENWAYS**

TIMEFRAME

SHORT TERM	**1-3 YEARS**
MEDIUM TERM	**3-6 YEARS**
LONG TERM	**6-10 YEARS**
ONGOING	**ACTION TO BE CONTINUOUSLY ADDRESSED**

OBJECTIVE 4.1*

Enhance the image of Downtown Fairborn.

Action 4.1.1
Ensure capital improvements reflect Fairborn's brand and create a unique identity to Downtown.

Action 4.1.2
Create a gateway at the western end of the downtown core at the intersection of Broad Street and Main Street.

Action 4.1.3
Expand the Main Street streetscape to the Broad Street corridor.

Action 4.1.4
Integrate the downtown directional signage into a citywide wayfinding strategy, including along the I-675 corridor.

Action 4.1.5
Create design guidelines to ensure future development will complement the form and character of the downtown.

Action 4.1.6
Consider earmarking budgetary funds to be applied to Main Street and Broad Street subdistrict projects and initiatives such as new streetscaping / amenities and strategic land acquisitions.

Action 4.1.7
Public feedback from the most recent Comprehensive Plan update indicates the Main Street buildings lack architectural character, featuring a mostly block-type appearance. Consistently enforce the architectural design guidelines in the Main Street and Broad Street subdistrict areas to ensure the aesthetic vision of the district is achieved over time.

Action 4.1.8
Review PUD projects in the Downtown District against the PUD Guidelines seeking to facilitate upgraded developments that will further the goals set forth in the Zoning Code and Comprehensive Plan.

* *Indicates the Objective is one of eight Priority Objectives, based on public input.*

OBJECTIVE 4.2*

Create a strategic redevelopment strategy for the Broad St corridor in the downtown, between Xenia Drive and Dayton Drive.

Action 4.2.1
Identify key sites along the corridor for landmark redevelopment.

Action 4.2.2
Establish a premium streetscaping plan to elevate the pedestrian experience and increase walkability.

Action 4.2.3
Update zoning standards to promote incremental change in the density and site design of the corridor.

Action 4.2.4
Build on existing amenities in the corridor including the movie theater, historic structures, etc.

Action 4.2.5
Implement economic development incentives to promote redevelopment in downtown.

Action 4.2.6
Incentivize vertical mixed-use projects fronting directly along the Broad Street corridor portion of the Downtown District. Traditional mixed-use projects featuring first floor non-residential and upper floor residential dwelling units should be explored for properties fronting along Broad Street in this section of Downtown. The flexibility of the PUD zoning process should be a primary tool used to facilitate projects meeting the goals and vision of the subdistrict.

Action 4.2.7
The First Street blocks situated to the west (and behind) the parcels fronting on Broad Street should be considered for future multi-family residential development that balances density with appropriatedevelopment scale for the overall area. Mixed-use projects may be planned for in this area but realize that the neighborhood blocks not directly fronting along Broad Street will likely be more challenging to attract first-floor retail / restaurant tenants.

Action 4.2.8
The Broad Street subdistrict area should be considered for future empty nester style residential housing products using the PUD process as a key regulatory tool.

OBJECTIVE 4.3

Create a strategic redevelopment strategy for the north end of Broad Street, between Xenia Drive and I-675.

Action 4.3.1
Continue code enforcement efforts to address property maintenance violations in the corridor.

Action 4.3.2
Create a new zoning district or overlay to enhance parking, signage, and building character in the area.

Action 4.3.3
Integrate simple streetscape improvements (landscaping, signage and wayfinding) that will communicate the City's brand image and strategy.

Action 4.3.4
Promote Fairfield Park by enhancing programming in the park.

Action 4.3.5
Promote the redevelopment of the Fairborn Plaza and allow for residential, institutional, and commercial uses on the site.

Action 4.3.6
Improve the gateway into the City at the I-675 and S.R. 444 interchange and create gateway to commercial area of North Broad Street.

Action 4.3.7
The Mitman Park public school site should be considered as a key redevelopment site.

***** *Indicates the Objective is one of eight Priority Objectives, based on public input.*

OBJECTIVE 4.4*

Promote the development of a targeted mix of commercial uses, including retail stores, restaurants, and entertainment options in the downtown core area.

Action 4.4.1
Continue the fast-track approval process to promote reinvestment efforts in the downtown.

Action 4.4.2
Create an appropriately-scaled, pedestrian friendly environment.

Action 4.4.3
Create/Support the existing group a downtown or main street association with a staff, manager or director, and a diverse board to unify local retailers and promote the area.

Action 4.4.4
Encourage reoccurring events either seasonally or monthly to draw people downtown.

Action 4.4.5
Identify and provide the necessary goods and services for WPAFB staff, families, and visitors in the downtown core and along the Broad Street corridor.

Action 4.4.6
Continue to focus on destination uses in the Main Street subdistrict such as entertainment, restaurant / bars, retail and similarly compatible land uses.

OBJECTIVE 4.5

Promote increased density and a mix of housing options in the downtown core.

Action 4.5.1
Update zoning code standards to allow for and promote higher density multifamily options.

***** *Indicates the Objective is one of eight Priority Objectives, based on public input.*

Action 4.5.2
Target blighted and underperforming multifamily and lodging structures for redevelopment.

Action 4.5.3
Protect and promote the historic qualities of the downtown neighborhoods.

Action 4.5.4
Support the development of step-up housing options for individuals and small families.

OBJECTIVE 4.6

Promote the redevelopment and stabilization of existing downtown neighborhoods.

Action 4.6.1
Create homeowner maintenance and education plan framework for funding/encouraging small home repairs and remediation.

Action 4.6.2
Create housing acquisition plan framework for acquiring and redeveloping blighted properties.

Action 4.6.3
Identify properties with code violations and back taxes, encourage action from the landowner or include in housing acquisition strategy.

OBJECTIVE 4.7*

Create a signature public space that will serve as an organizing element for future redevelopment in the area.

Action 4.7.1
Identify underutilized or vacant properties in and around the downtown core.

Action 4.7.2
Campaign several potential park components and structure the design around public feedback.

Action 4.7.3
Construct the park/public space and program a ribbon-cutting ceremony that launches Fairborn's downtown image.

OBJECTIVE 4.8

Promote new neighborhood and corridor improvements to employees, families, and visitors of Wright Patterson Air Force Base (WPAFB).

Action 4.8.1
Create a partnership between WPAFB and the City of Fairborn.

Action 4.8.2
Identify and provide the necessary goods, services, and programs for WPAFB staff, families, and visitors in the downtown.

Action 4.8.3
Develop marketing materials specifically for attracting WPAFB personnel and visitors into Downtown Fairborn.

OBJECTIVE 4.9

Create the framework for redevelopment in the downtown core area.

Action 4.9.1
Consider an intentional approach to acquiring and controlling additional strategic parcels for future redevelopment and for future public parking facility in the Main Street subdistrict area.

Action 4.9.2
Integrate the parcels located along the western side of Dayton Drive near Main Street into the Main Street subdistrict area. These "front door" parcels to Main Street can serve as an effective approach to expanding the Main Street subdistrict footprint while also serving as an "advertisement" for the Main Street area to the many vehicles traveling along this route.

Action 4.9.3
Consider converting some of the existing parallel parking spaces located in the Main Street subdistrict area into "parklets" that can serve a variety of purposes such as: outdoor patio seating for a restaurant, a small pocket park or a sidewalk accessible seating area.

Action 4.9.4
Consider future downtown improvements supporting the Active Transportation Plan such as new and expanded bicycle rack and accessory stations, expanded multi use path network connections and bicycling and pedestrian oriented wayfinding.

Action 4.9.5
Identify locations in the Main Street and Broad Street redevelopment areas for bicycle lane signage opportunities to promote a more friendly and safer bicycling environment in these destination zones.


5

CENTRAL DISTRICT

5.1

introduction

LOCATION & ACCESS

The Central District is at the intersection of Downtown Fairborn, WPAFB, Wright State University, and other regional and local draws. The Central District is bordered on the west by Kauffman Avenue, a major corridor in Fairborn and connection to WPAFB. Dayton-Yellow Springs Road running through the Central District's core has direct access to I-675.

FUTURE GROWTH

Much of the Central District has been developed. The general character of the area is suburban residential neighborhoods with minimal commercial spaces. Several key areas are currently under utilized or vacant providing an opportunity for growth area enhancement. At the intersection of W Dayton Yellow Springs, Maple Avenue, Funderburg Road, and Beaver Valley Road or Five Points are large properties with development opportunities. Many of the existing properties of the area are vacant with large parking areas. Five Points' central location and proximity to many residences make it ideal redevelopment to better support the surrounding area. Kauffman Avenue presents another area for further development with high visibility from resident and commuters.

NEIGHBORHOOD CORE

Because the Central District is home to half of Fairborn's population, with the highest density of any District, it will be important to strengthen the area for the current residents. Improving connections, adding neighborhood amenities, and creating quality community spaces will help to retain residents and grow the community. Currently this area is developed with low density residential products. An evaluation of the market demands and planning for those demands will be critical for the future of the Central District.

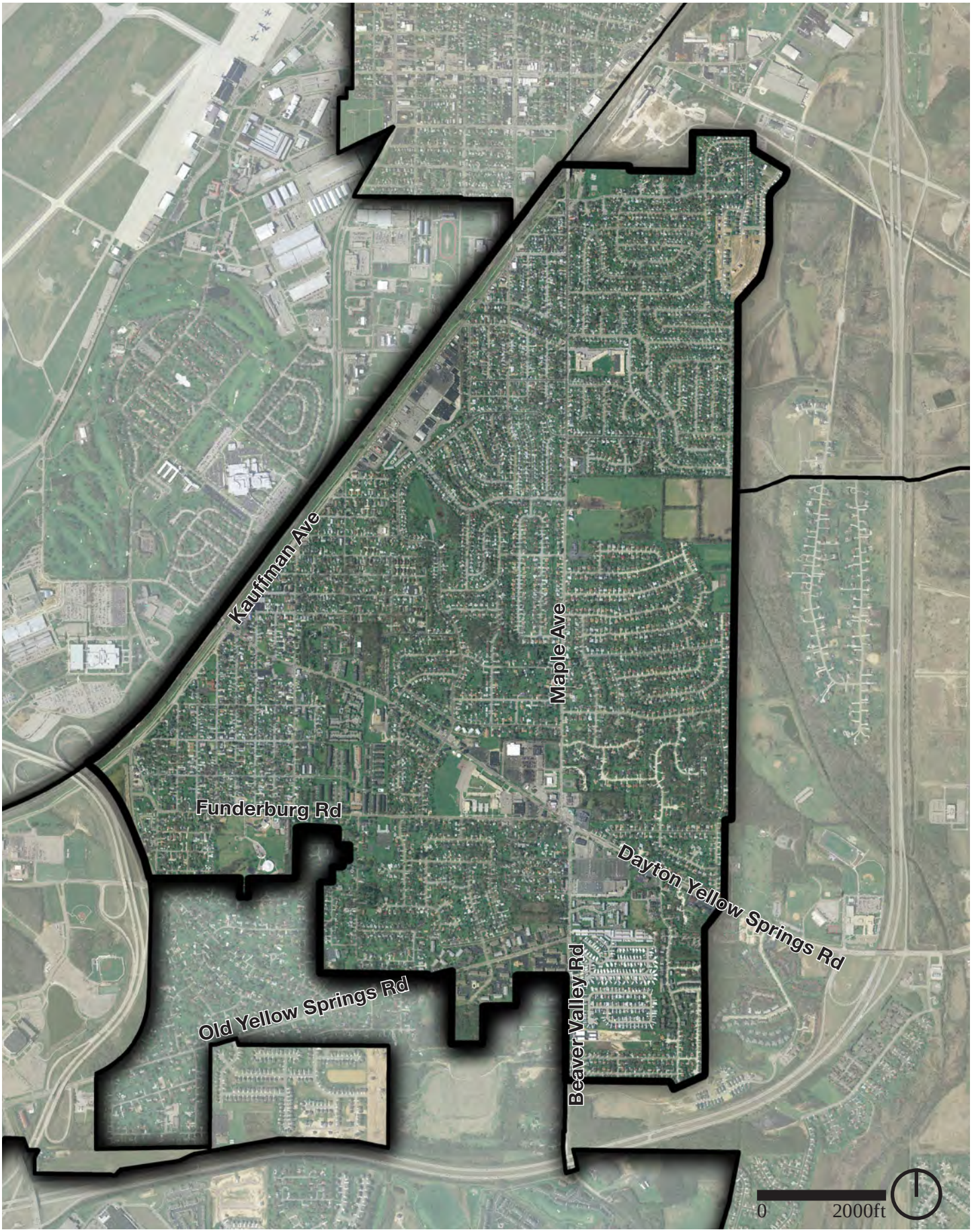


Figure 5.30 - *Central District Map*

5.2 existing conditions

OVERVIEW

From the existing conditions analysis of the Central District and public input process, key findings were identified for the area and are listed in the key findings section of this chapter. These key findings are also illustrated in results from the community survey. From the Central District key findings, development principles were created to address and direct the area's future growth. Development principles and recommendations are stated in the conclusion of this chapter.

KEY FINDINGS

- More than half of Fairborn's residents currently live within the Central District
- At 8.4 people per acre, or 5,385 people per square mile, the Central District has the highest population density
- The highest percent by age cohort is 20-24 11.5%
- Median income is 15% lower in the Central District ($36K) than in the City as a whole ($42K)
- Most vacant properties are small-scale residential lots scattered throughout the District.
- Much of the commercial properties at Five Points are vacant or underutilized
- In addition to being the hub of the Central District, Five Points is at the intersections of major thoroughfares that connect to I-675, Downtown Fairborn, WPAFB, and Wright State.
- 52.3% of Fairborn residents said they must travel for goods & services citing items such as groceries (36.8%), clothing (11.0%), and hospital/ health care (10.0%).
- 82.8% of community survey respondents said they would be looking to buy when moving to a new neighborhood in Fairborn and 57.5% said they would be looking for a single family home
- When residents were asked what they valued when considering moving to a new neighborhood, respondents ranked a walkable neighborhood, private yard, proximity to shopping and entertainment, proximity to medical services, and parks and open space as very important

EXISTING CONDITIONS

The following analysis of the Central District used maps and map data sources provided by the City of Fairborn and Greene County. Additionally, demographic data was obtained using ESRI business analyst, a tool that uses both American Community Survey (ACS) and Census data. Existing conditions were examined with

steering committee members, stakeholders, and community members. This analysis guided public engagement and the development of the key findings for the Central District.

POPULATION

Half of Fairborn's population resides in the Central District and at 8.4 people per acre this District has the highest population density. Currently the highest percent by age cohort is 20-24 year who make up 11.5% of the District. The Central District is projected to decrease in population between 2015 and 2020 which is in contrast to Fairborn's stable population projection. Understanding that there is a younger demographic, it will be important to provide the correct housing type and neighborhood amenities in order to better maintain current residents and attract new residents.

At a median household income of $36,248, the Central District's median household income is 15% lower than the City of Fairborn as a whole. The age makeup of the area indicates that residents primarily students or young professionals just starting their career. Additionally, the Central District has a slightly higher population share of age 65 and older than the city as a whole. A lower household income for the area is reflective of having a larger population share of these age brackets. In addition to providing the correct housing types, it will be important to consider the income level of current residents when expanding the market by providing adequate step-up step-down housing for residents at any stage of life.



Figure 5.31 - *Central District Image*



Figure 5.32 - *Central District Image*

Table 5.2 - *East District & Fairborn demographics*

	District	Fairborn
Total area	3.1 mi^2	14.95 mi^2
2015 Population	16,696	32,352
2015-2020 Annual change	-0.38%	0.01%
Median Age	33.9	32.4
Under age 18	22%	20.40%
Age 65+	14%	13.20%
Median Household Income (2015)	$36,248	$41,720

IMPROVE EXISTING LAND USE

The Central District is primarily residential with very little commercial properties. With minimal commercial uses, an adequate amount of goods and services are not readily available to the majority of Fairborn's population. 52.3% of community survey respondents also said they must travel for goods and services citing items such as groceries (36.8%), clothing (11.0%), and hospital/health care (10%).

The existing commercial properties along Kauffman Road and at Five Points are in need of enhanced design to attract both the type of commercial desired and capture potential markets from commuting traffic. Residents rated 'attracting quality commercial development' to provide goods and services and entertainment as a high priority in terms of improving standard of living.

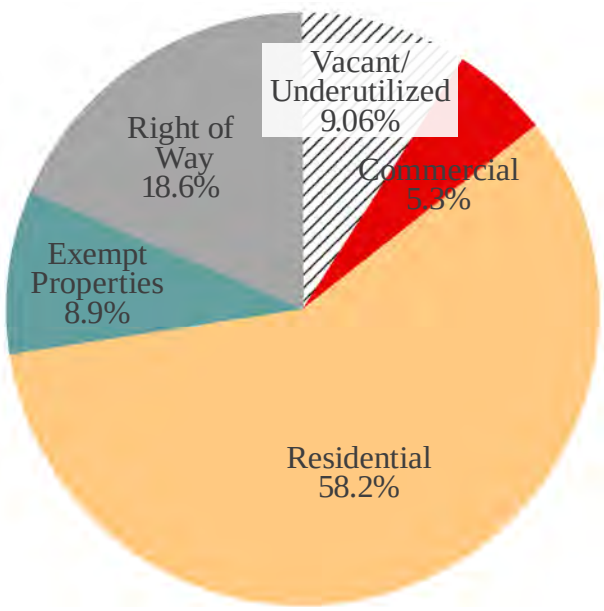


Figure 5.33 - *Central District Land Use Share*

HOUSING

The Central District is primarily comprised low density housing types with approximately 85% of the residential land developed as single family dwellings. 82.8% of community survey respondents said they would be looking to buy when moving to a new neighborhood in Fairborn and 57.5% said they would be looking for a single family home. Within the Central District, 44.4% are currently renters. This high rental population suggests that both the ownership demand for the area is distinctly different and that the residential product desired is not currently offered.

Table 5.3 - *Central District & Fairborn Housing*

	District	Fairborn
Total Households	7,394	14,306
Avg. Household Size	2.25	2.24
Total Housing Units	8,147	15,893
Vacancy rate	9.5%	10%
Renter Occupied	44.4%	49.30%

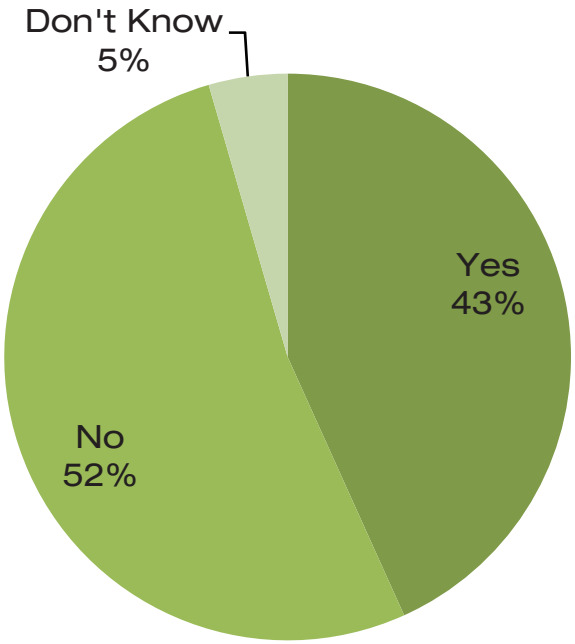


Figure 5.34 - Community Survey Question: *"Rate these initiatives on how much you believe they will improve your standard of living with 0 being 'no improvement' and 10 being 'significant improvement."*

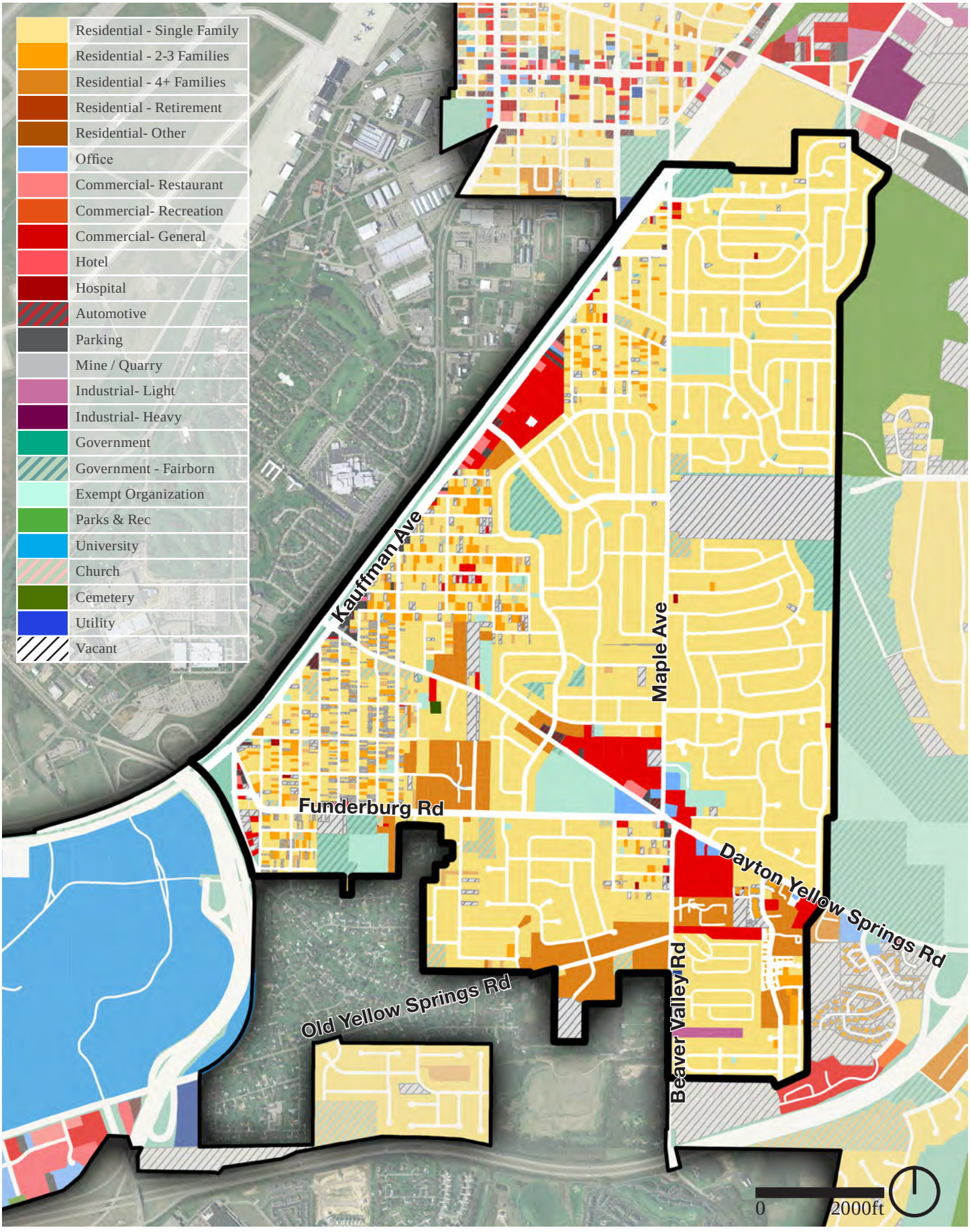


Figure 5.35 - *Central District Existing Land Use*

NEIGHBORHOOD AMENITIES

Though there is a low total acreage of parkland within the bounds of the Central District, Community Park borders the eastern edge of the Central District. Smaller neighborhood parks are dispersed throughout the Central District. Survey respondents listed a walkable neighborhood, private yard, proximity to shopping and entertainment, proximity to medical services, and parks & open space among the top amenities considered when moving to a new neighborhood. With Five Points as a top priority for redevelopment and considering the existing neighborhood assets, the Central District can become a highly desirable area by strengthening connections and enhancing walkability throughout.

The Huffman Prairie Bikeway, running along the west edge of the Central District, is a regional connection. It is important make a strong connection for both Fairborn residents and for bikeway users by enhancing Kauffman road with streetscaping and adding commercial amenities for Bikeway users.

FAST FACTS

4.7 MILES
of existing bike lane

20.6 MILES
of proposed bike lane

The breakdown of the total bike facilities (existing and proposed) is as follows:

72.6% signed shared roadway

20.6% shared use path

6.8% dedicated bike lane

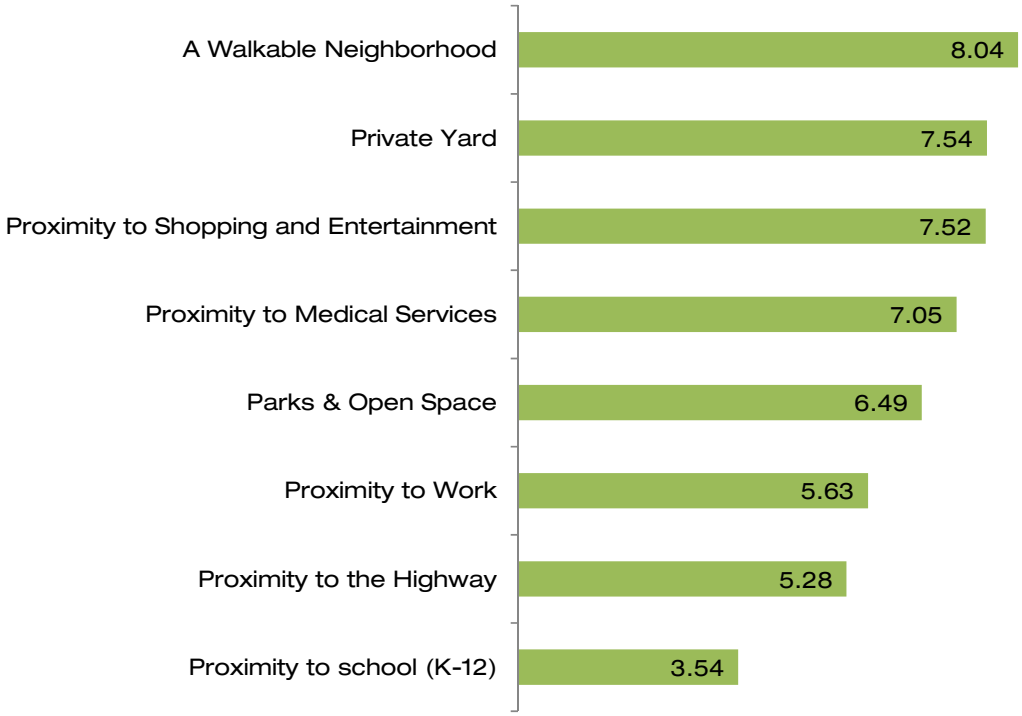


Figure 5.37 - Community Survey Question: *"If you were to move to a new neighborhood in Fairborn, how important would the following be to you with 0 being 'not important' and 10 being 'very important.'"*

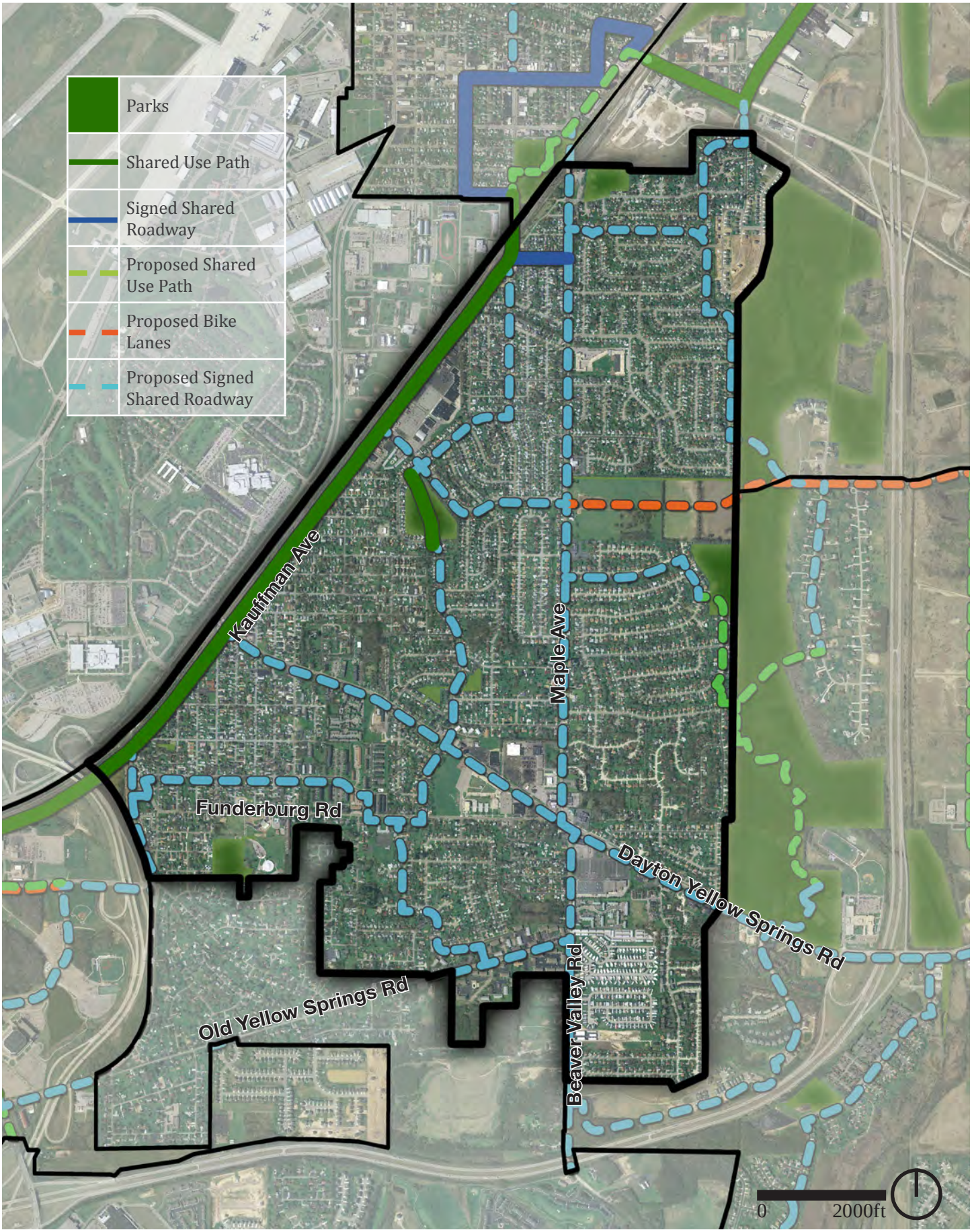


Figure 5.38 - *Central District Parks and Recreation*

WHERE TO GROW

As described in the Community Analysis Chapter, the community was asked to indicate areas within Fairborn that they would like to "Enhance" and "Renew." When results of the exercise were combined, clear trends emerged.

At the northwest border, Kauffman Road corridor was heavily targeted as an area for renewal. Currently, commercial properties are interspersed with residential lots. Businesses located along this corridor are of varying scale, design, and service type. Kauffman Road is a major thoroughfare of Fairborn; its heavy vehicular usage and lack of quality streetscaping directly impacts pedestrian usage and connectivity in the district. The Huffman Prairie Bikeway, a regional bike trail with visibility from Kauffman Road, runs parallel to the corridor. Redevelopment of this corridor should capitalize on this nonmotorized connection to the surrounding neighborhoods and region.

Moving south to the southwest corner of the Central District, residents indicated properties along Colonel Glenn Highway as needing renewal. At the entrance of WPAFB and with visibility from McClernon Memorial Skyway, this area has the potential to function as a gateway for commuters and can provide additional support to nearby residents.

At the heart of the Central District, community participants marked Five Points as a key intersection for redevelopment. While the site is in a prime location for developing a neighborhood center of activity, the current design and mix of businesses in Five Points is not creating the community core desired by the residents of the Central District.

Other sites identified through this exercise were residential properties and open space. Properties identified were multifamily developments or housing stock that are in need of renewal. Open space is an important amenity for any community. Residential properties, parks, and open space will be addressed through development principles and objectives designed to enhance the Central District neighborhood as a whole.

FAST FACTS

Enhance
Places that are developed, but could benefit from new investment and revitalization efforts.

Renew
Places that are underdeveloped and could benefit from fresh ideas and redevelopment.

22 PUBLIC RESPONSES

11 STEERING COMMITTEE RESPONSES



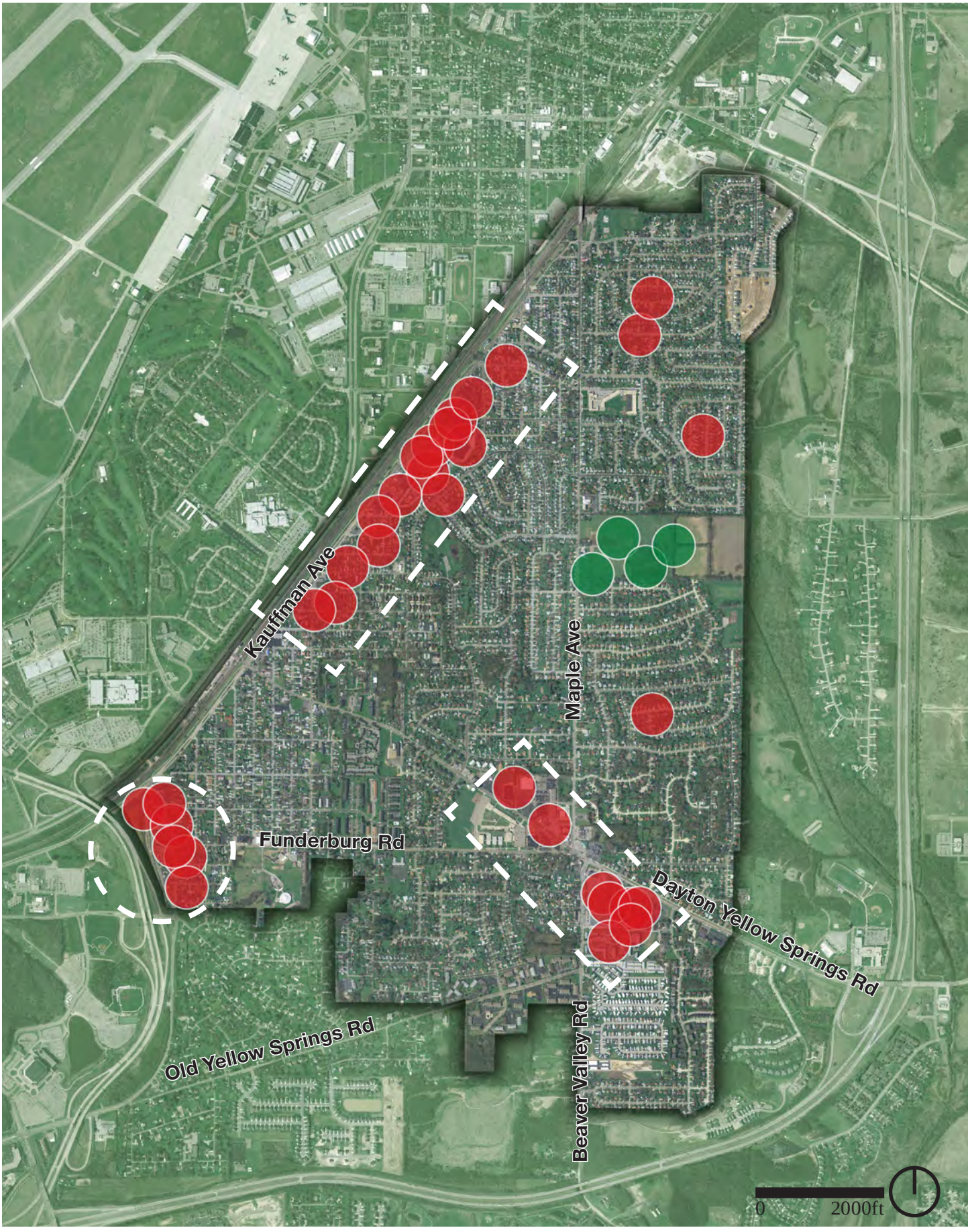


Figure 5.39 - *Central District Enhance and Renew Community Results*

5.3 development principles

OVERVIEW

The Development Principles are a set of guidelines to provide general direction for how future growth and development should occur in the district. As development occurs, it must be tested against the development principles in this section, to verify it meets the overall intent of the Central District.



STRONG NEIGHBORHOOD CENTER AT FIVE POINTS THAT SUPPORTS THE AREA RESIDENTS



CONNECTED AND WALKABLE NEIGHBORHOODS



A VARIETY OF HOUSING OPTIONS THAT SERVE MULTIPLE AGE AND SOCIOECONOMIC GROUPS



UNIQUE AND ECONOMICALLY COMPETITIVE COMMERCIAL AREAS THAT SERVE LOCAL AND REGIONAL RESIDENTS



QUALITY ARCHITECTURE AND DESIGN ELEMENTS THAT ADD TO THE LOCAL SENSE OF PLACE



A CONNECTED BIKEWAY NETWORK

5.4 development character

OVERVIEW

The development character outlined within this section is intended to define the desired character of future development in the District. As development occurs throughout the District, planners and policy makers should test whether the proposed development embodies the character as outlined within this Plan.

The development character for the Central District is classified into two distinct character districts. This includes the ***Commercial Corridor District*** and the ***Neighborhood District***. These character districts are defined below..

COMMERCIAL CORRIDOR SUBDISTRICT

The commercial corridor along Kauffman Road is a mix of commercial uses on various lot sizes. This corridor has high visibility for commuters from Downtown Fairborn to Dayton and from I-675 to WPAFB, and vice versa. The Five Points commercial area is primarily large-format retail that is currently experiencing decline and vacancy issues.

These areas should be strategically redeveloped as a strong neighborhood commercial center to better serve the current residents. Areas designated as Commercial Corridor should provide varied goods and services to residents and visitors and create commercial environments that are vibrant and economically stable with a variety of businesses.

NEIGHBORHOOD SUBDISTRICT

Providing ample housing options and neighborhood amenities for new and existing residents is key to building and sustaining a community and sense of place. This strategy for this character is to support existing infrastructure and broaden the current housing market. Development may include single family homes, duplexes, townhomes, and small- to medium-scale multifamily units. A heavy focus should be placed on pedestrian connectivity throughout the area with sidewalks, lighting, and street trees. The primary focus within this subdistrict should be on property maintenance, and maintaining and improving the existing infrastructure.

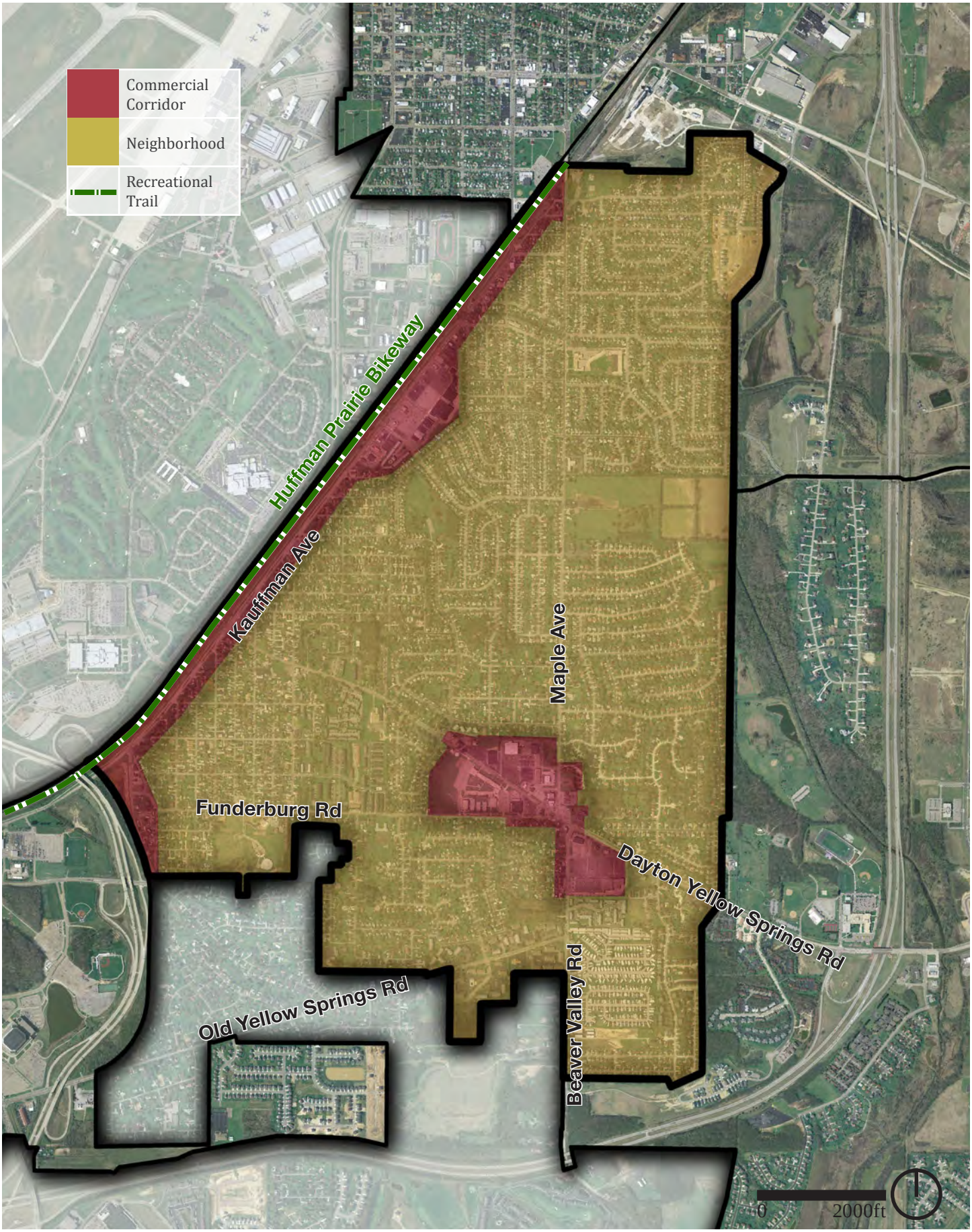


Figure 5.40 - *Central District Development Character Map*

5.4.1 commercial corridor subdistrict

DEVELOPMENT CHARACTER

Where permitted by zoning, a **mix of uses** including retail, service and office, may be integrated in areas throughout the district. In some instances residential may also be appropriate located either above comercial uses or slightly removed from the main corridor.

Architecture should be of high-quality, preferably integrating green building and sustainable site design elements. Building design should complement surrounding uses and densities. All buildings are to include three or four-sided architecture. Traditional and natural materials such as brick, stone, fiber-cement siding, should be the dominant materials used on the building.

Building massing and color should vary between structures to break up the facade and provide visual interest. Windows at the street level should be large and transparent.

Building siting should be based on short setbacks to primary streets, creating a defined street wall and integrate design elements that activate the street and public realm. Parking shall be provided to the rear or side of all principal structures.

Parking should be internal to each site, screened from the public right-of-way, and may be identified with signage at the discretion of City staff. If parking must be located on the side of a building, the narrowest side of the parking lot should face the street and parking lot screening elements such as shrubs and decorative fencing shall be maintained by the property owner. The impacts of on-site parking should be minimized through segmented parking areas, shared parking, and landscaping. Buildings surrounded by a parking lot should be discouraged.

Public space amenities such as street furniture (benches, pedestrian-scale lighting, bike racks, trees, and trash receptacles, etc.) should be integrated as part of future development. Individual developments should be designed to interact with the surrounding streetscape and adjacent structures, with primary building access off public spaces and adjacent streetscapes.

Streets should be appropriately scaled with the pedestrian as the priority. Though private roadways are discouraged, if required, they shall include sidewalks to provide a seamless pedestrian connection between the public and private realm.


eatery




SAFEWAY


CBX
CBX


NORTH






The Wine Bistro

5.4.2 neighborhood subdistrict

DEVELOPMENT CHARACTER

Mix of residential products may include single family detached, duplex, townhomes, and low- to medium-density multifamily buildings. Sidewalks should be located in front of every residence, creating the pedestrian connection between the public and private realm.

Connections, both vehicular and pedestrian, should be made wherever possible to the Huffman Prairie Bikeway along Kauffman Ave and Community and Wedgewood Parks, as well as other public spaces.

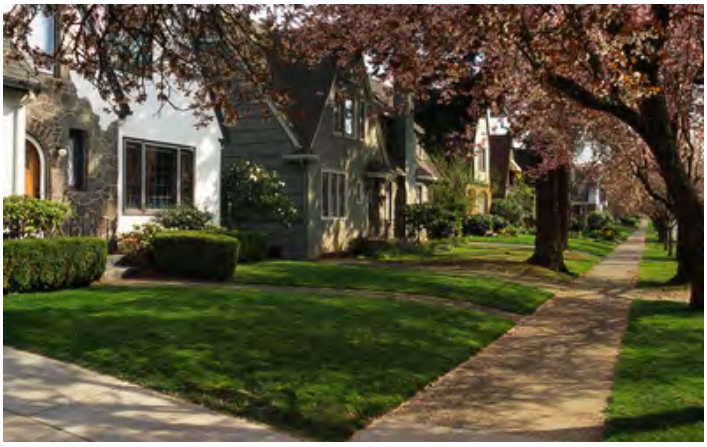
Streetscapes should be appropriately scaled with the pedestrian as the priority. Sidewalks, pedestrian connections, crosswalks, curb extensions, and pedestrian signals should be used along major corridors and in the vicinity of institutional uses. Streetscape improvements in the residential neighborhoods should include street trees and ample lighting.

Public spaces encourage pedestrian activity and should include amenities such as benches, pedestrian-scale lighting, bike racks, trees, and trash receptacles. Public spaces should be designed to include features such as outdoor dining, fountains, and recreation spaces.

Pedestrian crossings should be visible to oncoming traffic in order to increase safety and walkability. Crossings and curb ramps should also be accommodating to people of all abilities.

Architectural character may vary within the subdistrict and should incorporate the contextual character of the surrounding area while employing high quality materials. Routine property maintenance is encouraged to preserve neighborhood character and value.

Parking should include both private and public parking. Residences should have access to private parking that shall be internal to each site. The impacts of multifamily complex parking should be minimized through green screening, segmented parking areas, pervious pavement, and landscaping.

















5.5

future land use

OVERVIEW

The land use section outlines the future land use plan for the Central District, detailing which uses and what specific requirements should be in place for future development.

Land Use Type	Description
Suburban Residential	Walkable neighborhoods characterized by single family homes and duplexes situated on small- to medium-sized lots supported by public spaces within or adjacent to the development.
Medium Density Residential	Walkable neighborhoods characterized by multi-family units, incorporating public space and high-quality architecture.
Neighborhood Commercial	A compact development type that promotes a mixture of uses. The district is intended to promote pedestrian activity and a denser, more connected development pattern.
Community Commercial	Intended to serve a larger region with retail, services, restaurants, and general commercial.
Parkland	Substantial amounts of land within the East District is undevelopable or prohibitively expensive to develop. Turning these lands into parkland will offer an amenity for residents throughout the City.

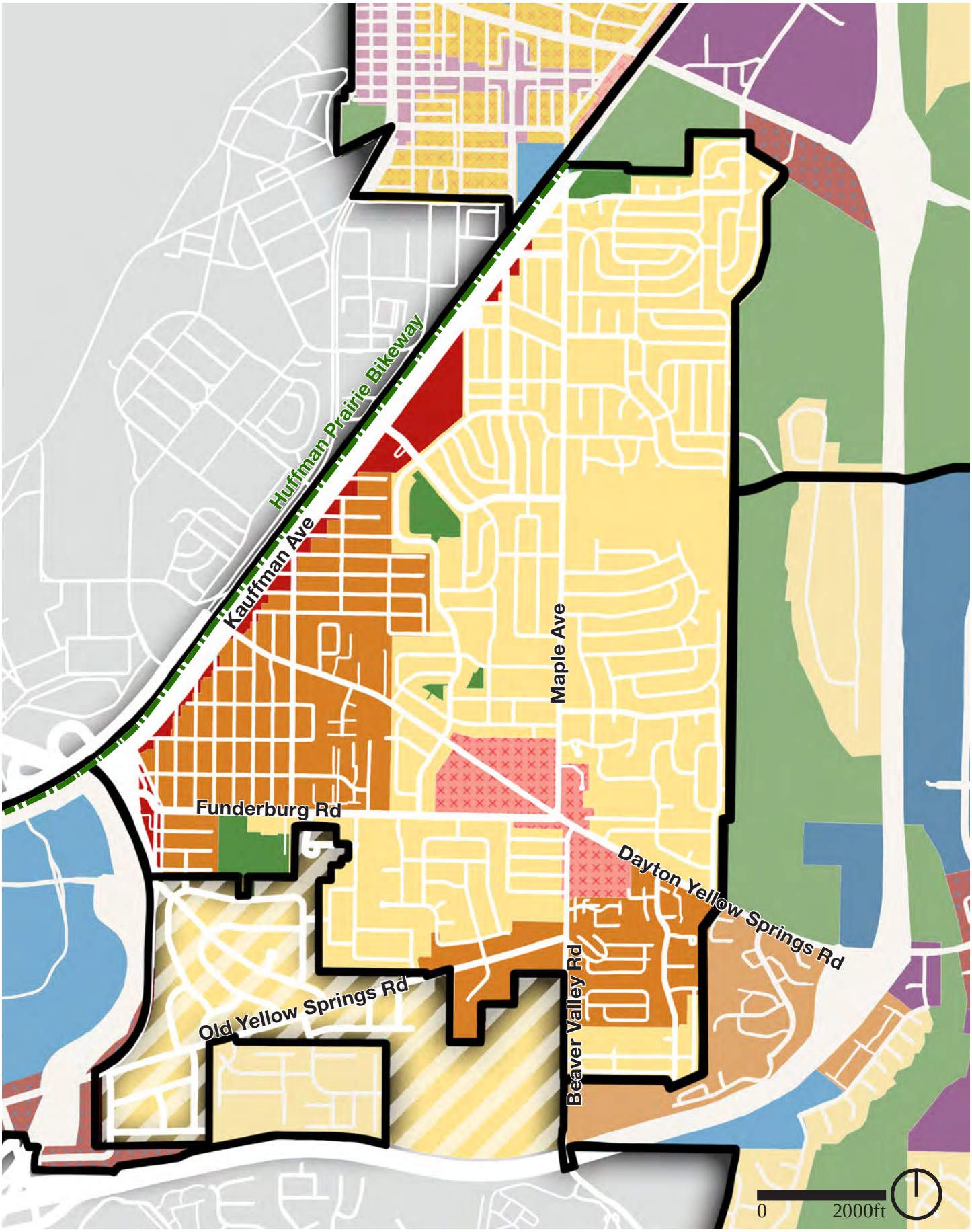


Figure 5.41 - *Central District Future Land Use Map*

5.6 design concepts

SOUTH FIVE POINTS

The existing K-Mart site located at the southeast corner of Dayton Yellow Springs Road and Beaver Valley Road has been reimagined here as an integrated site that accommodates a number of different uses.

At the southern end of the site, a series of multi-family residential buildings are proposed. This residential development is oriented so as to create a streetscape to the north, and semi-public space between the buildings. Approximately 180 residential units can be incorporated into the southern portion of the site, supporting the construction of shared amenities such as a pool and clubhouse. Townhomes have been shown to the north, which work to reinforce the streetscape created by the buildings on the southern end.

Mixed-use commercial buildings are placed to the northern end of the site, allowing commercial tenants significant visibility from Dayton Yellow Springs Road. Parking is incorporated to the rear, with the existing lot on the corner utilized as overflow. Approximately 50,000 s.f. of mixed-use commercial has been integrated into the site plan.











Figure 5.42 - *Strategic Redevelopment Plan Five Points Concept*

5.6 design concepts (cont.)

NORTH FIVE POINTS

The properties to the north and south of Dayton Yellow Springs Road are currently occupied by an elementary school to the south and a mixture of commercial buildings to the north.

A redevelopment concept shown south of Dayton Yellow Springs Road incorporates a mixture of retail, service, office, Research and Development, and Flex office space. Connectivity through the site has been prioritized, allowing movement from Dayton Yellow Springs Road down to Funderburg Road to the south. A large greenspace has been reserved as the central element for the development, giving employees and visitors a place to enjoy out of doors. Retail and service buildings front Dayton Yellow Springs Road, with parking located to the interior of the site. In all, approximately 110,000 s.f. of R&D / Flex office space, along with an additional 50,000 s.f. of office space, is shown on the site, complemented by a substantial amount of greenspace and retail service space.

The existing development to the north of Dayton Yellow Springs Road provides a substantial base of employment. Existing buildings are retained in this site plan, with some additional outparcel buildings incorporated within the existing underutilized parking area. Three small-scale office buildings have been shown at the intersection of Dayton Yellow Springs Road and Ironwood Drive, replacing several aging existing buildings.











Figure 5.43 - *Strategic Redevelopment Plan Five Points Concept*

5.7

implementation

OVERVIEW

Following the identification of the planning principles and future land use, a series of objectives and actions were created for each district that is intended to support the realization of the Plan. The four objectives of the Central District are seen as having the greatest impact in this area and have been described here as a guide for City officials and policy makers. To aide in implementation, these objectives and actions are listed in a worksheet format in Chapter 8: Implementation.

The objectives and actions outlined in this section of the Plan reference land use recommendations and policies that describe the future land use condition of the City. These recommendations are described in text, and illustrated by Figure 5.39: Central District Future Land Use Map, found on page 112. Collectively the principles, character, objectives, and actions together with the future land use map should be referenced when land use decisions are made.

RESPONSIBLE PARTIES

- **FAIRBORN LEADERSHIP** (CITY MANAGERS & COUNCIL)
- **PLANNING AND ZONING**
- **CITY ENGINEER**
- **PARKS AND RECREATION**
- **POLICE DEPARTMENT**
- **FIRE DEPARTMENT**

PARTNERS

- **CHAMBER OF COMMERCE**
- **FAIRBORN CIC**
- **WRIGHT PATTERSON AFB**
- **FAIRBORN SCHOOLS**
- **WRIGHT STATE UNIVERSITY**
- **GREENE COUNTY**
- **PRIVATE LAND OWNERS**
- **BW GREENWAYS**

TIMEFRAME

SHORT TERM	**1-3 YEARS**
MEDIUM TERM	**3-6 YEARS**
LONG TERM	**6-10 YEARS**
ONGOING	**ACTION TO BE CONTINUOUSLY ADDRESSED**

OBJECTIVE 5.1

Promote redevelopment in and around the Five Points and Kauffman Ave commercial areas.

Action 5.1.1
Create a detailed redevelopment plan and marketing strategy to comprehensively redevelop the Five Points and Kauffman Ave areas.

Action 5.1.2
Update zoning code standards to promote flexibility in the types of uses permitted in the areas with the goal of creating/accommodating a mix of income generating uses including residential.

Action 5.1.3
Update parking standards to decease the quantity and improve the quality of parking associated with commercial uses in these areas.

Action 5.1.4
Improve walkability and pedestrian connections from adjacent neighborhoods to the commercial areas.

Action 5.1.5
Create a unique signage and branding strategy to identify and brand the areas within the larger community fabric.

Action 5.1.6
Consider creating a Community Reinvestment Area as an economic development tool to promote redevelopment.

Action 5.1.7
Recognize Kaufman Avenue as a key corridor and "front door" to the Priority Development Areas by targeting strategic portions of the corridor for aesthetic streetscaping upgrades. When considering streetscape upgrades on this corridor, focus investment on strategic corridor locations that can be planned for future redevelopment activity.

OBJECTIVE 5.2

Promote a mix of housing types that meet current and projected market demand.

Action 5.2.1
Update zoning code standards to allow for and promote higher density multifamily options along Kauffman Ave and Dayton-Yellow Springs Road.

Action 5.2.2
Target blighted and underperforming multifamily and single family structures for redevelopment.

OBJECTIVE 5.3*

Promote the redevelopment and stabilization of existing neighborhoods

Action 5.3.1
Create homeowner maintenance and education plan to support/promote exterior improvements.

Action 5.3.2
Target blighted properties for acquisition and demolition.

Action 5.3.3
Provide targeted code enforcement efforts with established neighborhoods to address/improve property maintenance conditions.

Action 5.3.4
Maintain and reinvest in streets and sidewalks.

OBJECTIVE 5.4

Improve existing park network and connections between residences and parks.

Action 5.4.1
Promote the incorporation of open space in areas that are underserved.

* *Indicates the Objective is one of eight Priority Objectives, based on public input.*

Action 5.4.2
Evaluate existing park designs and amenities such as landscaping and program mix to develop a strategy to enhance existing neighborhood parks.


6

UNIVERSITY DISTRICT

6.1 introduction

LOCATION & ACCESS

The southern boundary of the University District follows the edge of I-675, an auxiliary interstate highway that serves as a bypass of the City of Dayton. I-675 has one exit, 17, that connects to McClernon Memorial Skyway, or S.R. 844, which defines the eastern edge of the University District. McClernon Memorial Skyway connects to Wright State University and Wright Patterson Airforce Base.

In addition to the highway, Kauffman Avenue and Colonel Glenn Highway travel through the University District. Kauffman Avenue forms the northern border of the District and continues northeast through the Central District. Colonel Glenn Highway is the southern border of Wright State University and is the main commercial corridor for the District.

FUTURE GROWTH

The University District has little vacant land. Over half of the District area is owned by Wright State. Of this area, much of the land is undeveloped open space that is open to University students and staff, as well as Fairborn residents. The remainder of the District area is composed of large format commercial properties, offices, and multifamily dwellings. In the future, any major development in this District will likely be spurred by University expansion.

WRIGHT STATE PARTNERSHIP

Universities can be valuable community assets. Frequently hosts to a broad range of guests, universities bring a constant stream of visitors to an area. Wright State's own entertainment and performance arena, the Nutter Center, has the capacity to host large events with a regional draw and a big local impact.

Universities can also be important community partners. Community-university partnerships can help in community revitalization, foster civic engagement, retain young professionals, and strengthen the workforce development of an area. Additionally, as students become a part of the community through activities, volunteer opportunities, and internships, they are more likely to transition into residents and community stakeholders upon graduation.

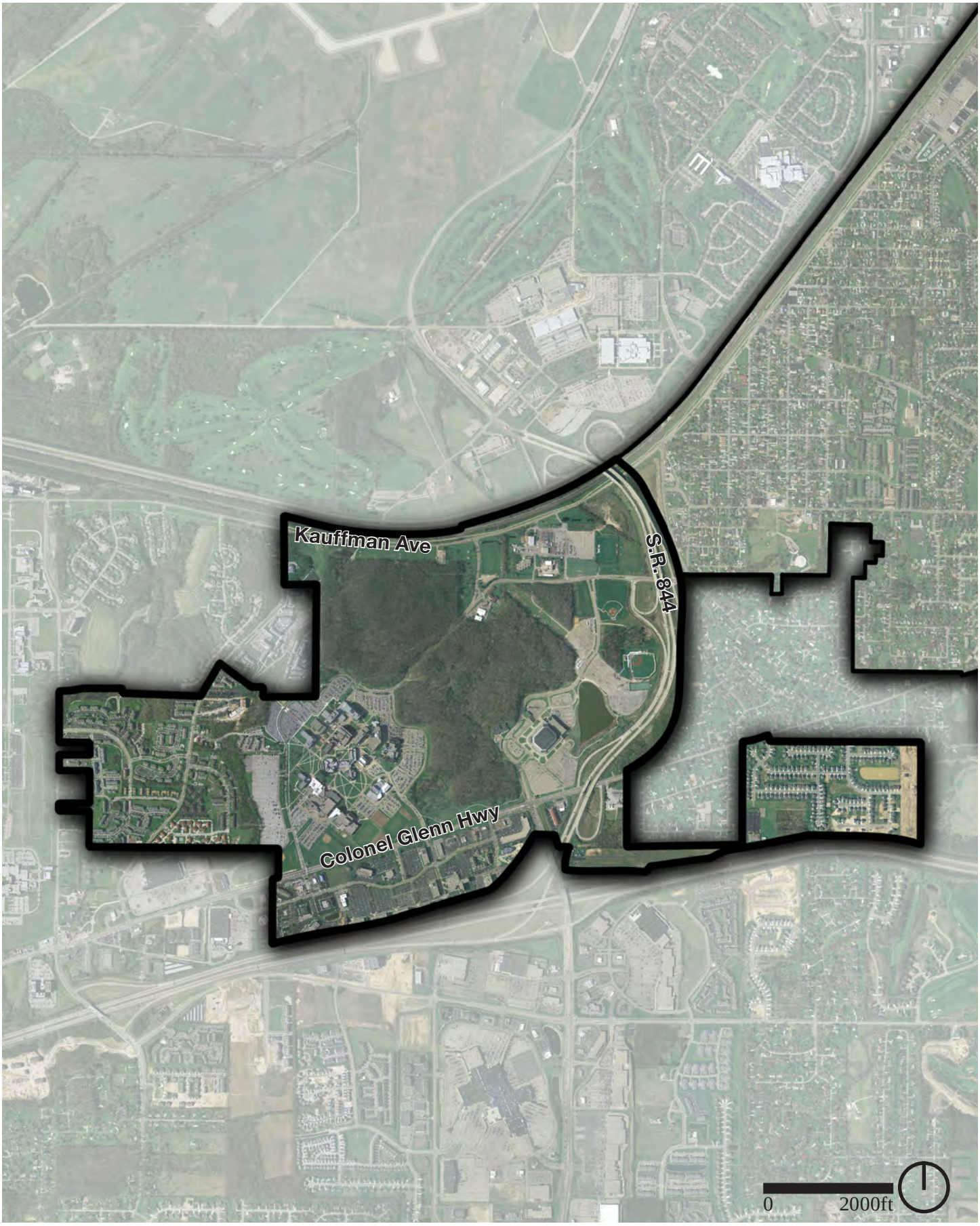


Figure 6.1 -*University District Map*

6.2

key findings

OVERVIEW

From the existing conditions analysis of the University District and public input process, key findings were identified for the area and are listed in the following section. These key findings are also illustrated in results from the community survey. From the University District key findings, development principles were created to address and direct the area's future growth. Development principles and recommendations are stated in the conclusion of this chapter.

KEY FINDINGS

- The University District has experienced a 2.16% growth in residents from 2000-2010, the highest growth of any district.
- The median income is approximately $13,000 less than the city as a whole which can be largely attributed to the student population.
- The median age is almost ten years younger than the city as a whole, most likely due to the University's student population.
- A majority of the land is either University-owned or multi-family.
- Very little land within the University District is currently developable, although the University has abundant open space for recreation and future expansion.
- A majority of the housing in the University District is student housing, leading to the above-average renter ratio of 85%.
- With 31,000 and 22,000 average daily trips along N. Fairfield Drive and Colonel Glenn Highway, respectively, these roadways carry some of the largest traffic volumes in Fairborn.
- The Huffman Prairie Bikeway runs along Kauffman Ave north of the District, but lacks direct ties into the campus.
- There are currently no roads on-campus or leading to it with dedicated bike lanes.
- There is no official partnership or task force currently coordinated between Wright State administration and City officials.
- With a capacity of 12,000 people, the Nutter Center at Wright State University hosts major political, sporting, and entertainment events, and continues to foster/complement economic development in the area.

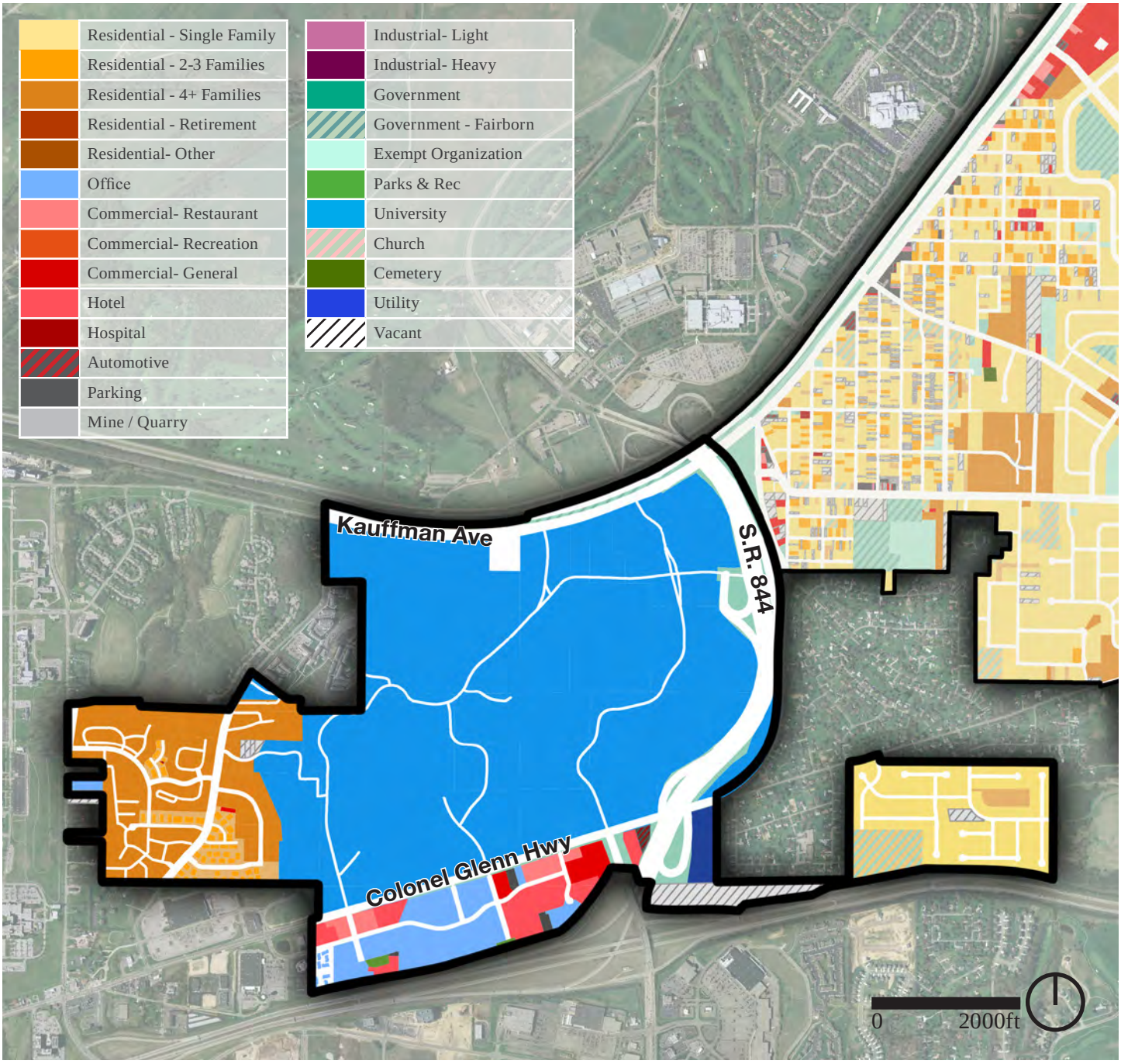


Figure 6.2 - *University District Existing Land Use*

	District	Fairborn
Total area	1.7 mi^2	14.95 mi^2
2015 Population	3,258	32,352
2015-2020 Annual change	2.16%	0.01%
Median Age	23.1	32.4
Under age 18	10.3%	20.40%
Age 65+	2.7%	13.20%
Median Household Income (2015)	$28,112	$41,720

Table 6.3 - *University District & Fairborn demographics*

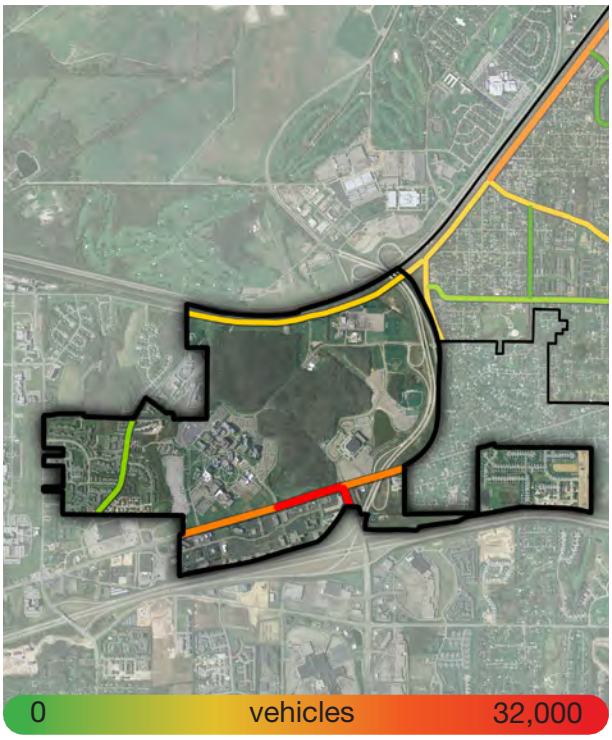


Figure 6.3 -*University District Infrastructure*

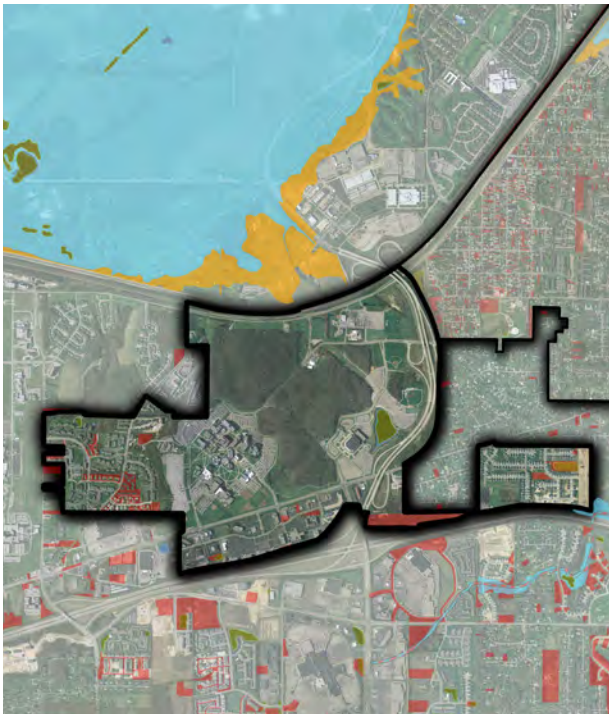


Figure 6.4 -*University District Developable Land*

FAST FACTS

0.34 MILES
of existing bike lane

8.34 MILES
of proposed bike lane

- The breakdown of the total bike facilities (existing and proposed) is as follows:

  27.3% signed shared roadway

  40.6% shared use path

  32.1% dedicated bike lane

- The area would benefit from implementing the proposed bikeways to increase mobility of students withour increasing parking needs (Figure 6.5).

- Colonel Glenn Highway currently hosts the highest level of traffic on a daily basis (Figure 6.3). This area offers the highest visibility for any new development.

- There is minimal developable land in the district (Figure 6.4). New development will be infill or University-driven.

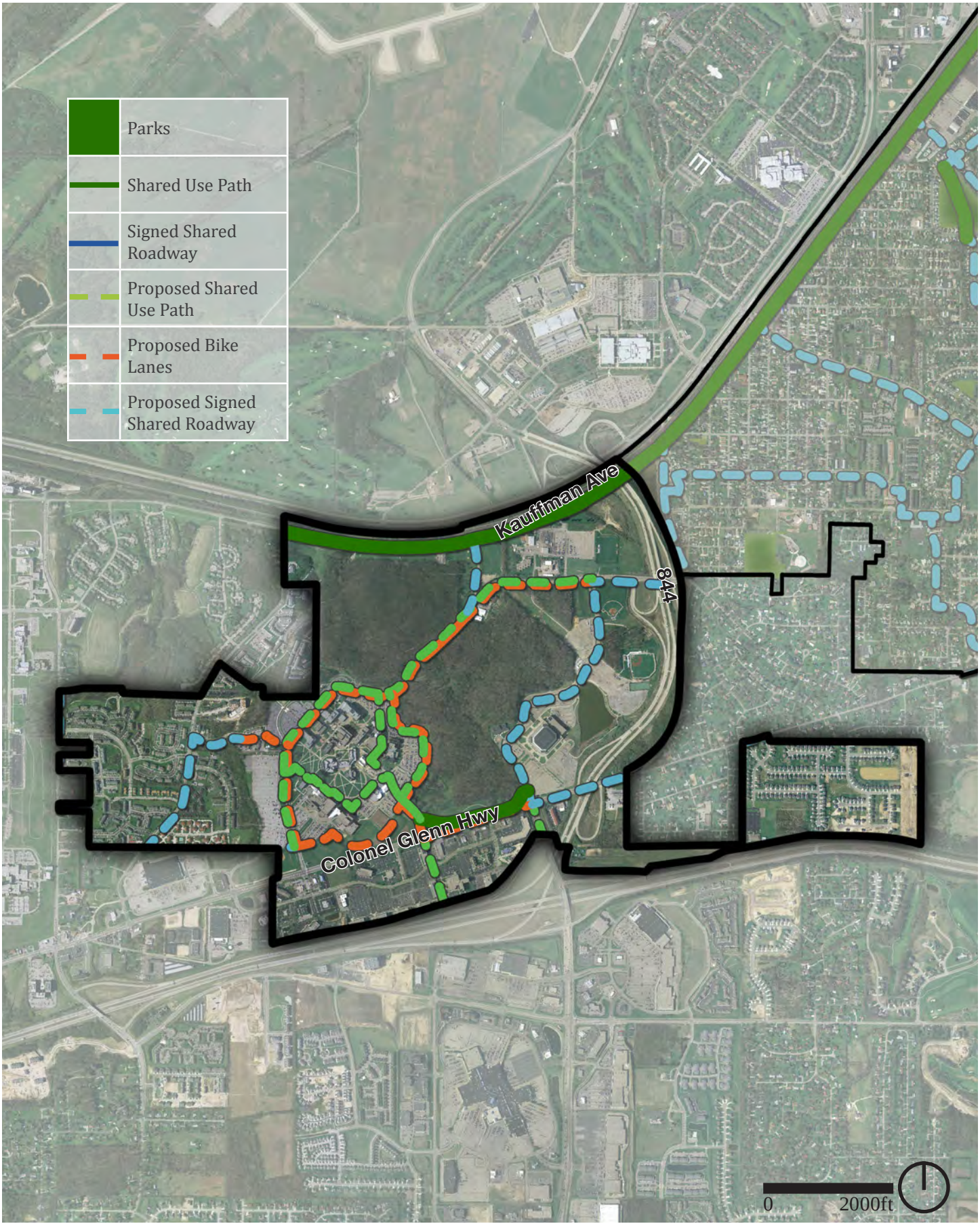


Figure 6.5 -*Univeristy District Parks and Recreation*

WHERE TO GROW

As described in the Community Analysis Chapter, the community was asked to indicate areas within Fairborn that they would like to "Enhance" and "Renew." When results of the exercise were combined, clear trends emerged.

For the University District, community members indicated several areas for new growth. Starting at the entrance to the University District from I-675, many identified the properties along Colonel Glenn Highway, west of S.R. 844, for enhancement and renewal. Easily accessible via exits 16 and 17 from I-675, this stretch of Colonel Glenn Hwy bisects University-owned land and a significant area of commercial uses. New investment and revitalization here could have a significant impact on the University, the community, and those traveling to and from WPAFB.

Participating community members also identified the area east of S.R. 844 and north of I-675 as an opportunity for enhancement. Within the area identified is a large strip of undeveloped land with high visibility from I-675, S.R. 844, and N Fairfield Road.

The land on either side of S.R. 844 and Colonel Glenn Highway at the northeast corner of the University District was voted by many of the community participants to be considered for enhancement. Most of the land marked for enhancement is currently undeveloped. The area to the west is owned by the University and is presently sports fields and supporting facilities. To the northeast, the Kauffman Avenue corridor continues in the Central District. This corridor is lined with tired commercial properties that could be redeveloped to better serve the community as a whole.

Finally, several participants marked the residential areas on the western side of the University District as an area to be renewed. This area is a mix of multifamily dwelling units and might support increased density and more student housing options.

FAST FACTS

Enhance
Places that are developed, but could benefit from new investment and revitalization efforts.

Renew
Places that are underdeveloped and could benefit from fresh ideas and redevelopment.

20 PUBLIC RESPONSES

12 STEERING COMMITTEE RESPONSES



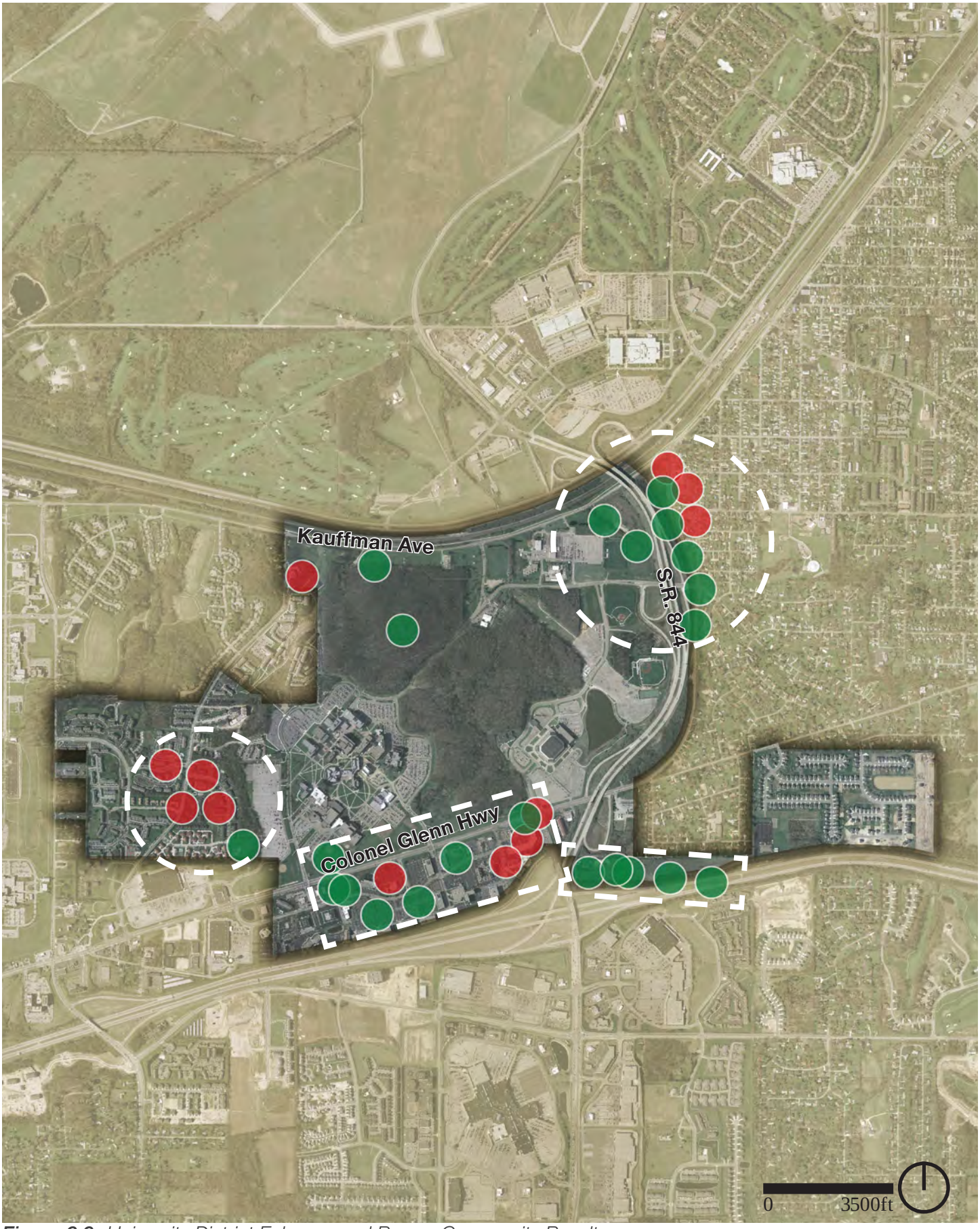


Figure 6.6 -*University District Enhance and Renew Community Results*

6.3 development principles

OVERVIEW

The Development Principles are a set of guidelines to provide comprehensive strategies for a district. As development occurs, it must be tested against the development principles in this Section, to verify it meets the overall intent of the University District.



A COMMUNITY THAT FOSTERS THE RELATIONSHIP BETWEEN FAIRBORN RESIDENTS AND BUSINESSES, AND THE UNIVERSITY FACULTY AND STUDENTS.



A BALANCED MIX OF HOUSING OPTIONS THAT ACCOMMODATES STUDENTS OF DIFFERING NEEDS



A DIVERSE COMMUNITY WITH A VARIETY OF HOUSING OPTIONS AND JOB OPPORTUNITIES FOR UNIVERSITY GRADUATES



A ROBUST COMMERCIAL CORRIDOR THAT SUPPORTS THE HIGH INFLUX OF DAYTIME VISITORS



A DISTRICT THAT IS CONNECTED THROUGH MULTI-MODAL TRANSPORTATION OPTIONS INCLUDING BOTH AUTOMOTIVE AND NON-MOTORIZED TRANSPORTATION OPTIONS



A DISTRICT THAT PROMOTES THE COMMUNITY IMAGE AND BRAND THROUGH HIGH QUALITY DEVELOPMENT AND UNIQUE PUBLIC PROJECTS AND FEATURES

6.4 development character

OVERVIEW

The Development character outlined within this section is intended to explain and define the character and standards for various components of future development. As development occurs throughout the District, planners and policy makers should test whether the proposed development embodies the character as outlined within this Plan.

To further define the type and character of development that is desired and appropriate for areas within Fairborn, the University District has been broken down into two distinct subdistricts; ***Mixed-Use Institutional*** and ***Student Neighborhood***.

MIXED-USE INSTITUTIONAL SUBDISTRICT

The subdistrict that encompasses the whole of Wright State University as well as the area between Colonel Glenn Highway and I-675 should generally have a "campus" feel. Buildings will be large in scale with apparent signage and ample parking located to the rear of buildings or in surface lots and parking structures within a half mile walking radius of the destination. The parcels on either side of Colonel Glenn Highway should frame the corridor and support a mix of uses including commercial, office, multifamily residential, and institutional, creating a gateway to the University.

STUDENT NEIGHBORHOOD SUBDISTRICT

The residential subdistricts to the east and west of the University should support Wright State students as well as newly graduated young professionals. Residences should be multifamily in nature to ensure adequate housing supply but may include a range of densities and styles such as apartments, condos, and townhomes. A vision plan for these neighborhoods should be developed in conjunction with University administration to ensure the area meets the college's needs and is used by the University as a marketing tool to attract new students.

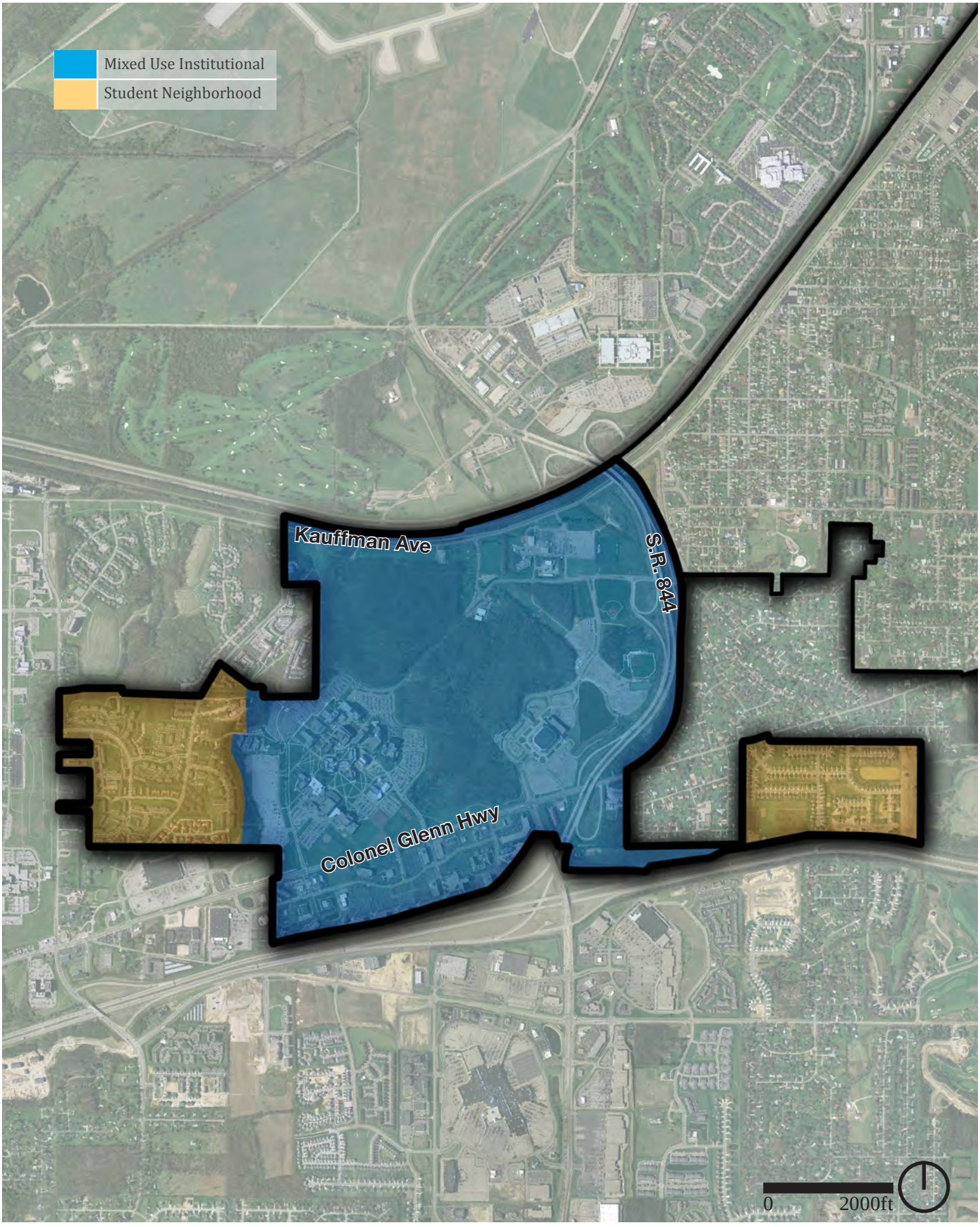


Figure 6.7 - *University District Development Character Map*

6.4.1 mixed-use institutional subdistrict

DEVELOPMENT CHARACTER

A **mix of uses** may be integrated both vertically and horizontally along Colonel Glenn Highway and stretching south to I-675. Retail and restaurants are encouraged at pedestrian level with classrooms and residential located on upper floors. Signage and facade design are encouraged to differentiate between different uses.

Architecture should be of high-quality, preferably integrating green building and sustainable site design techniques. Building design should complement surrounding uses and enable various commercial tenants to exist under one roof with shared parking to the rear or side. All buildings are to include four-sided architecture and encourage loading from side streets and/or very small, screened service courts.

Building massing and color should vary between structures to break up the facade and provide visual interest. Windows at the street level should be large and transparent.

Building siting should orient towards any adjacent streets with all buildings constructed on a build-to line, creating a defined street wall. Buildings should activate adjacent sidewalks and public spaces with facades, landscaping, street furniture, etc.. Parking shall be provided to the rear or side of all principal structures.

Parking should be screened from the public right-of-way and may be identified with wayfinding signage at the discretion of City staff. If parking must be located on the side of a building, the narrowest side of the parking lot should face the street and parking lot screening elements such as shrubs and decorative fencing shall be maintained by the property owner. The impacts of on-site parking should be minimized through segmented parking areas, shared parking, pervious pavement, and landscaping. In no situation shall a building be surrounded by a parking lot. Structured parking is encouraged to be fronted or "wrapped" with retail, residential, and institutional uses to maintain the pedestrian environment of the area.

Public space amenities such as street furniture (benches, pedestrian-scale lighting, bike racks, trees, and trash receptacles, etc.) should be provided throughout the district and in common, public spaces. Individual developments should be designed to interact with the surrounding streetscape and adjacent structures. Features such as outdoor dining, plazas, and recreation spaces shall be made available for employee and/or public use.

Streets should be appropriately scaled with the pedestrian as the priority. All roadways, public and private, shall include spacious sidewalks to provide a seamless pedestrian connection between the public and private realm.




BORDERS


Hampton Inn & Suites


cars cafe









6.4.2 student neighborhood subdistrict

DEVELOPMENT CHARACTER

Residential density should be a top priority in these neighborhoods as they are closest in proximity to the University. A variety of multifamily housing types are permitted including townhomes, apartments, and condominiums. Density may be achieved through various scales and heights of developments.

Diversity of housing types and pricing is also key in an area marketed to students. Layouts of apartments may reflect student lifestyles including shared recreation and entertainment rooms, study rooms, and 4-6 bedroom apartments.

Transportation via bus is highly encouraged in this area to continuously connect students to campus without requiring personal vehicles, therefore reducing on-campus parking requirements. Routes are also recommended to extend beyond the University District into Downtown to encourage students to integrate with the Fairborn community. Increased bus routes and frequencies will require a University initiative and should be expressly addressed.

Amenities of larger residential developments take the place of public spaces and may include features such as outdoor dining areas, pools, and recreation spaces available for residents. Such amenities are maintained by the private land owner and can act as major marketing tools.

Streetscapes should be appropriately scaled with the pedestrian as the priority. Sidewalks should be present on all roads, including internal development roads, to provide a seamless pedestrian connection between the public and private realm. Streetscape improvements should include street trees and pedestrian-scaled lighting.

Pedestrian crossings should be included at major intersections in order to increase safety and walkability. Crossings and curb ramps should also be accommodating to people of all abilities.

Site design should orient all primary façades towards the street. Setbacks in this residential area may range from 10-30 feet and should complement and build a neighborhood character through the incorporation of porches, patios, and stoops. Parking should be located to the rear in order to promote a pedestrian friendly streetscape to the front.

Parking shall be internal to each site, situated to the rear of buildings, and screened from the public right-of-way with landscaping or decorative fencing where necessary. The impacts of on-site parking should be minimized through segmented parking areas, pervious pavement, and landscaping.

















6.5

land use

OVERVIEW

The land use section outlines the future land use plan for the University District, detailing which uses and what specific requirements should be in place for future development.

RECOMMENDED DEVELOPMENT FRAMEWORK

Land Use Type	Description
Institutional	Buildings that house all classrooms, offices, and support services of Wright State University. Also included is any recreational or open space owned by the University.
General Commercial	Intended to serve a larger region with retail, services, restaurants, and general commercial.
Medium Density Residential	Walkable neighborhoods characterized by multi-family units with diversified pricing options and high-quality architecture.

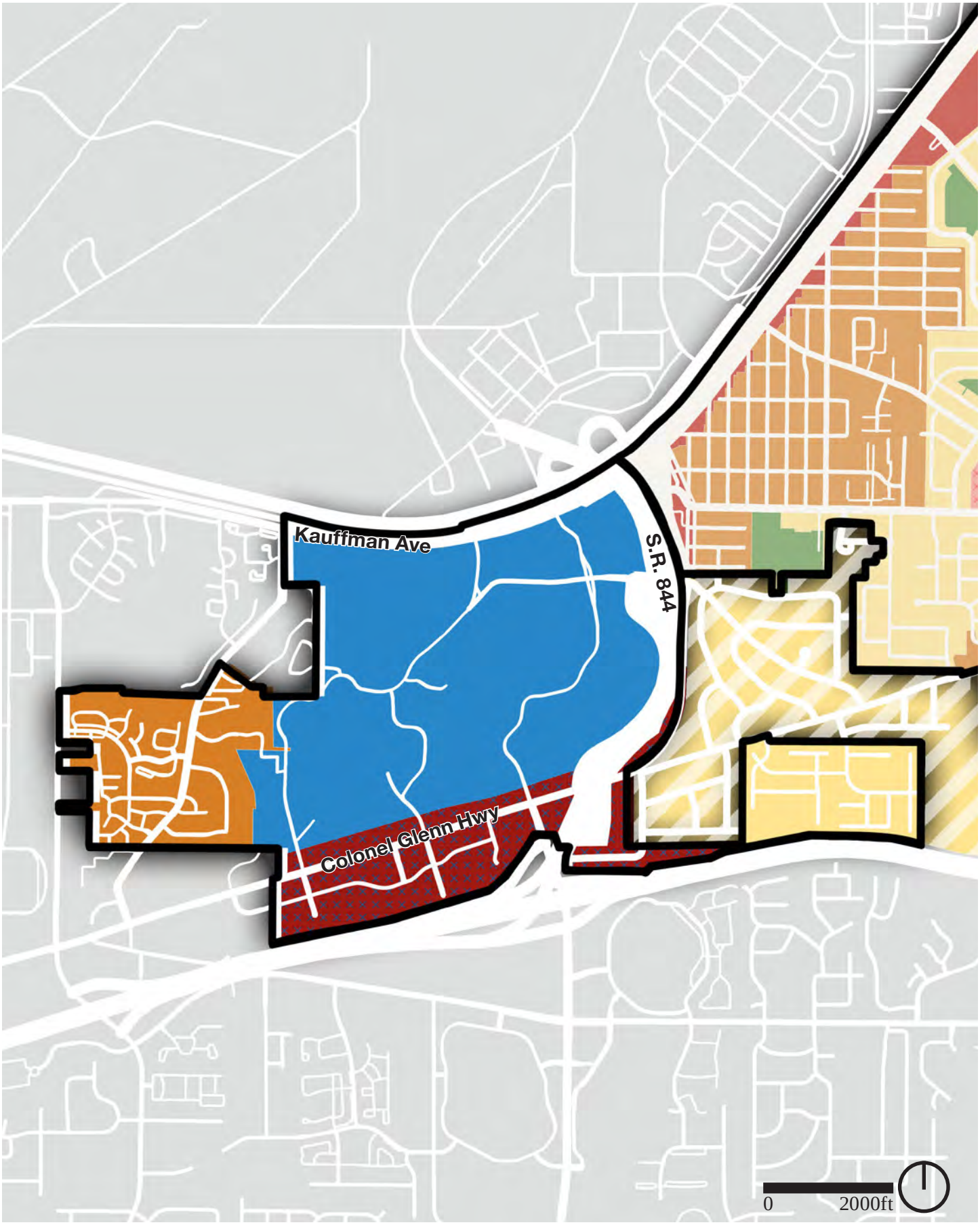


Figure 6.8 - *University District Future Land Use Map*

6.6 design concept

COLONEL GLENN HIGHWAY

Acting as the “front door” to the City of Fairborn, from both Wright State University and Wright Patterson AFB, the Colonel Glenn Highway is an important area for quality redevelopment. The existing street network limits the site size and does not allow for significant development along this primary corridor, leaving much of the property not at its highest and best use.

The concept shows a reorganization and elimination of roadways allowing for a suitable development depth. The northern portion of the development near the proposed roundabout is primarily residential, with two podium-parked buildings along the Highway. Townhomes to the east buffer the existing residential, while creating a streetscape to the west.

Mixed-use buildings have been designed to take advantage of the visibility from Colonel Glenn Highway, with parking located to the rear. The existing configuration of Funderburg Road has been retained, with buildings framing a large greenspace to the south, which acts as the organizing element for the development concept.











		USE TYPE	STORIES	S.F. / UNITS
	A	Residential - Podium Park	3	68 units
	B	Residential - Podium Park	3	84 units
	C	Mixed Use	2	50,400
	D	Mixed Use	2	47,400
	E	Mixed Use	1	6,400 s.f.
	F	Mixed Use	2	48,916
	G	Mixed Use	2	27,974
	H	Residential - Townhomes	3	5 units
	I	Residential - Townhomes	3	5 units
	J	Residential - Townhomes	3	5 units
	K	Residential - Townhomes	3	5 units
	L	Residential - Apartments	3	11 units
	M	Residential - Apartments	3	30 units
	N	Residential - Apartments	3	20 units

Figure 6.9 - *Strategic Redevelopment Plan Colonel Glenn Concept*

6.7

implementation

OVERVIEW

Following the identification of the planning principles and future land use, a series of objectives and actions were created for each district that is intended to support the realization of the Plan. The four objectives of the University District are seen as having the greatest impact in this area and have been described here as a guide for City officials and policy makers. To aide in implementation, these objectives and actions are listed in a worksheet format in Chapter 8: Implementation.

The objectives and actions outlined in this section of the Plan reference land use recommendations and policies that describe the future land use condition of the City. These recommendations are described in text, and illustrated by Figure 6.8: University District Future Land Use Map, found on page 140. Collectively, the principles, character, objectives, and actions, together with the future land use map, should be referenced when land uses decisions are made.

RESPONSIBLE PARTIES

- **FAIRBORN LEADERSHIP** (CITY MANAGERS & COUNCIL)
- **PLANNING AND ZONING**
- **CITY ENGINEER**
- **PARKS AND RECREATION**
- **POLICE DEPARTMENT**
- **FIRE DEPARTMENT**

PARTNERS

- **CHAMBER OF COMMERCE**
- **FAIRBORN CIC**
- **WRIGHT PATTERSON AFB**
- **FAIRBORN SCHOOLS**
- **WRIGHT STATE UNIVERSITY**
- **GREENE COUNTY**
- **PRIVATE LAND OWNERS**
- **BW GREENWAYS**

TIMEFRAME

SHORT TERM	**1-3 YEARS**
MEDIUM TERM	**3-6 YEARS**
LONG TERM	**6-10 YEARS**
ONGOING	**ACTION TO BE CONTINUOUSLY ADDRESSED**

OBJECTIVE 6.1*

Foster university-community collaboration.

Action 6.1.1
Create a standing University and Community committee to promote 'town gown' initiatives.

Action 6.1.2
Adopt a University and Community compact for collaboration.

Action 6.1.3
Coordinate economic development initiatives within the University District.

Action 6.1.4
Collaborate with the University to identify student housing needs and development opportunities.

Action 6.1.5
Strengthen the sense of community between students and nonstudents.

* *Indicates the Objective is one of eight Priority Objectives, based on public input.*

OBJECTIVE 6.2

Improve housing options for students, faculty, and staff.

Action 6.2.1
Ensure all rental housing is in a safe, sanitary, and properly permitted.

Action 6.2.2
Work with the Fairborn Development Corporation and the University to support financial mechanisms to help faculty and staff find quality and affordable housing.

Action 6.2.3
Collaborate with the University to make the District a more attractive place to live for year-round residents.

Action 6.2.4
Work with the University and Fairborn Development Corporation to enhance online presence of off-campus housing options for WSU students.

Action 6.2.5.
Promote quality multifamily housing in the University District.

OBJECTIVE 6.3

Promote multimodal transportation options for students, faculty, and staff.

Action 6.3.1
Explore the opportunity to create an integrated bus system serving both residents and residents.

Action 6.3.2
Identify high non-motorized areas and evaluate the need for enhanced crossings such signalization, pedestrian bridges and/or tunnels to improve connectivity.

Action 6.3.3
Create a strategy to build dedicated bike lanes or multi-use pathways along major corridors to and within the University District

OBJECTIVE 6.4*

Enhance the Economic Competitiveness of the District.

Action 6.4.1
Create entry features/gateways in partnership with the University highlighting the entrance to Fairborn and the University.

Action 6.4.2
Create a targeted economic development strategy to improve and diversify retail options along Colonel Glenn Highway near Kauffman Avenue.

Action 6.4.3
Increase branded wayfinding signage that highlights collaboration of City and WSU.

Action 6.4.4
Work with the Dayton Development Coalition to identify and support targeted reinvestment in the District.

Action 6.4.5
Create a focused redevelopment strategy for the commercial area along Colonel Glenn Highway near Kauffman Avenue.

Action 6.4.6
Create an overlay district along Colonel Glenn Highway between Presidential Drive and Raider Road with the goal of creating a mixed-use 'university village,' a shopping center and entertainment destination serving University faculty and staff and local residents.

Action 6.4.7
Examine opportunities to create a road diet and enhanced intersection to improve the pedestrian environment along Colonel Glenn Highway.

***** *Indicates the Objective is one of eight Priority Objectives, based on public input.*


7

EAST DISTRICT

7.1 introduction

LOCATION & ACCESS

The East District is bisected by I-675, an auxiliary interstate highway that serves as a bypass of the City of Dayton. There are currently two highway exits, 20 and 22, that occur within the East District. A third exit, 24, is located just outside the City's boundary in the northeast corner and is the last exit on I-675 before it merges with I-70. This location in proximity to the highway allows for easy access to the East District as well as high visibility along the corridor.

In addition to the highway, two major roads also cut through the East District, Xenia Drive and Dayton Yellow Springs Road. Xenia Drive is a direct offshoot from Route 68, connecting into the heart of Xenia just ten miles from Fairborn's eastern border. Dayton Yellow Springs Road is a regional connector that enters Fairborn just 5.6 miles from its point of origin in Yellow Springs, is a commercial corridor for Fairborn, and acts as a primary connection to Wright Patterson Air Force Base on the western border of Fairborn.

FUTURE GROWTH

As the area with the highest percentage of developable land, the East District has many opportunities for new growth. As mentioned in the Comprehensive Strategy Chapter, the City is limited in its opportunity to annex new land due to the proximity of Wright Patterson Air Force Base and other surrounding communities. There is, however, some opportunity to continue the trend of annexation to the east of Fairborn. Therefore, it is imperative that the East District be planned appropriately to promote such expansion should the opportunity to annex arise.

Currently, large expanses of land in the East District that are deemed "developable" have previously been home to heavy industrial uses, mostly for mineral extraction to manufacture concrete. While free from any current developments, this land will likely require some amount of remediation before new development can be created. Additionally, several stakeholders and City staff have discussed the presence of landfills in the area, these will render these areas to be undevelopable.

REGIONAL ATTRACTIONS

With freeway access and potential growth, the East District is poised to attract new residents and visitors from the region. If developed strategically, Fairborn may become the commercial hub for the surrounding smaller communities. Large employment centers and new, high-quality housing options are examples of regional attractions that could work well in the East District and help to enhance Fairborn's image and brand.

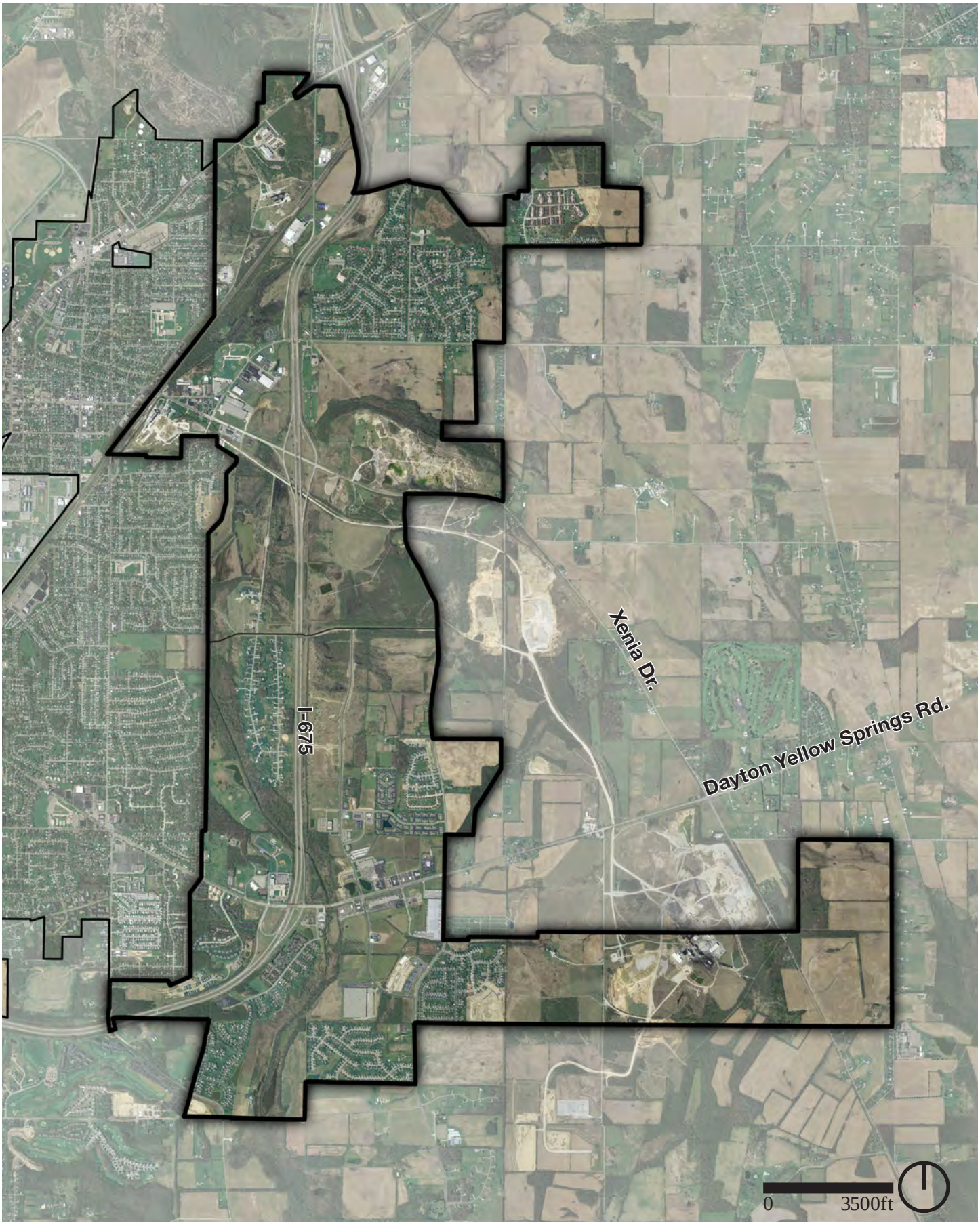


Figure 7.44 - *East District Map*

7.2 existing conditions

OVERVIEW

From the existing conditions analysis of the East District and public input process, key findings were identified for the area and are listed in the key findings section of this chapter. These key findings are also illustrated in results from the community survey. From the East District key findings, development principles were created to address and direct the area's future growth. Development principles and recommendations are stated in the conclusion of this chapter.

KEY FINDINGS

- The District has attracted a significantly higher percentage of the 65 and older population than the City as a whole.
- The median age of East District residents is 12 years higher than the City as a whole.
- Residents gave a high priority to having high quality new commercial areas within the city to provide goods and services and entertainment.
- 59% of Millennials and 50% of Boomers believe Fairborn needs to attract new residential development.
- There is a need to find balance in growth between infill and expansion.
- Residents rated expanding housing options as a high priority for future planning areas.
- Job growth is a high priority initiative for residents, with 44 percent dissatisfied with the mix of jobs in the community. Residents also noted that Technology, Retail and Hospitality, and Education were the types of jobs most desired.
- The median income in the East District is $70,453 per year, 70% higher than the City as a whole.
- Throughout the district, the median household income is $20,000-$35,000 higher than that of the City as a whole.
- 94% of residents age 65 and older gave high priority to owning their dwelling and indicated they would be looking to buy their next residence as well.
- When considering a move to a new neighborhood in Fairborn, 60% would consider a single family option, while 40% would consider multi-family options.
- Overall, residents are satisfied with existing parks and open space in established neighborhoods, but the amenity scored a high level of importance for residents when considering a move to a new neighborhood.
- When considering a move to a new neighborhood, residents ranked proximity to a school as a relatively low priority, however, residents also feel that improving the schools is an extremely high priority.

EXISTING CONDITIONS

The following analysis of the East District used maps and map data sources provided by the City of Fairborn and Greene County. Additionally, demographic data was obtained using ESRI business analyst, a tool that uses both American Community Survey (ACS) and Census data. Existing conditions were examined with steering committee members, stakeholders, and community members. This analysis guided public engagement and the development of the key findings for the East District.



Figure 7.45 - *East District Image*

POPULATION

Currently only 17% of Fairborn's population resides in the East District, which accounts for 58% of Fairborn's total land area. The age makeup of this district is distinctly different than that of the city as a whole. The median age (43.7) is 12 years older and the percentage of residents age 65 or older (36.1%) is almost three times that of the City of Fairborn, as shown in the table below. This significantly higher share of the older demographic will affect market demands in this community in terms of both housing and commercial uses. The aging population will potentially require more healthcare related services in the vicinity and will likely be interested in different housing stock than those of younger families and residents.

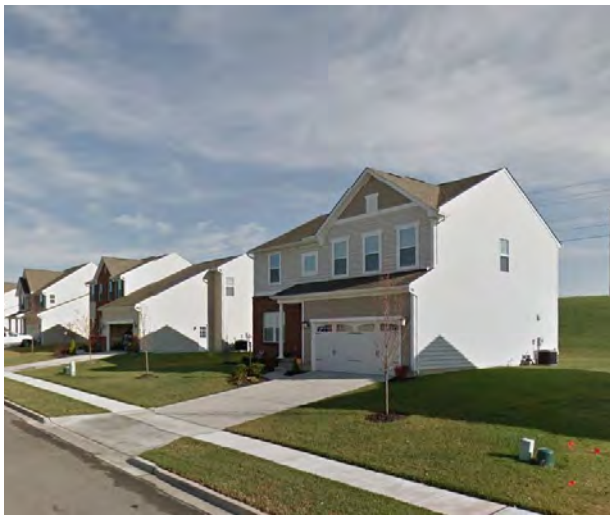


Figure 7.46 - *East District Image*

	East District	Fairborn
Total area	8.68 mi^2	14.95 mi^2
2015 Population	5,655	32,352
2015-2020 Annual change	0.91%	0.01%
Median Age	43.7	32.4
Under age 18	16.2%	20.40%
Age 65+	36.1%	13.20%
Median Household Income (2015)	$70,453	$41,720

Table 7.4 - *East District & Fairborn demographics*

EXPAND LAND USE OPTIONS

Residential and commercial areas are represented in much lower ratios in the East District than elsewhere in the City, at 12% and 15%, respectively. Residents rated 'attracting quality commercial development' to provide goods and services and entertainment as a high priority in terms of improving standard of living. When asked whether it should be a high priority to attract new residential development, 59% of Millennials and 50% of Boomers responded in the affirmative.

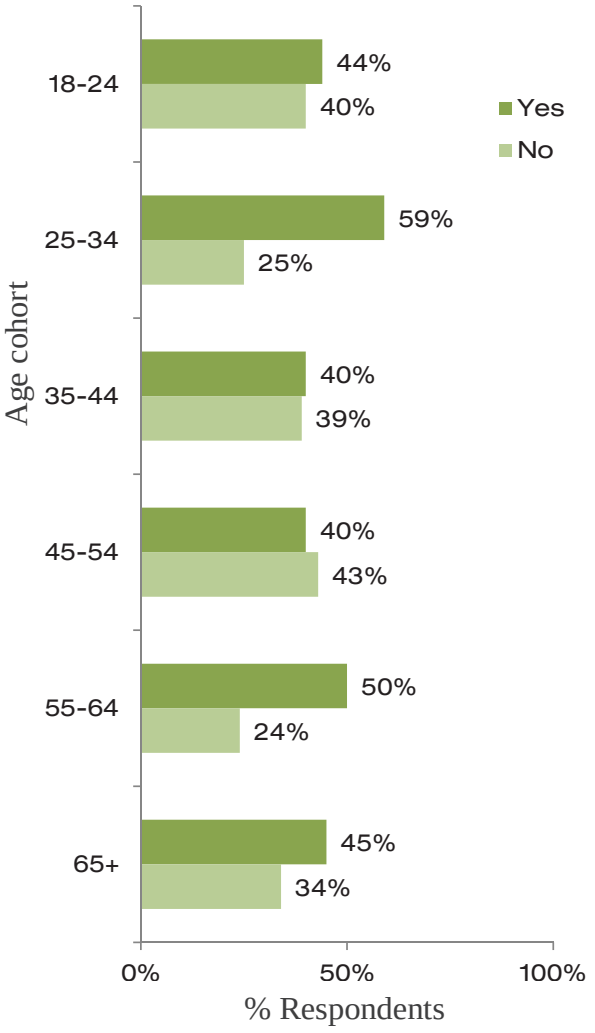


Figure 7.47 - Community Survey Question: *"Do you believe it should be a high priority to attract new residential development?"*

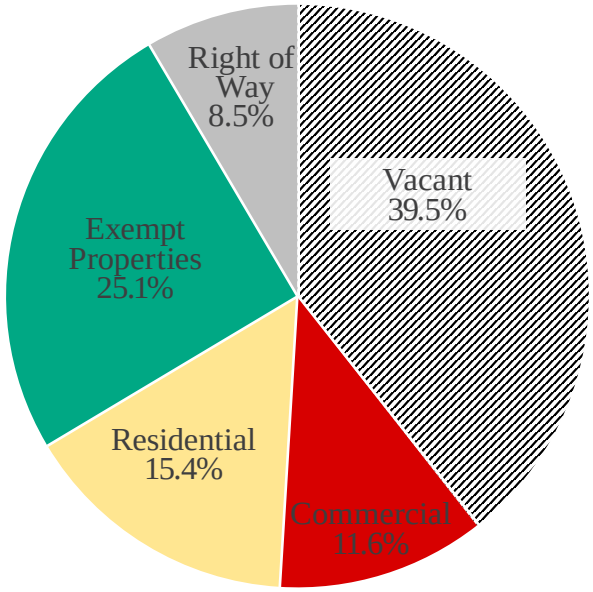


Figure 7.48 - *East District Land Use Share*

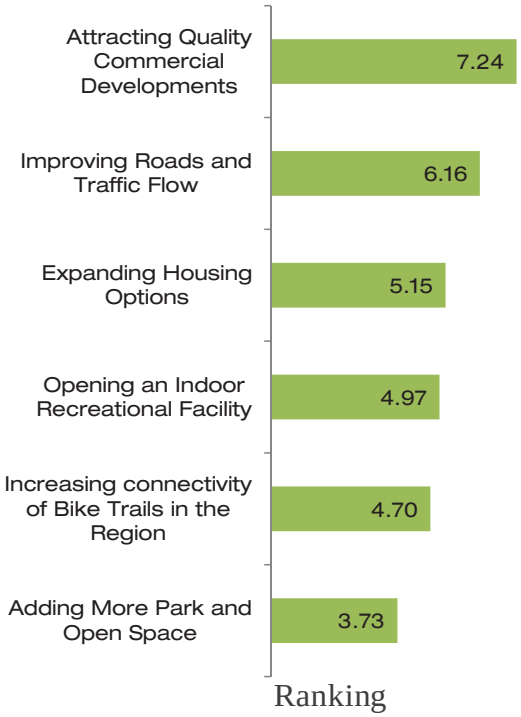


Figure 7.49 - Community Survey Question: *"Rate these initiatives on how much you believe they will improve your standard of living with 0 being 'no improvement' and 10 being 'significant improvement."*

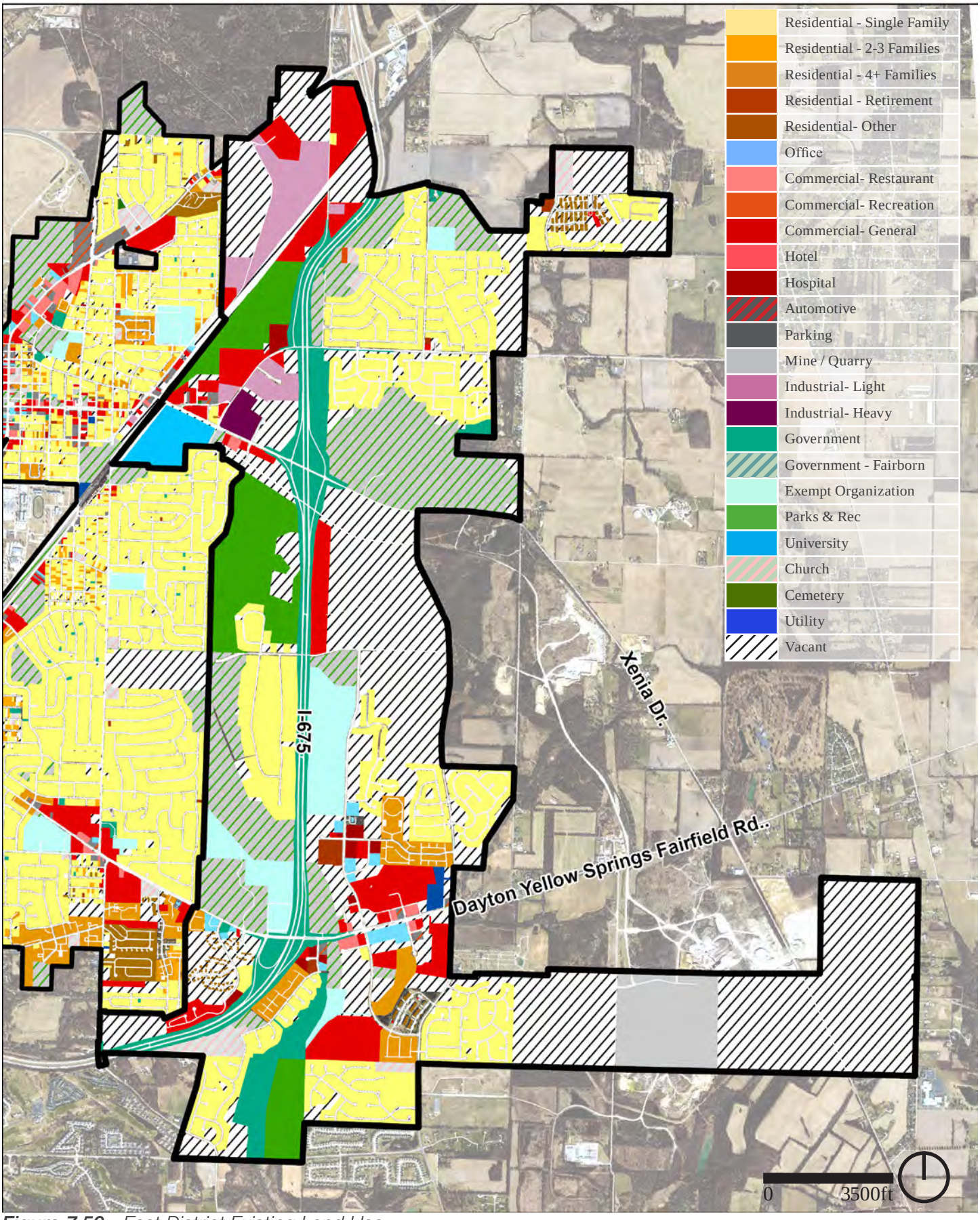


Figure 7.50 - *East District Existing Land Use*

BALANCE GROWTH

The recent annexation of land to the east (the "leg") has added a considerable amount of developable land, approximately 1,230 acres, or 25% of the District. Additional land to the east presents another option for annexation that would increase development options for the East District.

To date, much of the East District is undeveloped and developable land represents approximately 39% of the District area, or approximately 2,000 acres. If developed to a minimum of 3.5 housing units per acre, a density seen in other parts of Fairborn, an additional 15,339 housing units could be added to the East District.

Stormwater, sanitary sewer, and water facilities are present in many areas of the District, but will need to be expanded to accommodate future development. Much of the developable land will require the extension of these facilities, as shown in the maps to the right. When comparing Figure 7.50 East District Infrastructure with Figure 7.51 East District Developable Land, the areas shown as developable are generally those that are lacking existing facility services. Moving forward it will be important to grow the East District, connect new growth to existing Fairborn, and strategize for continued annexation/external growth.

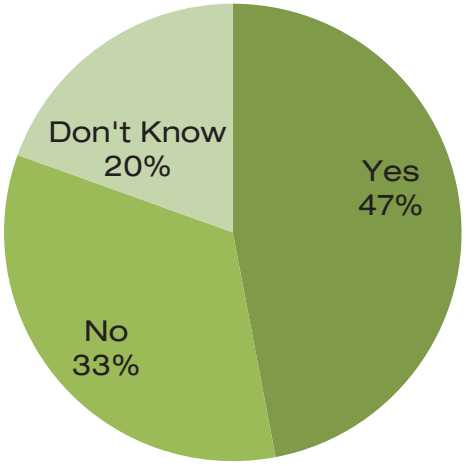


Figure 7.51 - Community Survey Question: *"Do you believe it should be a high priority to attract new residential development?"*

FAST FACTS

1,944 ACRES
of developable land

198.5 ACRES
of wetlands

(to be integrated into parks that both preserves area and adds to open space)

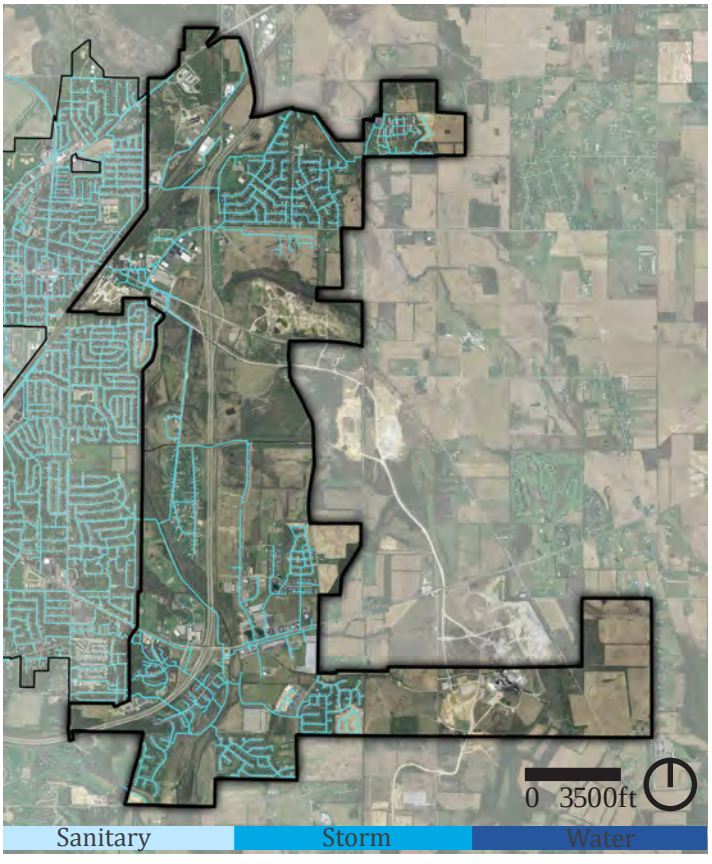


Figure 7.52 - *East District Infrastructure*

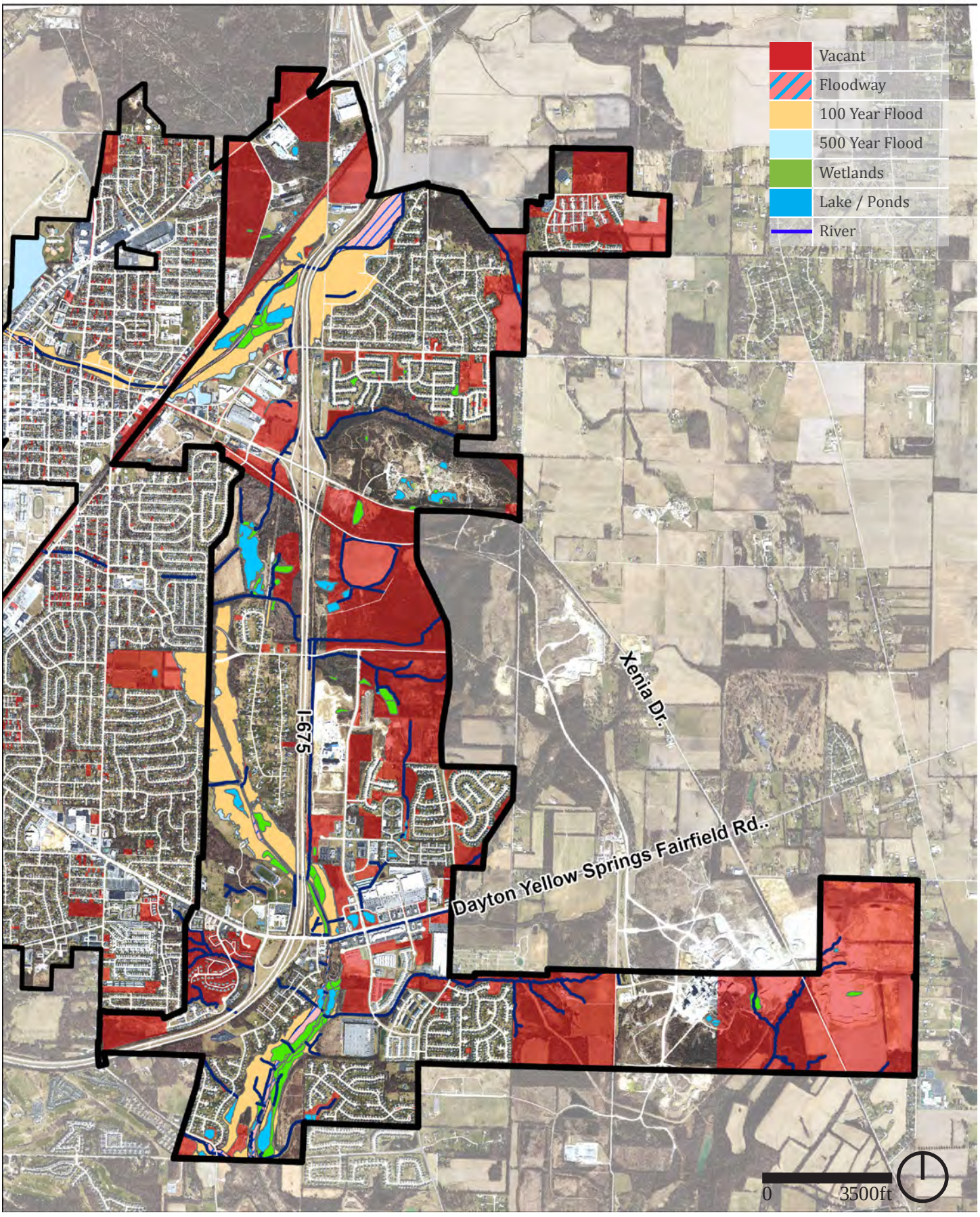


Figure 7.53 - *East District Developable Land*

JOB GROWTH

The portion of Fairborn's population residing in the East District has a median income that is almost 70% higher than the City as a whole (See Table 7.5). Throughout the district the median household income is between $20,000 to $35,000, more than the City as a whole. Community survey respondents felt job growth was a high priority initiative, with 44% indicating there is not the right mix of jobs in the community. Survey results showed that residents wanted job growth in the Technology and the Retail & Hospitality sectors.

HOUSING

The East District has less renter occupied housing than the City of Fairborn, at 30% vs. close to 50% rentals (See Table 7.5). When paired with the elevated percentage of residents in the 65 and older age cohort, this higher percentage of renters indicates the demand in this area is different than that of the remainder of the City. Results from the community survey showed that 94% of those 65 and older will be looking to buy their next residence with demand primarily for single-family and condo type residences.

Table 7.5 - *East District & Fairborn Housing*

	District	Fairborn
Total Households	2,767	14,306
Avg. Household Size	2.14	2.24
Total Housing Units	2,994	15,893
Vacancy rate	7.6%	10%
Renter Occupied	30.6%	49.30%

Figure 7.54 shows 88% of the housing stock currently provided is primarily single family dwellings. This high market share single family homes of gives little diversity to rental market housing options. Figure 7.55 is the response breakdown for residential types that residents would be looking for if moving to a new neighborhood. While the majority of residents selected single-family, over 40% of residents would consider multi-family options.

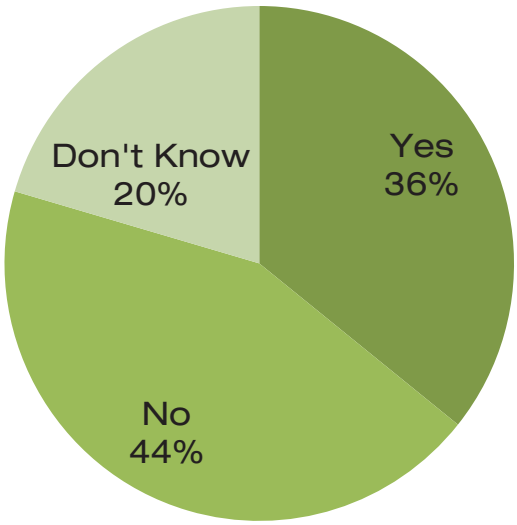


Figure 7.54 - Community Survey Question: *"Do you believe Fairborn has the right mix of jobs and opportunities to support your family over the next 10 years?"*

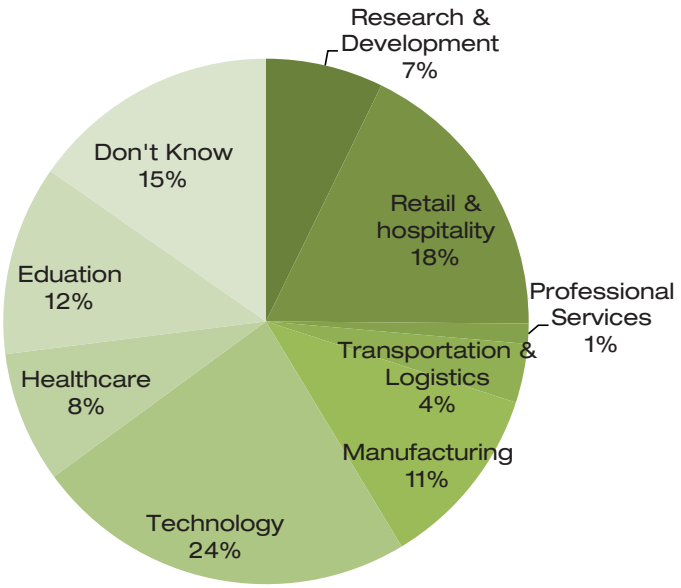


Figure 7.55 - Community Survey Question: *"What kinds of jobs would you most like to see Fairborn attract more of in the future?"*

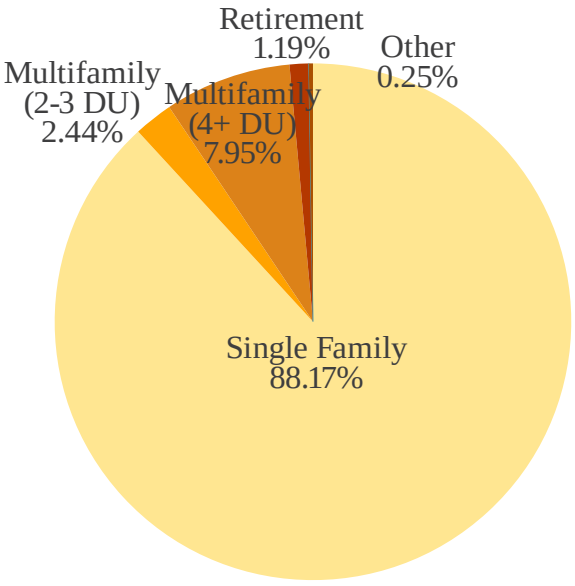


Figure 7.56 - *East District Existing Housing Market Share*

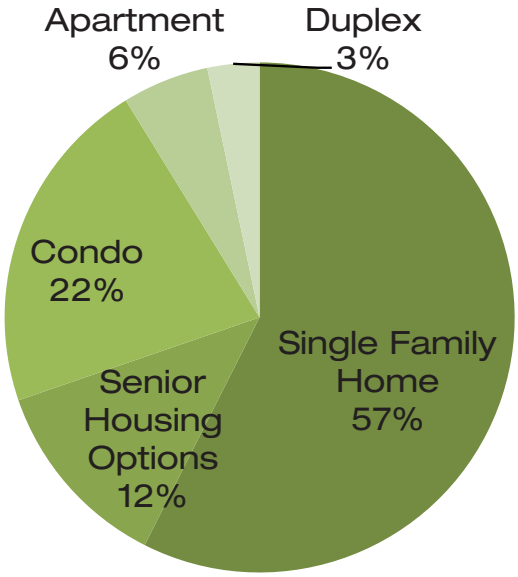


Figure 7.57 - Community Survey Question: *"If you were to consider moving to a new neighborhood in Fairborn, which of the following housing options would you most likely consider?"*

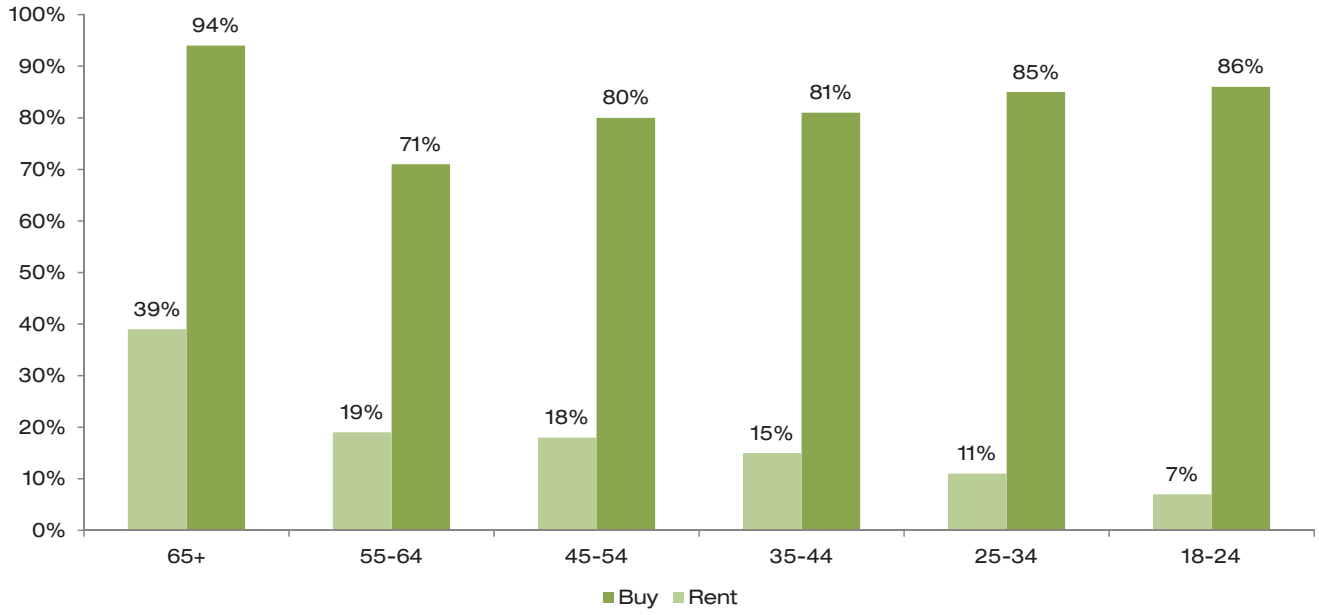


Figure 7.58 - Community Survey Question: *"If you were to consider moving to a new neighborhood in Fairborn, would you be looking to buy or rent?"*

NEIGHBORHOOD AMENITIES

There are approximately 298 acres of parkland in the East District. Community Park to the east represents a majority of the total acres of parkland in the central to southern area of the East District. While the District has over 49.3 acres parkland for every 1,000 residents, much of the land is located on the western edge and bounded by the interstate from the eastern portion of the District.

Considering the growth potential for the east side and the interstate barrier in accessing the majority of the parkland, it will be important to provide open space to new development to create healthy, balanced communities in the East District. Additionally, residents rated parks and open space as an important amenity when considering moving to a new neighborhood in the community survey (See Figure 7.57).

Though proximity to a school was ranked low when considering moving to a new neighborhood, results from other public engagement initiatives has shown residents feel that improving the schools is an extremely high priority.

FAST FACTS

3.14 MILES
of existing bike lane

12.32 MILES
of proposed bike lane

The breakdown of the total bike facilities (existing and proposed) is as follows:

62.3% signed shared roadway

24.5% shared use path

13.2% dedicated bike lane

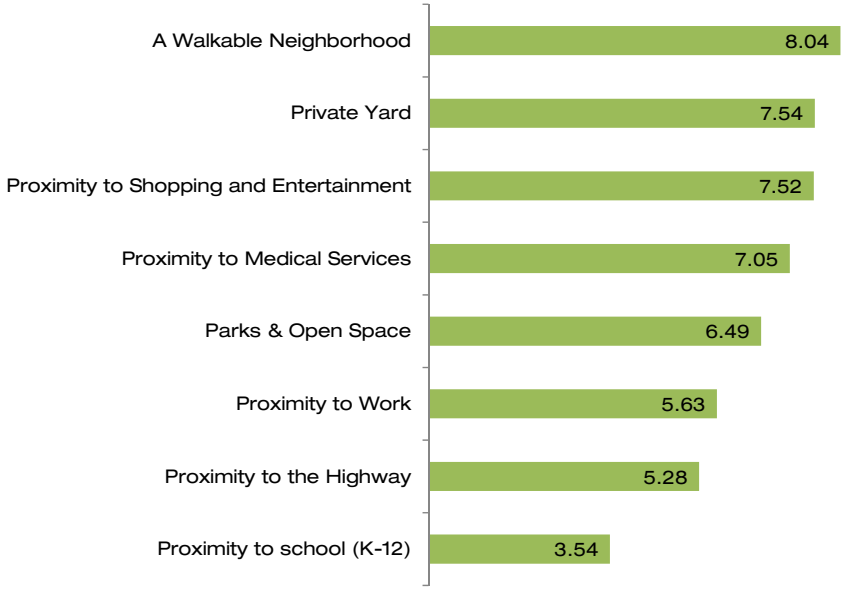


Figure 7.59 - Community Survey Question: *"If you were to move to a new neighborhood in Fairborn, how important would the following be to you with 0 being 'not important' and 10 being 'very important.'"*

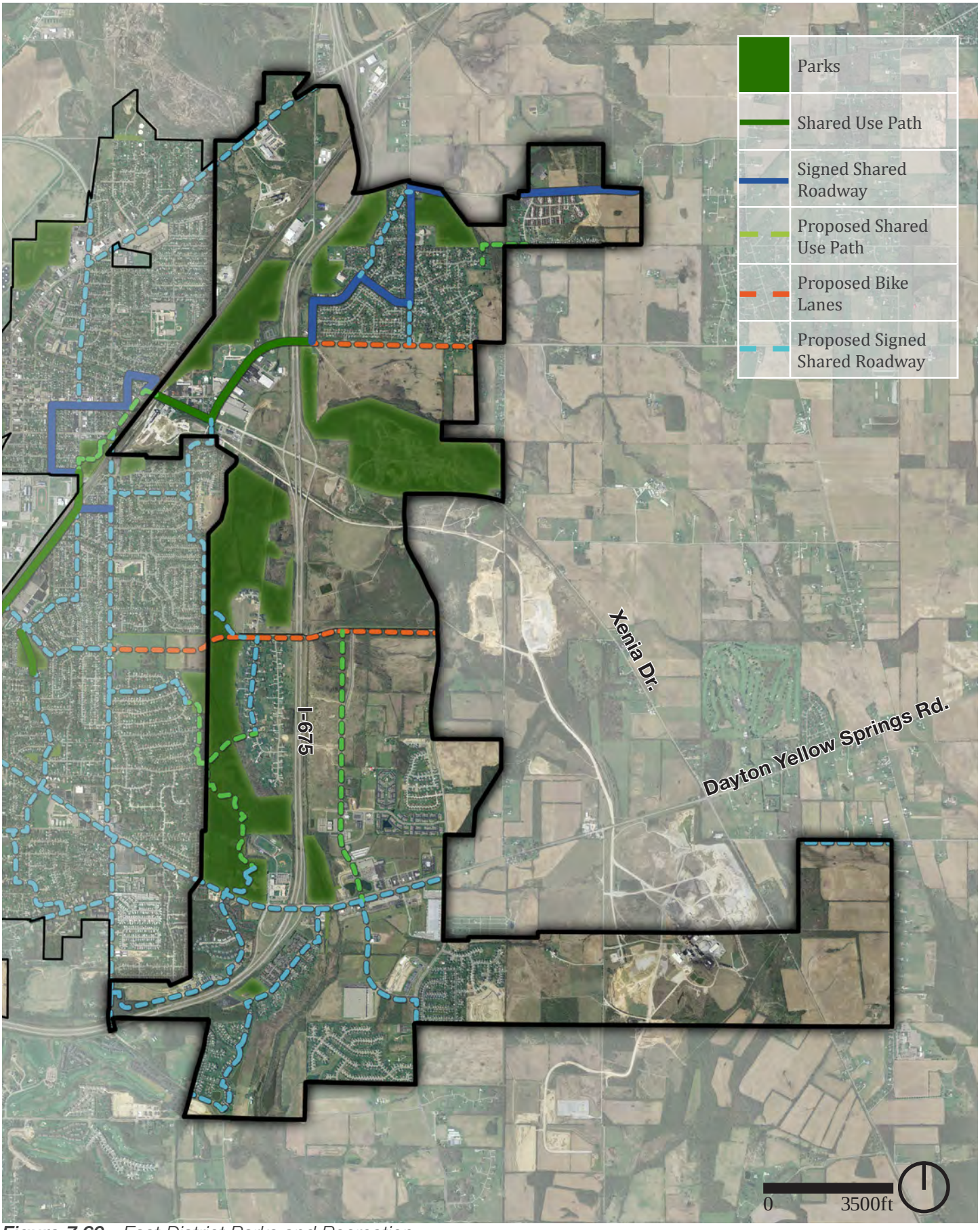


Figure 7.60 - *East District Parks and Recreation*

WHERE TO GROW

As described in the Community Analysis Chapter, the community was asked to indicate areas within Fairborn that they would like to "Enhance" and "Renew." When results of the exercise are combined, clear trends emerged.

For the East District, community members indicated several areas for new growth. Starting at the north end of the district, many identified the properties along Rt 444 /Dayton Springfield Road as a place for enhancement. Adjacent to exit 24 on Rt 675, this area is one of the major gateways into the City. New investment and revitalization here could have a significant impact on the community as a whole and entice highway drivers into Fairborn. Just to the south of this gateway are several industrial sites, identified by the public as place to renew and redevelop. This is an area the City can target and advertise for new employment centers that can bring jobs to the area.

The area surrounding exit 22 of Rt 675 was also marked as an area for enhancement and is another opportunity for gateway improvements. With the potential for new growth to the east, this central gateway would be memorable to those entering and exiting the community. A large site at the western edge of the district, currently home to Calamityville, was selected by several community members as site for redevelopment. Its location along Xenia Drive and land area makes this locale a potential for redevelopment into a major economic driver for Fairborn.

Finally, large expanses of greenfield land along Commerce Center Blvd. received the highest amount of votes from participating community members as an area to enhance. With high visibility and vehicular access from the highway, this area has the greatest potential for new development and will have a significant impact on the City. The strategy for this area should be planned to ensure sustainable growth which will establish a strong foundation for the future of Fairborn.

FAST FACTS

Enhance
Places that are developed, but could benefit from new investment and revitalization efforts.

Renew
Places that are underdeveloped and could benefit from fresh ideas and redevelopment.

55 PUBLIC RESPONSES

33 STEERING COMMITTEE RESPONSES



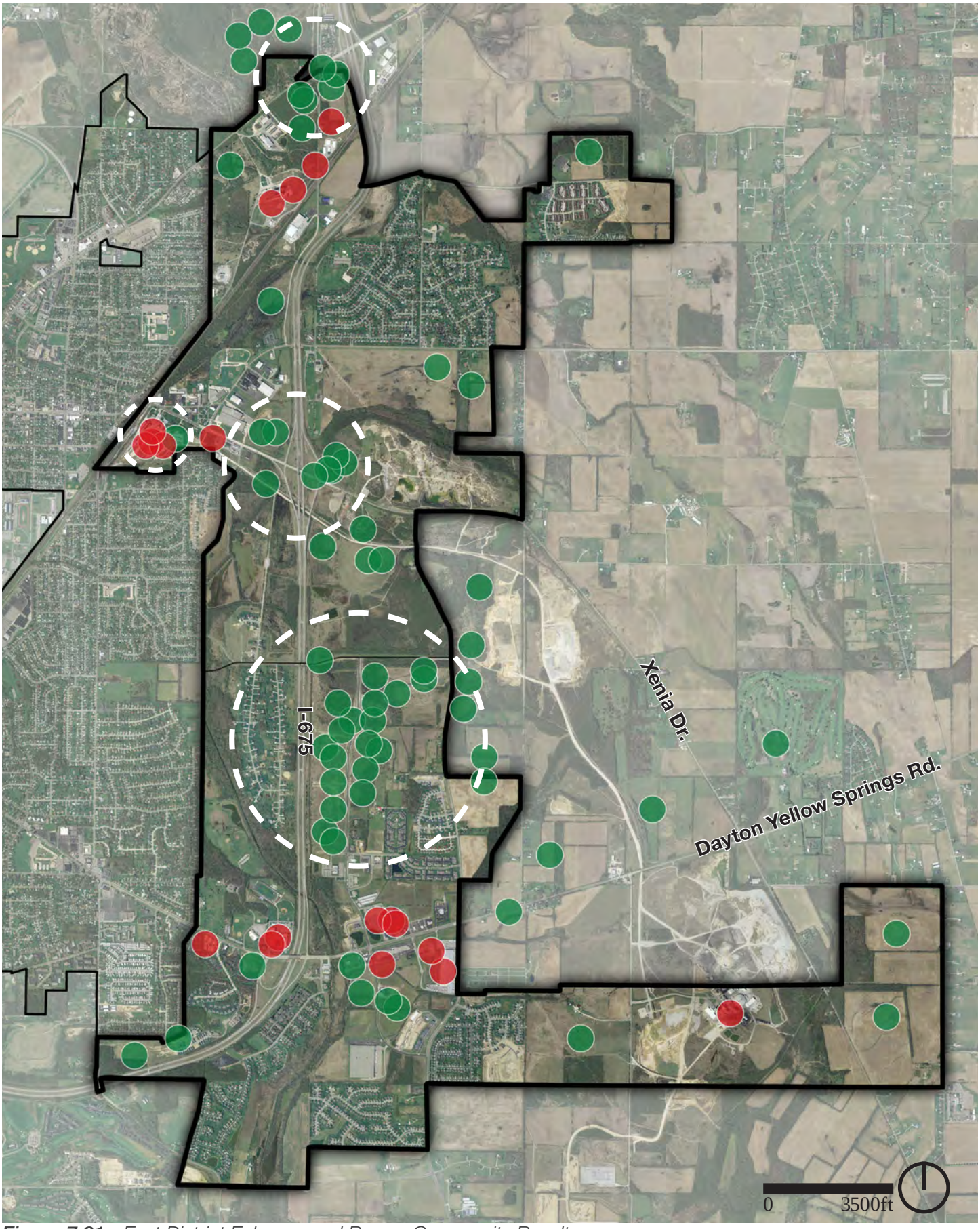


Figure 7.61 - *East District Enhance and Renew Community Results*

7.3 development principles

OVERVIEW

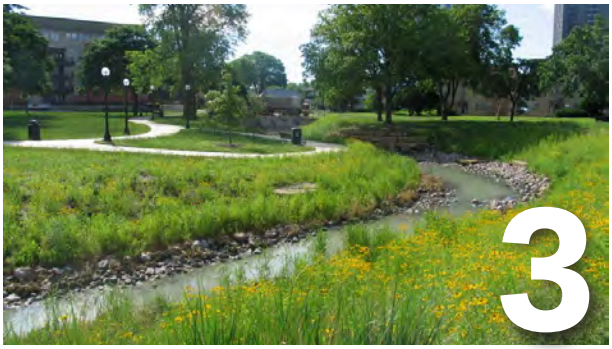
The Development Principles are a set of guidelines to provide comprehensive strategies for a district. As development occurs, it must be tested against the development principles in this section, to verify it meets the overall intent of the East District.



AN ECONOMICALLY COMPETITIVE AREA WITH HIGH VISIBILITY FROM I-675



INTEGRATED PUBLIC AND SEMI-PUBLIC USES IN A UNIQUE CAMPUS SETTING



PROTECTED OPEN SPACE THAT ADD TO THE CHARACTER OF THE DISTRICT AND CREATES A UNIQUE AMENITY AND BRAND FOR THE DISTRICT



HIGH-QUALITY ARCHITECTURE THAT INTEGRATES TRADITIONAL AND NATURAL MATERIALS AND CONVEYS A UNIQUE SENSE OF CHARACTER



UNIQUE AND IDENTIFIABLE GATEWAYS ALONG XENIA DRIVE AND DAYTON YELLOW SPRINGS ROAD



A VARIETY OF HOUSING OPTIONS THAT SERVE MULTIPLE AGE AND SOCIO-ECONOMIC GROUPS



PLANNED INDUSTRIAL AREAS THAT TAKE ADVANTAGE OF VISIBILITY AND ACCESS FROM I-675

7.3.1 residential pud guidelines

GUIDELINES

The following set of Planned Unit Development (PUD) guidelines are intended to serve as a blueprint for the design and review of future residential PUD subdivisions. These guidelines are modeled from the PUD goals set forth in Chapter 1123 of the Fairborn Zoning Code and expanded upon as needed in this document. These guidelines should provide a high-level approach, goals and action items for City Staff, City Planning Board and City Council to reference as new residential PUD applications are processed for review.

PUD PURPOSE & INTENT

The purpose of the Planned Unit Development (PUD) District is to provide a means for encouraging ingenuity, imagination and flexibility in the planning and designing of land areas and permitting uses and intensities of development which could cause adverse impact in other zoning categories. The PUD regulations provide a controlled flexibility by utilizing objectives and performance standards rather than rigid design requirements, the intent being to encourage developments which possess greater amenities than that resulting under standard zoning district requirements.

PRESERVING THE INTENT OF THE ZONING CODE

It is not the intent of the PUD process to simply allow applications to circumvent the intent of the Zoning Code to permit residential density, housing types, and other elements which are in conflict with the Comprehensive Land Use Plan of the City or the character of the area.

SPECIFIC PUD GOALS

(a) Encourage creative and high-quality developments that are compatible with surrounding land uses, achieve a high degree of pedestrian-vehicular separation; and contribute to the overall quality of Fairborn.

(b) Protect natural features such as topography, trees, and drainageways in the existing state as much as possible.

(c) Provide for adequate and usable open space where there is a residential component to the proposed PUD.

(d) Ensure that there are adequate services and infrastructure to serve the proposed development.

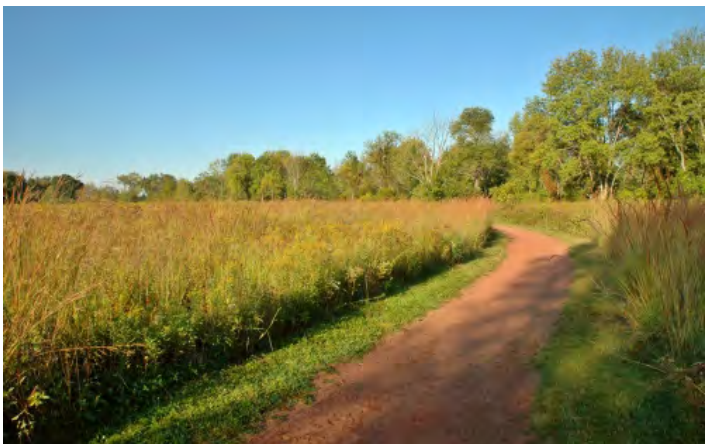
(e) Promote a harmonious design amongst the various elements and uses within the development while mitigating any potential negative impact on surrounding properties.












STOP





7.4 development character

OVERVIEW

The Development Character of the East District is outlined within this section to explain and define the character and standards for various components of future development. As development occurs throughout the district, planners and policy makers should test whether the proposed development embodies the character as outlined within this Plan.

The East District has been broken down into six distinct subdistricts; ***Mixed-Use Commercial, Neighborhood Center, Parkland, Suburban Residential, Open Space / Low Density Residential, and Light Industrial.***

MIXED-USE COMMERCIAL SUBDISTRICT

The subdistrict that serves as the primary edge boundary against I-675 presents numerous opportunities for future commercial development, particularly when adjacent to an exit or within high visibility from the freeway. The Mixed-Use Commercial Subdistrict should serve as the "economic engine" for the City, providing an area for office, industry, and retail users to thrive. Additionally, the subdistrict will serve to communicate the brand and quality of development in the City to the rest of the region.

NEIGHBORHOOD CENTER SUBDISTRICT

Situated centrally within the East District, this subdistrict takes advantage of the three existing connections under I-675 to the west. Current mineral extraction operations will require remediation to become developable, but will leave a unique landscape that can become an amenity for future development. The idea is to promote a compact development type that includes a mixture of uses, oriented primarily toward residents of Fairborn. The appropriate mix of uses include retail, restaurants, and residential as well as entertainment and employment options. A heavy emphasis was placed on providing pedestrian connectivity, traditional architectural styles, and significant public spaces. This subdistrict may also be deployed to limited areas of Bath Township as identified in the Character Area Map to provide for small scale and neighborhood level commercial services to residents in the general area.

PARKLAND SUBDISTRICT

This subdistrict is for areas intended to be preserved in a non-developed state, with active or passive uses such as farmland, parkland, undisturbed habitats, natural areas, recreational trails, etc. Designating these parcels as parkland is a way to preserve and promote the rural character of an area.

SUBURBAN RESIDENTIAL SUBDISTRICT

The Suburban Residential development type is characterized by single family homes or duplexes situated on medium-sized lots (typically 8,000 s.f. and up).

OPEN SPACE/LOW DENSITY RESIDENTIAL SUBDISTRICT

This subdistrict is intended to provide planning guidance for potential future growth activity occurring in the Bath Township area. The City of Fairborn and Bath Township have entered into an agreement providing for potential future annexations of land. This subdistrict is a flexible blueprint for open space and low density residential use in these areas, likely consisting of single family detached housing developments reviewed under a planned unit development (PUD) framework. The other intended use in this subdistrict is open space consistent with the Parkland subdistrict section.

LIGHT INDUSTRIAL SUBDISTRICT

The two areas designated as income generating Light Industrial uses can be found on the map in the northwest and southeast corners of the East District. In general these areas are already home to industrial uses operating at varying levels of intensity. While heavy manufacturing is not outright banned, the intention of this subdistrict is to promote the inclusion of high-tech industrial uses and research and development business that are compatible with the existing mining and extraction which is located east of I-675.

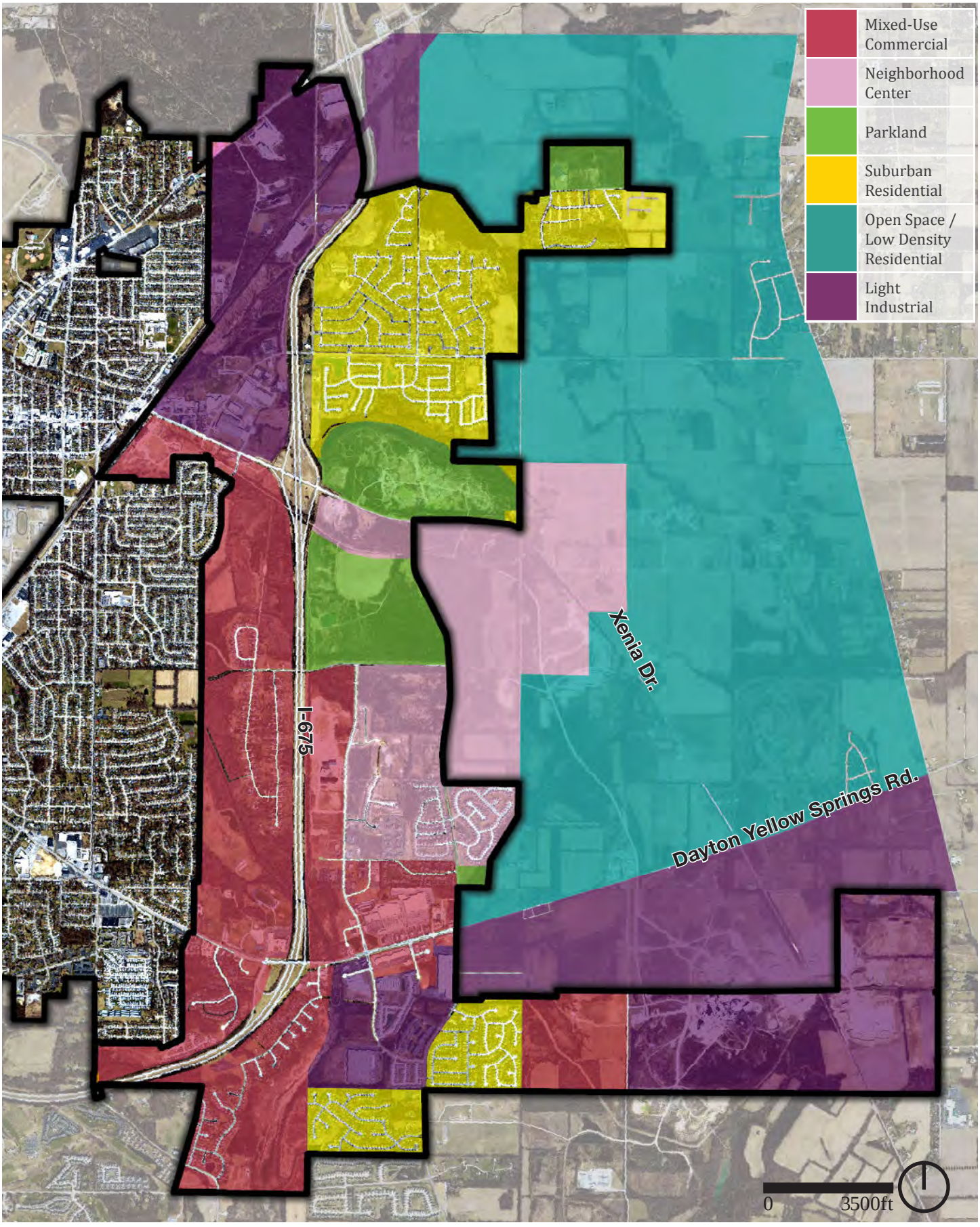


Figure 7.62 - *East District Development Character Map*

7.4.1 mixed-use commercial subdistrict

DEVELOPMENT CHARACTER

A **mix of uses** may be integrated both vertically and horizontally in areas where a mix of use is called for in the development area. Focus Area. Buildings, where feasible should be to a pedestrian in scale, and range from 1 to 3 stories, and encourage taller buildings to be located on corners.

Architecture should be of high-quality, preferably integrating green building and sustainable site design techniques. Building design should complement surrounding uses and densities.

Building massing and color should vary between structures to break up the facade and provide visual interest. Windows at the street level should be large and transparent.

Building siting should be constructed on a build-to line and orient any adjacent streets, creating a defined street wall and include uses that activate adjacent sidewalks and public spaces. All buildings are to include four-sided architecture, shall be pedestrian in scale, and encourage loading from side streets and/or very small, screened service courts. Parking shall be provided to the rear or side of all principal structures.

Parking should be provided be internal to each site, screened from the public right-of-way and may be identified with signage at the discretion of City staff. If parking must be located on the side of a building, the narrowest side of the parking lot should face the street and parking lot screening elements such as shrubs and decorative fencing shall be maintained by the property owner. The impacts of on-site parking should be minimized through segmented parking areas, shared parking, pervious pavement, and landscaping. In no situation shall a building be surrounded by a parking lot.

Public space amenities such as street furniture (benches, pedestrian-scale lighting, bike racks, trees, and trash receptacles, etc.) should be provided throughout the district and in common, public spaces. Individual developments should be designed to interact with the surrounding streetscape and adjacent structures, with primary building access off of public spaces and adjacent streetscapes. Features such as outdoor dining, plazas, and recreation spaces shall be made available for employee and/or public use.

Streets should be appropriately scaled with the pedestrian as the priority. Though private roadways are discouraged, if required, they shall include spacious sidewalks to provide a seamless pedestrian connection between the public and private realm.






SAFEWAY




CVS/pharmacy






Tri-North

7.4.2 neighborhood center subdistrict

DEVELOPMENT CHARACTER

A **mix of uses** is encouraged with residential throughout the district and retail, commercial, and institutional uses focused along primary and secondary streets within the Town Center. Uses can be organized vertically (within the same building) or horizontally (side-by-side), and should be focused on creating a pedestrian friendly environment. Residential uses on ground floors should be avoided along primary and secondary streets.

Streetscapes should be appropriately scaled with the pedestrian as the priority. Sidewalks should be spacious enough to provide a seamless pedestrian connection between the public and private realm. Sidewalks, pedestrian connections, crosswalks, curb extensions, and pedestrian signals should be used throughout the district. Streetscape improvements should include street trees, planters, and decorative street furniture such as public benches and street lights.

Site design for residential and commercial uses should encourage minimal setbacks with a primary façade that faces the street. Parking should be located to the rear in order to promote a pedestrian friendly streetscape to the front.

Public spaces encourage pedestrian activity along streetscapes and should include amenities such as street furniture, pedestrian-scale lighting, bike racks, trees, and trash receptacles. Public spaces should be designed to enhance the surrounding streetscape and adjacent structures and can include features such as outdoor dining, fountains, and recreation spaces which should be available for pedestrians.

Pedestrian crossings should be visible to oncoming traffic in order to increase safety and walkability. Crossings and curb ramps should also be accommodating to people of all abilities.

Architectural character should employ scaling and detailing that promote a pedestrian friendly environment. Design should incorporate the rural character and contextual character of the surrounding landscape while employing high quality materials. Front façades should have a high level of transparency in order to activate and enhance the streetscape.

Parking should include both private and public parking. Private (on-site) parking shall be internal to each site, screened from the public right-of-way, and may be identified with signage at the discretion of the City. The impacts of on-site parking should be minimized through segmented parking areas, shared parking, rear parking areas, pervious pavement, and landscaping.
















5710
ZOBS

7.4.3 parkland subdistrict

DEVELOPMENT CHARACTER

Open space preservation is the primary goal of this subdistrict. The Parkland subdistrict should exist to preserve and promote open space, parkland, recreational and educational opportunities which take advantage of the natural environment and landscape of these parcels.

These areas should be preserved or restored to a natural state, allow for public access (via walking and biking paths) and be connected whenever possible with multimodal trails or paths which can be integrated into the overall pedestrian connectivity network in the City. Parkland should either be preserved or landscaped with native plants that require little care, and with an emphasis of encouraging a variety of habitat and natural spaces including wetlands, prairies, and forests.

Educational opportunities should be pursued to promote open space and conservation related initiatives. Topics such as riparian buffer planting, wetland buffers, habitat preservation, and other conservation initiatives could be offered to residents, students and outside groups. These educational efforts could provide educational oppornuties to children in the form of summer camps and also serve as a means to introduce non-resident visitors to Fairborn and its' many offerings.

Accessory structures may be considered so long as they support the overall permitted or conditional uses for this district. Examples of such types of structures include community garden structures, maintenance support facilities, park related facilities, etc.












FAIRBORN
OAKES QUARRY
PARK





7.4.4 light industrial subdistrict

DEVELOPMENT CHARACTER

Where permitted by zoning, a **small- to mid-sized warehouses** including high-tech manufactures, small breweries, and medical research, may be integrated in designated areas.

Architecture should integrate green building and sustainable site design elements. Building design should complement surrounding uses and densities. Materials should be of high quality and add to the general appearance of the site.

Manufacturing uses permitted should have minimal **environmental** impact, with limited to no amounts of noise and pollutants generated. Designs that incorporate mitigation of large impervious surfaces should be encouraged. Large industrial campuses often include green stormwater mitigation features such as ponds, fountains, and bioswales.

Building siting should be at a set back distance from the primary streets at which does not compromise the quality of the streetscape or surrounding uses and districts

Parking should be provided to the rear or side of all principal structures. The impacts of on-site parking should be minimized through landscaping. Building surrounded by a parking lot should be discouraged.

Streets should be appropriately scaled. Pedestrian and bike access should be encourage to allow employees to walk or bike to work. Though private roadways are discouraged, if required, they shall include sidewalks to provide a seamless pedestrian connection between the public and private realm.


AGE


4295




First Solar









7.4.5 open space/ low density residential subdistrict

DEVELOPMENT CHARACTER

Dual purpose land uses are envisioned for this subdistrict consisting of a portion of the Bath Township area. This subdistrict exists to provide flexibility in both the preservation of open space and conservation related uses while also providing the ability to build lower density single family detached residential developments within a planned unit development (PUD) framework. An overarching theme in this subdistrict is preserving the rural character of this area. In supporting that goal, future single-family PUD developments should strive to limit density and provide adequate amounts of open space within the development while seeking to preserve as much of the natural vegetation as possible on buildable lots.

Net density in any given residential development should not exceed four dwelling units per acre for single-family detached structures.

Lot size for single-family residetial should be vary within the development to avoid creating a "cookie cutter" style subdivision with a homogenous lot size. Rather, utilizing the flexibility of a PUD, efforts should be taken to design a subdivision layout featuring varying lot sizes throughout the development.

Open space shall exist within each development and must emphasize both passive and active elements. Open space areas should include both preservation areas, passive open space and active open space providing a host of amenities for the residents of the subdivision. Undeveloped parcels should be preserved or restored to a natural state, allow for public access (via walking and biking paths, and public parking on adjacent streets), and be connected whenever possible with the goal of creating a greenway system throughout the development area. Open spaces shall be landscaped with native plants that require little care, and with an emphasis of encouraging a variety of habitat and natural spaces including wetlands, prairies, and forests.

Architecture should be diverse, consisting of farmhouse, prairie, craftsman and other compatible styles with simple forms, varying colors, and front porches. Parking and garages should not dominate the front of the building and shall be accessed from the side or rear.

Accessory structures shall be permitted in the subdivision if allowed by the home owner's association with jurisdiction over the development. Design of these structures should complement the architecture of the dwelling on site. Accessory structures located on undeveloped parcels shall support the overall permitted or conditional uses for this district. Examples of such types of structures include community garden structures, maintenance support facilities, park related facilities, etc.

Street design may include both swales and curbed streets where appropriate and considered through the PUD review process on a case-by-case basis; streetscaping should be included throughout the subdivision. Sidewalks and/or bike paths shall be included on all streets.

Pedestrian and bicycle networks should be provided in conjunction with each development and connect to the larger local/regional trail systems, and the internal greenway network. Path connections to nearby schools, retail, and recreation fields are also strongly encouraged.

















7.5

land use (north)

OVERVIEW

The land use section outlines the future land use plan for the East District, detailing which uses and what specific requirements should be in place for future development.

Land Use Type	Description
Suburban Residential	Walkable neighborhoods characterized by single family homes and duplexes situated on small- to medium-sized lots supported by public spaces within or adjacent to the development.
Medium Density Residential	Walkable neighborhoods characterized by multi-family units, incorporating public space and high-quality architecture.
Open Space / Low Density Residential	A district providing for dual uses including theb preservation of open space and parkland in addition to providing for low density single family detached subdivisions designed under a PUD framework.
Neighborhood Center	A compact development type that promotes a mixture of uses. The district is intended to promote pedestrian activity and a denser, more connected development pattern.
Professional Office	Professional office users requiring high visibility and excellent freeway access is the primary target for the district. Land can be suitable for medium-sized office, signature office, or R+D facilities.
General Commercial	Intended to serve a larger region with retail, services, restaurants, and general commercial.
Light Industrial	Users that have minimal outside effects such as noise, smoke, or pollution are appropriate for the light industrial district. These areas have excellent freeway access and proximity to amenities.
Parkland	Substantial amounts of land within the East District is undevelopable or prohibitively expensive to develop. Turning these lands into parkland will offer an amenity for residents throughout the City.

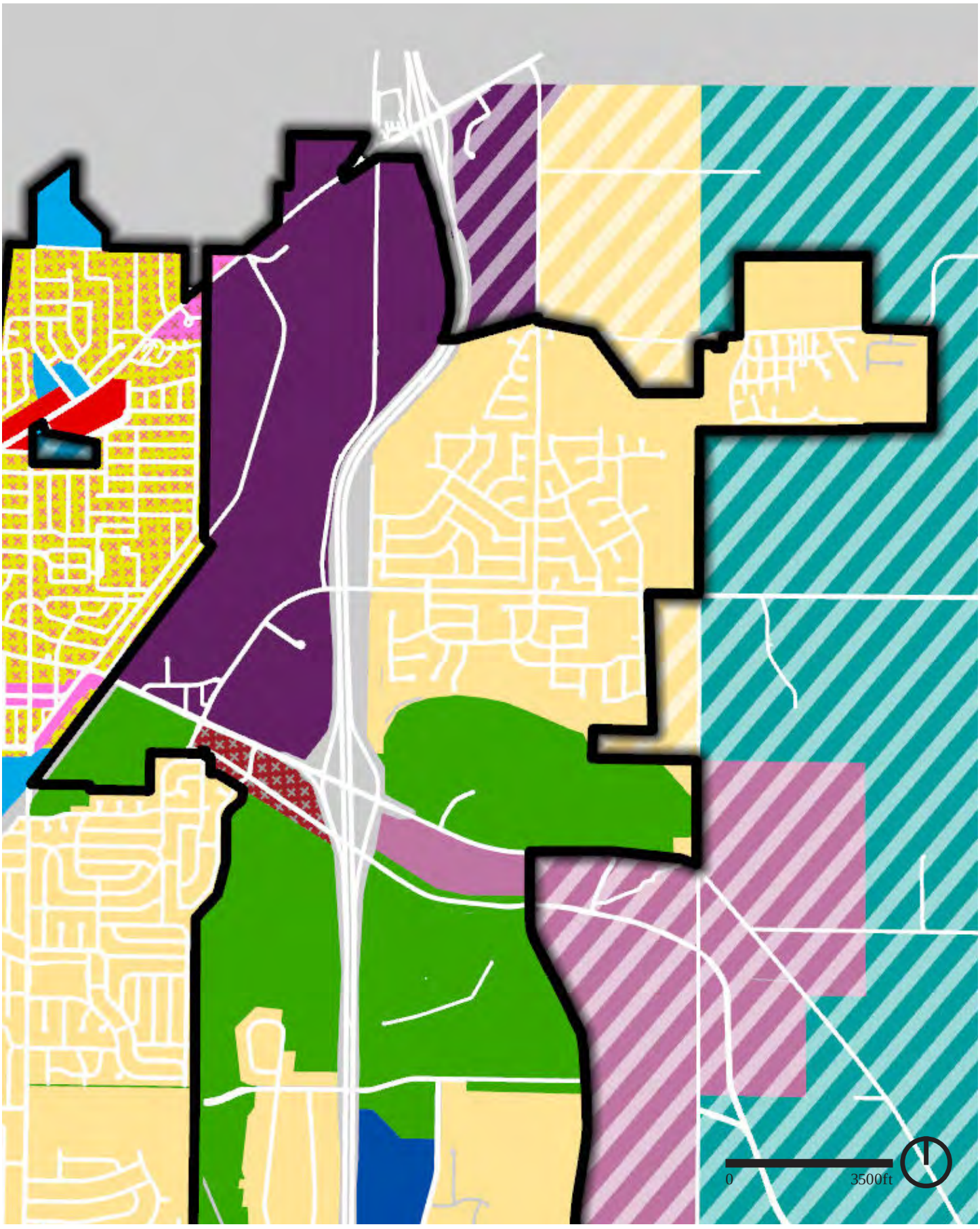


Figure 7.63 - *East District Future Land Use Map (North)*

7.5

land use (south)

OVERVIEW

The land use section outlines the future land use plan for the East District, detailing which uses and what specific requirements should be in place for future development. This is a continuation of the East District Future Land Use Map.

Land Use Type	Description
Suburban Residential	Walkable neighborhoods characterized by single family homes and duplexes situated on small- to medium-sized lots supported by public spaces within or adjacent to the development.
Medium Density Residential	Walkable neighborhoods characterized by multi-family units, incorporating public space and high-quality architecture.
Open Space / Low Density Residential	A district providing for dual uses including theb preservation of open space and parkland in addition to providing for low density single family detached subdivisions designed under a PUD framework.
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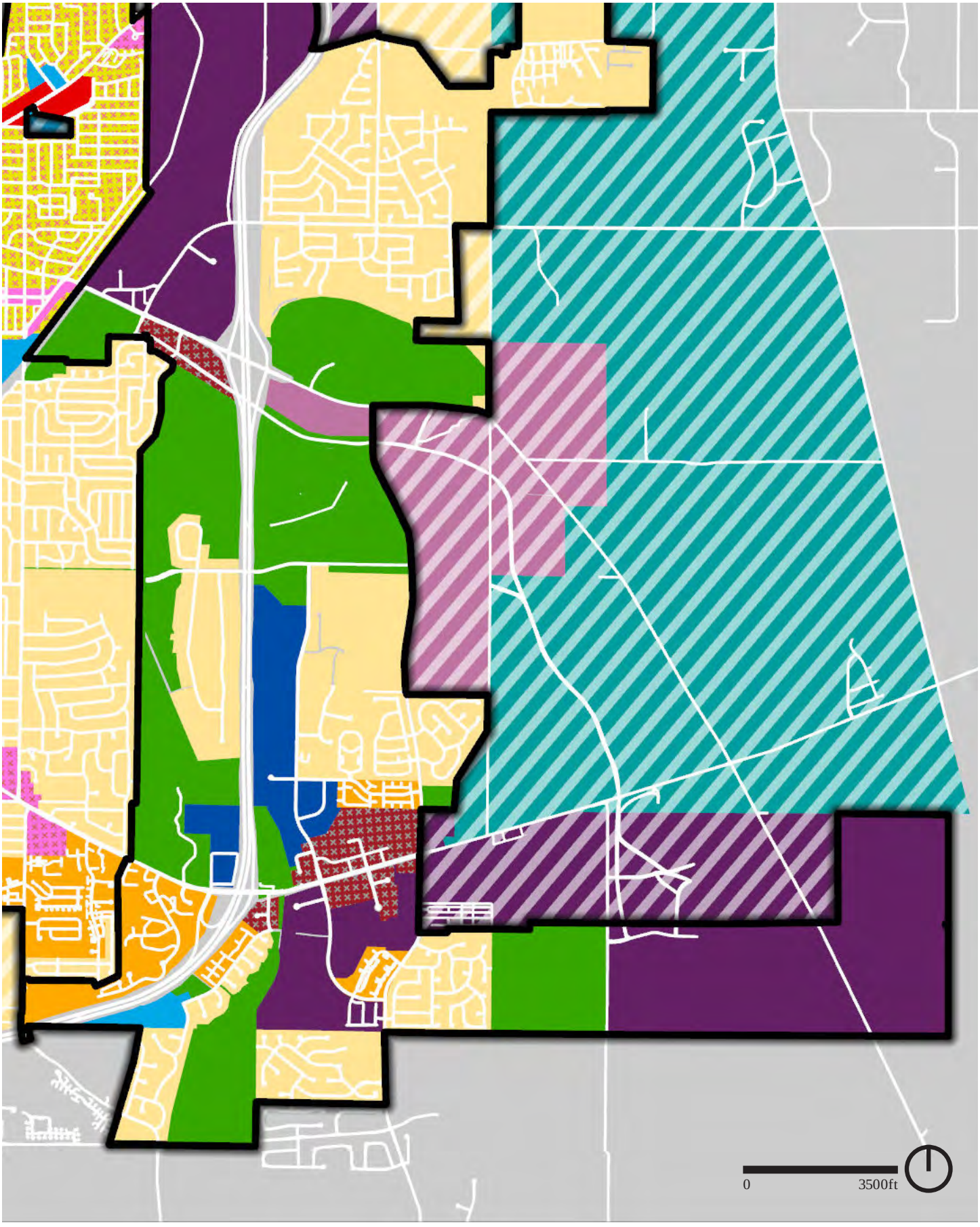


Figure 7.64 - *East District Future Land Use Map (South)*

7.6 implementation

OVERVIEW

Following the identification of the planning principles and future land use, a series of objectives and actions were created for each district that is intended to support the realization of the Plan. The seven objectives of the East District are seen as having the greatest impact in this area and have been described here as a guide for City officials and policy makers. To aide in implementation, these objectives and actions are listed in a worksheet format in Chapter 8: Implementation.

The objectives and actions outlined in this section of the Plan reference land use recommendations and policies that describe the future land use condition of the City. These recommendations are described in text, and illustrated by Figures 7.61 and 7.62: East District Future Land Use Map, found on pages 180 and 182. Collectively the principles, character, objectives, and actions together with the future land use map should be referenced when land use decisions are made.

RESPONSIBLE PARTIES

- **FAIRBORN LEADERSHIP** (CITY MANAGERS & COUNCIL)
- **PLANNING AND ZONING**
- **CITY ENGINEER**
- **PARKS AND RECREATION**
- **POLICE DEPARTMENT**
- **FIRE DEPARTMENT**

PARTNERS

- **CHAMBER OF COMMERCE**
- **FAIRBORN CIC**
- **WRIGHT PATTERSON AFB**
- **FAIRBORN SCHOOLS**
- **WRIGHT STATE UNIVERSITY**
- **GREENE COUNTY**
- **PRIVATE LAND OWNERS**
- **BW GREENWAYS**

TIMEFRAME

SHORT TERM	**1-3 YEARS**
MEDIUM TERM	**3-6 YEARS**
LONG TERM	**6-10 YEARS**
ONGOING	**ACTION TO BE CONTINUOUSLY ADDRESSED**

OBJECTIVE 7.1*

Promote a mix of uses near the I-675 interchange and corridor.

Action 7.1.1
Promote this area as a location for higher density mixed-use development to promote economic growth and quality of life conveniences for area residents.

Action 7.1.2
Increase the number of connections and accessibility to and from adjacent development.

Action 7.1.3
Support the development of new income generating land uses.

Action 7.1.4
Create an attractive streetscape and gateway along East Dayton Yellow Springs Rd. and Commercial Center Dr., as well as local roads throughout the district.

Action 7.1.5
Increase the quality of development through the adoption of new development standards that will enhance the quality and character of the district.

Action 7.1.6
Plan the future street pattern on the north side of Dayton Yellow Springs Road in a grid pattern to promote wayfinding, walkability and the adaptive reuse of the area

* *Indicates the Objective is one of eight Priority Objectives, based on public input.*

OBJECTIVE 7.2

Promote the protection and preservation of open space to create a signature greenway through the focus area.

Action 7.2.1
Provide a variety of creative and unique residential development options that respond to the needs of the community.

Action 7.2.2
Allow for a mix of residential products and services within individual developments.

Action 7.2.3
Establish a level of quality and character not currently available in other areas of the City or region by creating standards to mandate creative architecture and development.

Action 7.2.4
Promote sustainable and context sensitive development throughout the development area.

Action 7.2.5
Ensure that open space for individual developments is accessible to the public and cohesively linked with open space from adjacent developments and public spaces.

Action 7.2.6
Provide education and recreation opportunities that showcase the unique natural features of the area and help create a distinctive brand image to the overall development plan and strategy.

Action 7.2.7
Provide a multi-use path connection between Fairborn park land and other dedicated conservation areas to create a cohesive greenway.

OBJECTIVE 7.3

Integrate new public and semi-public uses into the overall focus area framework with the goal of creating a unique campus in a neighborhood setting.

Action 7.3.1
Plan for a central civic/semi-public 'hub' that will serve as central area of activity and community engagement.

Action 7.3.2
Integrate active public spaces to support the overall economic development strategy.

Action 7.3.3
Improve Byron Road streetscape as development occurs to create a 'main street' feel and function within the Traditional Neighborhood District.

Action 7.3.4
Create strong bike and pedestrian connections between civic and semi-public hub and the overall town center area.

Action 7.3.5
Integrate a variety of housing types into the Traditional Neighborhood District that will attract and serve both young adults and the senior population.

Action 7.3.6
Connect open space/greenway areas (physically and viewsheds) in the adjoining conservation development area.

Action 7.3.7
Incorporate elements of the small town / rural character into the architecture and planning elements in the Traditional Neighborhood District.

Action 7.3.8
Incorporate neighborhood retail and restaurant space into the overall development plan.

OBJECTIVE 7.4

Promote the overall quality, character, and brand of the District.

Action 7.4.1
Consistently apply the development and architectural guidelines that will promote the quality of development of the area and work to create a unique brand for the sub-districts in the focus areas

Action 7.4.2
Enhance the gateways at Xenia Drive and Dayton Yellow Springs Road

Action 7.4.3
Review PUD projects in the East Planning District against the PUD Guidelines seeking to facilitate upgraded developments that will further the goals set forth in the Zoning Code and Comprehensive Plan

OBJECTIVE 7.5

Support the development of new income generating uses.

Action 7.5.1
Create a branding and marketing plan for this area to strengthen its identity and promote its transition to a mixed-use district.

Action 7.5.2
Work with the economic development director to identify economic development tools to attract new office, research, and technology to the District.

Action 7.5.3
There will be a need for neighborhood level commercial land uses in the Bath Township area once the number of new residential dwellings begin to reach a critical mass sufficient to attract new supporting commercial development. As additional residential dwellings are added to this area, consider a more detailed land use study of the Bath Township area to determine a more detailed land use plan for future commercial development.

OBJECTIVE 7.6

Promote sustainable development Practices in the Conservation Sub-District.

Action 7.6.1
Create a list of best management practices for developers to incorporate into new developments.

Action 7.6.2
Encourage homeowners and developers to utilize sustainable practices in the Conservation Sub-District.

Action 7.6.3
Require open spaces to be contiguous to the extent possible, both within the development, as well as to adjacent developments.

Action 7.6.4
Require developers to provide trails as part of the open space network within each new development.

Action 7.6.5
Allow for public access in the form of trails through and along open space areas and linkages, as well as signed parking (on-street) and access points from area roadways

Action 7.6.6
Partner with third party conservation organizations to acquire, restore, and maintain sensitive areas within the Focus Area.

Action 7.6.7
Utilize conservation easements whenever possible to ensure the permanent protection of open space.

OBJECTIVE 7.7

Provide educational opportunities that showcase the unique features of the conservation subdistrict, both constructed and preserved.

Action 7.7.1
Install educational signage that describe 'green' elements incorporated into the development.

Action 7.7.2
Use educational signage that describes how and why the environmental areas were preserved/restored.

Action 7.7.3
Create pedestrian and bicycle linkages from neighborhoods and open space areas to future neighborhoods, developments, or public use sites.

Action 7.7.4
Public input revealed that several of the residential subdivisions in the City feel "fragmented" in terms of not offering many pedestrian or bike connections via sidewalk or dedicated hiker/biker trail facilities. Creating an expanded pedestrian / bike network should be an overarching long-term goal to include both existing developed areas and planning for these facilities serving, and connecting to future development areas that would benefit from pedestrian and multi-purpose path connections.

Action 7.7.5
Consider a future pedestrian connectivity study to determine the most impactful sidewalk and multi-purpose path connections could be achieved along with preliminary cost estimates to aid in project funding prioritization decisions.

OBJECTIVE 7.8

Create the planning framework for new and upgraded residential housing choices in the East Planning District and portions of Bath Township.

Action 7.8.1
Consider analyzing the current residential housing products available in the City and determine what gaps may exist in terms of being able to offer housing choices across all the age spectrums (i.e. Starter Housing, Downtown Oriented Housing, Step-Up, Empty Nestor Housing, etc.). The goal is to attract people to Fairborn at a younger age and provide suitable "next-step" housing choices to keep them in the community long term.

Action 7.8.2
There is a need in the City for all levels of senior focused housing, primarily "empty nester" attached or detached developments. This furthers a key goal of seeking to retain current Fairborn citizens wishing to downsize and still remain in the City. Consider using the PUD process to promote and incentivize the inclusion of new senior focused housing products.

Action 7.8.3

When reviewing new subdivisions and commercials developments, consider both public and private infrastructure projects and pubic amenity projects that also address senior citizen priorities such as increased seating areas, safe and secure walking paths and wheelchair ramps.


8

IMPLEMENTATION

This Plan is meant to be a working document that results in enhancements to the Fairborn community. In a sense the Plan presents a “blueprint” for action that provides direction and assists decision makers with short and long range choices. Implementation of the objectives and actions presented in this Plan will take the coordinated effort from multiple parties. The tables in this chapter are meant to act as a workbook for Fairborn City staff and the various organizations and entities identified with roles in the implementation of the objectives and actions. This section of the Plan should be referenced throughout the year and updated annually to ensure the timeframes and responsible parties remain up-to-date and relevant.

8.1

downtown district

KEY

ST - Short Term (1-3 years)
MT - Medium Term (3-6 years)
LT - Long Term (7-10 years)
O - Ongoing

■ - indicates responsible party
✿ - indicates a Priority Objective

	TIME FRAME	FAIRBORN LEADERSHIP	PLANNING AND ZONING	CITY ENGINEER	PARKS AND REC	POLICE DEPARTMENT	FIRE DEPARTMENT	CHAMBER OF COMMERCE	FAIRBORN CIC	WRIGHT PATTERSON AFB	FAIRBORN SCHOOLS	WRIGHT STATE UNIVERSITY	GREENE COUNTY	PRIVATE LAND OWNERS	BM GREENWAYS
Objective 4.1* - Enhance the image of Downtown Fairborn.															
Action 4.1.1 - Ensure capital improvements reflect Fairborn's brand and create a unique identity to Downtown.															
Action 4.1.2 - Create a gateway at the western end of the downtown core at the intersection of Broad Street and Main Street.															
Action 4.1.3 - Expand the Main Street streetscape to the Broad Street corridor.															
Action 4.1.4 - Integrate the downtown directional signage into a citywide wayfinding strategy, including along the I-675 corridor.															
Action 4.1.5 - Create design guidelines to ensure future development will complement the form and character of the downtown.															

	TIME FRAME	FAIRBORN LEADERSHIP	PLANNING AND ZONING	CITY ENGINEER	PARKS AND REC	POLICE DEPARTMENT	FIRE DEPARTMENT	CHAMBER OF COMMERCE	FAIRBORN CIC	WRIGHT PATTERSON AFB	FAIRBORN SCHOOLS	WRIGHT STATE UNIVERSITY	GREENE COUNTY	PRIVATE LAND OWNERS	BM GREENWAYS
Action 4.1.6 - Consider earmarking budgetary funds to be applied to Main Street and Broad Street subdistrict projects and initiatives such as new streetscaping / amenities and strategic land acquisitions.															
Action 4.1.7 - Public feedback from the most recent Comprehensive Plan update indicates the Main Street buildings lack architectural character, featuring a mostly block-type appearance. Consistently enforce the architectural design guidelines in the Main Street and Broad Street subdistrict areas to ensure the aesthetic vision of the district is achieved over time															
Action 4.1.8 - Review PUD projects in the Downtown District against the PUD Guidelines seeking to facilitate upgraded developments that will further the goals set forth in the Zoning Code and Comprehensive Plan.															
Objective 4.2* - Create a strategic redevelopment strategy for the Broad St corridor in the downtown, between Xenia Drive and Dayton Drive.															
Action 4.2.1 - Identify key sites along the corridor for landmark redevelopment.															
Action 4.2.2 - Establish a premium streetscaping plan to elevate the pedestrian experience and increase walkability.															
Action 4.2.3 - Update zoning standards to promote incremental change in the density and site design of the corridor.															
Action 4.2.4 - Build on existing amenities in the corridor including the movie theater, historic structures, etc.															
Action 4.2.5 - Implement economic development incentives to promote redevelopment in downtown.															

	TIME FRAME	FAIRBORN LEADERSHIP	PLANNING AND ZONING	CITY ENGINEER	PARKS AND REC	POLICE DEPARTMENT	FIRE DEPARTMENT	CHAMBER OF COMMERCE	FAIRBORN CIC	WRIGHT PATTERSON AFB	FAIRBORN SCHOOLS	WRIGHT STATE UNIVERSITY	GREENE COUNTY	PRIVATE LAND OWNERS	BM GREENWAYS
Action 4.2.6 - Incentivize vertical mixed-use projects fronting directly along the Broad Street corridor portion of the Downtown District. Traditional mixed-use projects featuring first floor non-residential and upper floor residential dwelling units should be explored for properties fronting along Broad Street in this section of Downtown. The flexibility of the PUD zoning process should be a primary tool used to facilitate projects meeting the goals and vision of the subdistrict.															
Action 4.2.7 - The First Street blocks situated to the west (and behind) the parcels fronting on Broad Street should be considered for future multi-family residential development that balances density with appropriate development scale for the overall area. Mixed-use projects may be planned for in this area but realize that the neighborhood blocks not directly fronting along Broad Street will likely be more challenging to attract first-floor retail / restaurant tenants.															
Action 4.2.8 - The Broad Street subdistrict area should be considered for future empty nester style residential housing products using the PUD process as a key regulatory tool.															
Objective 4.3 - Create a strategic redevelopment strategy for the north end of Broad Street, between Xenia Drive and I-675.															
Action 4.3.1 - Continue code enforcement efforts to address property maintenance violations in the corridor.															
Action 4.3.2 - Create a new zoning district or overlay to enhance parking, signage, and building character in the area.															
Action 4.3.3 - Integrate simple streetscape improvements (landscaping, signage and wayfinding) that will communicate the City's brand image and strategy.															
Action 4.3.4 - Promote Fairfield Park by enhancing programming in the park.															

	TIME FRAME	FAIRBORN LEADERSHIP	PLANNING AND ZONING	CITY ENGINEER	PARKS AND REC	POLICE DEPARTMENT	FIRE DEPARTMENT	CHAMBER OF COMMERCE	FAIRBORN CIC	WRIGHT PATTERSON AFB	FAIRBORN SCHOOLS	WRIGHT STATE UNIVERSITY	GREENE COUNTY	PRIVATE LAND OWNERS	BM GREENWAYS
Action 4.3.5 - Promote the redevelopment of the Fairborn Plaza and allow for residential, institutional, and commercial uses on the site.															
Action 4.3.6 - Improve the gateway into the City at the I-675 and S.R. 444 interchange and create gateway to commercial area of North Broad Street.															
Action 4.3.7 - The Mitman Park public school site should be considered as a key redevelopment site.															
Objective 4.4* - Promote the development of a targeted mix of commercial uses, including retail stores, restaurants, and entertainment options in the downtown core area.															
Action 4.4.1 - Continue the fast-track approval process to promote reinvestment efforts in the downtown.															
Action 4.4.2 - Create an appropriately-scaled, pedestrian friendly environment.															
Action 4.4.3 - Create/Support the existing group a downtown or main street association with a staff, manager or director, and a diverse board to unify local retailers and promote the area.															
Action 4.4.4 - Encourage reoccurring events either seasonally or monthly to draw people downtown.															
Action 4.4.5 - Identify and provide the necessary goods and services for WPAFB staff, families, and visitors in the downtown core and along the Broad Street corridor.															
Action 4.4.6 - Continue to focus on destination uses in the Main Street subdistrict such as entertainment, restaurant / bars, retail and similarly compatible land uses.															

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Objective 4.5 - Promote increased density and a mix of housing options in the downtown core.															
Action 4.5.1 - Update zoning code standards to allow for and promote higher density multifamily options.															
Action 4.5.2 - Target blighted and underperforming multifamily and lodging structures for redevelopment.															
Action 4.5.3 - Protect and promote the historic qualities of the downtown neighborhoods.															
Action 4.5.4 - Support the development of step-up housing options for individuals and small families.															
Objective 4.6 - Promote the redevelopment and stabilization of existing downtown neighborhoods.															
Action 4.6.1 - Create homeowner maintenance and education plan framework for funding/encouraging small home repairs and remediation.															
Action 4.6.2 - Create housing acquisition plan framework for acquiring and redeveloping blighted properties.															
Action 4.6.3 - Identify properties with code violations and back taxes, encourage action from the landowner or include in housing acquisition strategy.															
Objective 4.7* - Create a signature public space that will serve as an organizing element for future redevelopment in the area.															
Action 4.7.1 - Identify underutilized or vacant properties in and around the downtown core.															
Action 4.7.2 - Campaign several potential park components and structure the design around public feedback.															
Action 4.7.3 - Construct the park/ public space and program a ribbon-cutting ceremony that launches Fairborn's downtown image.															

	TIME FRAME	FAIRBORN LEADERSHIP	PLANNING AND ZONING	CITY ENGINEER	PARKS AND REC	POLICE DEPARTMENT	FIRE DEPARTMENT	CHAMBER OF COMMERCE	FAIRBORN CIC	WRIGHT PATTERSON AFB	FAIRBORN SCHOOLS	WRIGHT STATE UNIVERSITY	GREENE COUNTY	PRIVATE LAND OWNERS	BM GREENWAYS
Objective 4.8 - Promote new neighborhood and corridor improvements to employees, families, and visitors of Wright Patterson Air Force Base (WPAFB).															
Action 4.8.1 - Create a partnership between WPAFB and the City of Fairborn.															
Action 4.8.2 - Identify and provide the necessary goods, services, and programs for WPAFB staff, families, and visitors in the downtown.															
Action 4.8.3 - Develop marketing materials specifically for attracting WPAFB personnel and visitors into Downtown Fairborn.															
Objective 4.9 - Create a framework for redevelopment in the downtown core area.															
Action 4.9.1 - Consider an intentional approach to acquiring and controlling additional strategic parcels for future redevelopment and for future public parking facility in the Main Street subdistrict area.															
Action 4.9.2 - Integrate the parcels located along the western side of Dayton Drive near Main Street into the Main Street subdistrict area. These “front door” parcels to Main Street can serve as an effective approach to expanding the Main Street subdistrict footprint while also serving as an “advertisement” for the Main Street area to the many vehicles traveling along this route.															
Action 4.9.3 - Consider converting some of the existing parallel parking spaces located in the Main Street subdistrict area into “parklets” that can serve a variety of purposes such as: outdoor patio seating for a restaurant, a small pocket park or a sidewalk accessible seating area.															
Action 4.9.4 - Consider future downtown improvements supporting the Active Transportation Plan such as new and expanded bicycle rack and accessory stations, expanded multi use path network connections and bicycling and pedestrian oriented wayfinding.															
Action 4.9.5 - Identify locations in the Main Street and Broad Street redevelopment areas for bicycle lane signage opportunities to promote a more friendly and safer bicycling environment in these destination zones.															

8.2

central district

KEY

ST - Short Term (1-3 years)
MT - Medium Term (3-6 years)
LT - Long Term (7-10 years)
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	TIME FRAME	FAIRBORN LEADERSHIP	PLANNING AND ZONING	CITY ENGINEER	PARKS AND REC	POLICE DEPARTMENT	FIRE DEPARTMENT	CHAMBER OF COMMERCE	FAIRBORN CIC	WRIGHT PATTERSON AFB	FAIRBORN SCHOOLS	WRIGHT STATE UNIVERSITY	GREENE COUNTY	PRIVATE LAND OWNERS	BM GREENWAYS
Objective 5.1 - Promote redevelopment in and around the Five Points and Kauffman Ave commercial areas.															
Action 5.1.1 -Create a detailed redevelopment plan and marketing strategy to comprehensively redevelop the Five Points and Kauffman Ave areas.															
Action 5.1.2 - Update zoning code standards to promote flexibility in the types of uses permitted in the areas with the goal of creating/accommodating a mix of income generating uses including residential.															
Action 5.1.3 - Update parking standards to decease the quantity and improve the quality of parking associated with commercial uses in these areas.															
Action 5.1.4 - Improve walkability and pedestrian connections from adjacent neighborhoods to the commercial areas.															

	TIME FRAME	FAIRBORN LEADERSHIP	PLANNING AND ZONING	CITY ENGINEER	PARKS AND REC	POLICE DEPARTMENT	FIRE DEPARTMENT	CHAMBER OF COMMERCE	FAIRBORN CIC	WRIGHT PATTERSON AFB	FAIRBORN SCHOOLS	WRIGHT STATE UNIVERSITY	GREENE COUNTY	PRIVATE LAND OWNERS	BM GREENWAYS
Action 5.1.5 - Create a unique signage and branding strategy to identify and brand the areas within the larger community fabric.															
Action 5.1.6 - Consider creating a Community Reinvestment Area as an economic development tool to promote redevelopment.															
Action 5.1.7 - Recognize Kaufman Avenue as a key corridor and "front door" to the Priority Development Areas by targeting strategic portions of the corridor for aesthetic streetscaping upgrades. When considering streetscape upgrades on this corridor, focus investment on strategic corridor locations that can be planned for future redevelopment activity.															
Objective 5.2 - Promote a mix of housing types that meet current and projected market demand.															
Action 5.2.1 - Update zoning code standards to allow for and promote higher density multifamily options along Kauffman Ave and Dayton-Yellow Springs Road.															
Action 5.2.2 - Target blighted and underperforming multifamily and single family structures for redevelopment.															
Objective 5.3* - Promote the redevelopment and stabilization of existing neighborhoods															
Action 5.3.1 - Create homeowner maintenance and education plan to support/promote exterior improvements.															
Action 5.3.2 - Target blighted properties for acquisition and demolition.															
Action 5.3.3 - Provide targeted code enforcement efforts with established neighborhoods to address/improve property maintenance conditions.															
Action 5.3.4 - Maintain and reinvest in streets and sidewalks.															

	TIME FRAME	FAIRBORN LEADERSHIP	PLANNING AND ZONING	CITY ENGINEER	PARKS AND REC	POLICE DEPARTMENT	FIRE DEPARTMENT	CHAMBER OF COMMERCE	FAIRBORN CIC	WRIGHT PATTERSON AFB	FAIRBORN SCHOOLS	WRIGHT STATE UNIVERSITY	GREENE COUNTY	PRIVATE LAND OWNERS	BM GREENWAYS
Objective 5.4 - Improve existing park network and connections between residences and parks.															
Action 5.4.1 - Promote the incorporation of open space in areas that are underserved.															
Action 5.4.2 - Evaluate existing park designs and amenities such as landscaping and program mix to develop a strategy to enhance existing neighborhood parks.															

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8.3

university district

KEY

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MT - Medium Term (3-6 years)
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	TIME FRAME	FAIRBORN LEADERSHIP	PLANNING AND ZONING	CITY ENGINEER	PARKS AND REC	POLICE DEPARTMENT	FIRE DEPARTMENT	CHAMBER OF COMMERCE	FAIRBORN CIC	WRIGHT PATTERSON AFB	FAIRBORN SCHOOLS	WRIGHT STATE UNIVERSITY	GREENE COUNTY	PRIVATE LAND OWNERS	BM GREENWAYS
Objective 6.1* - Foster university-community collaboration.															
Action 6.1.1 - Create a standing University and Community committee to promote 'town gown' initiatives.															
Action 6.1.2 - Adopt a University and Community compact for collaboration.															
Action 6.1.3 - Coordinate economic development initiatives within the University District.															
Action 6.1.4 - Collaborate with the University to identify student housing needs and development opportunities.															
Action 6.1.5 - Strengthen the sense of community between students/ nonstudents.															

	TIME FRAME	FAIRBORN LEADERSHIP	PLANNING AND ZONING	CITY ENGINEER	PARKS AND REC	POLICE DEPARTMENT	FIRE DEPARTMENT	CHAMBER OF COMMERCE	FAIRBORN CIC	WRIGHT PATTERSON AFB	FAIRBORN SCHOOLS	WRIGHT STATE UNIVERSITY	GREENE COUNTY	PRIVATE LAND OWNERS	BM GREENWAYS
Objective 6.2 - Improve housing options for students, faculty, and staff.															
Action 6.2.1 - Ensure all rental housing is in a safe, sanitary, and properly permitted.															
Action 6.2.2 - Work with the Fairborn Development Corporation and the University to support financial mechanisms to help faculty and staff find quality and affordable housing.															
Action 6.2.3 - Collaborate with the University to make the District a more attractive place to live for year-round residents.															
Action 6.2.4 - Work with the University and Fairborn Development Corporation to enhance online presence of off-campus housing options for WSU students.															
Action 6.2.5. - Promote quality multifamily housing in the University District.															
Objective 6.3 - Promote multimodal transportation options for students, faculty, and staff.															
Action 6.3.1 - Explore the opportunity to create an integrated bus system serving both residents and residents.															
Action 6.3.2 - Identify high non-motorized areas and evaluate the need for enhanced crossings such signalization, pedestrian bridges and/or tunnels to improve connectivity.															
Action 6.3.3 - Create a strategy to build dedicated bike lanes or multi-use pathways along major corridors to and within the University District															

	TIME FRAME	FAIRBORN LEADERSHIP	PLANNING AND ZONING	CITY ENGINEER	PARKS AND REC	POLICE DEPARTMENT	FIRE DEPARTMENT	CHAMBER OF COMMERCE	FAIRBORN CIC	WRIGHT PATTERSON AFB	FAIRBORN SCHOOLS	WRIGHT STATE UNIVERSITY	GREENE COUNTY	PRIVATE LAND OWNERS	BM GREENWAYS
Objective 6.4* - Enhance the Economic Competitiveness of the District.															
Action 6.4.1 - Create entry features/ gateways in partnership with the University highlighting the entrance to Fairborn and the University.															
Action 6.4.2 - Create a targeted economic development strategy to improve and diversify retail options along Colonel Glenn Highway near Kauffman Avenue.															
Action 6.4.3 - Increase branded wayfinding signage that highlights collaboration of City and WSU.															
Action 6.4.4 - Work with the Dayton Development Coalition to identify and support targeted reinvestment in the District.															
Action 6.4.5 - Create a focused redevelopment strategy for the commercial area along Colonel Glenn Highway near Kauffman Avenue.															
Action 6.4.6 - Create an overlay district along Colonel Glenn Highway between Presidential Drive and Raider Road with the goal of creating a mixed-use 'university village,' a shopping center and entertainment destination serving University faculty and staff and local residents.															
Action 6.4.7 -Examine opportunities to create a road diet and enhanced intersection to improve the pedestrian environment along Colonel Glenn Highway.															

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8.4

east district

KEY

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MT - Medium Term (3-6 years)
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	TIME FRAME	FAIRBORN LEADERSHIP	PLANNING AND ZONING	CITY ENGINEER	PARKS AND REC	POLICE DEPARTMENT	FIRE DEPARTMENT	CHAMBER OF COMMERCE	FAIRBORN CIC	WRIGHT PATTERSON AFB	FAIRBORN SCHOOLS	WRIGHT STATE UNIVERSITY	GREENE COUNTY	PRIVATE LAND OWNERS	BM GREENWAYS
Objective 7.1* - Promote a mix of uses near the I-675 interchange and corridor.															
Action 7.1.1 - Promote this area as a location for higher density mixed-use development to promote economic growth and quality of life conveniences for area residents.															
Action 7.1.2 - Increase the number of connections and accessibility to and from adjacent development.															
Action 7.1.3 - Support the development of new income generating land uses.															
Action 7.1.4 - Create an attractive streetscape and gateway along East Dayton Yellow Springs Rd. and Commercial Center Dr., as well as local roads throughout the district.															
Action 7.1.5 - Increase the quality of development through the adoption of new development standards that will enhance the quality and character of the district.															
Action 7.1.6 - Plan the future street pattern on the north side of Dayton Yellow Springs Road in a grid pattern to promote wayfinding, walkability and the adaptive reuse of the area															

	TIME FRAME	FAIRBORN LEADERSHIP	PLANNING AND ZONING	CITY ENGINEER	PARKS AND REC	POLICE DEPARTMENT	FIRE DEPARTMENT	CHAMBER OF COMMERCE	FAIRBORN CIC	WRIGHT PATTERSON AFB	FAIRBORN SCHOOLS	WRIGHT STATE UNIVERSITY	GREENE COUNTY	PRIVATE LAND OWNERS	BM GREENWAYS
Objective 7.2 - Promote the protection and preservation of open space to create a signature greenway through the focus area.															
Action 7.2.1 - Provide a variety of creative and unique residential development options that respond to the needs of the community.															
Action 7.2.2 - Allow for a mix of residential products and services within individual developments.															
Action 7.2.3 - Establish a level of quality and character not currently available in other areas of the City or region by creating standards to mandate creative architecture and development.															
Action 7.2.4 - Promote sustainable and context sensitive development throughout the development area.															
Action 7.2.5 - Ensure that open space for individual developments is accessible to the public and cohesively linked with open space from adjacent developments and public spaces.															
Action 7.2.6 - Provide education and recreation opportunities that showcase the unique natural features of the area and help create a distinctive brand image to the overall development plan and strategy.															
Action 7.2.7 - Provide a multi-use path connection between Fairborn park land and other dedicated conservation areas to create a cohesive greenway.															

	TIME FRAME	FAIRBORN LEADERSHIP	PLANNING AND ZONING	CITY ENGINEER	PARKS AND REC	POLICE DEPARTMENT	FIRE DEPARTMENT	CHAMBER OF COMMERCE	FAIRBORN CIC	WRIGHT PATTERSON AFB	FAIRBORN SCHOOLS	WRIGHT STATE UNIVERSITY	GREENE COUNTY	PRIVATE LAND OWNERS	BM GREENWAYS
Objective 7.3 - Integrate new public and semi-public uses into the overall focus area framework with the goal of creating a unique campus in a neighborhood setting.															
Action 7.3.1 - Plan for a central civic/semi-public 'hub' that will serve as central area of activity and community engagement.															
Action 7.3.2 - Integrate active public spaces to support the overall economic development strategy.															
Action 7.3.3 - Improve Byron Road streetscape as development occurs to create a 'main street' feel and function within the Traditional Neighborhood District.															
Action 7.3.4 - Create strong bike and pedestrian connections between civic and semi-public hub and the overall town center area.															
Action 7.3.5 - Integrate a variety of housing types into the Traditional Neighborhood District that will attract and serve both young adults and the senior population.															
Action 7.3.6 - Connect open space/greenway areas (physically and viewsheds) in the adjoining conservation development area.															
Action 7.3.7 - Incorporate elements of the small town / rural character into the architecture and planning elements in the Traditional Neighborhood District.															
Action 7.3.8 - Incorporate neighborhood retail and restaurant space into the overall development plan.															

	TIME FRAME	FAIRBORN LEADERSHIP	PLANNING AND ZONING	CITY ENGINEER	PARKS AND REC	POLICE DEPARTMENT	FIRE DEPARTMENT	CHAMBER OF COMMERCE	FAIRBORN CIC	WRIGHT PATTERSON AFB	FAIRBORN SCHOOLS	WRIGHT STATE UNIVERSITY	GREENE COUNTY	PRIVATE LAND OWNERS	BM GREENWAYS
Objective 7.4 - Promote the overall quality, character, and brand of the District.															
Action 7.4.1 - Consistently apply the development and architectural guidelines that will promote the quality of development of the area and work to create a unique brand for the sub-districts in the focus areas															
Action 7.4.2 - Enhance the gateways at Xenia Drive and Dayton Yellow Springs Road															
Action 7.4.3 - Review PUD projects in the East Planning District against the PUD Guidelines seeking to facilitate upgraded developments that will further the goals set forth in the Zoning Code and Comprehensive Plan.															
Objective 7.5 - Support the development of new income generating uses.															
Action 7.5.1 - Create a branding and marketing plan for this area to strengthen its identity and promote its transition to a mixed-use district.															
Action 7.5.2 - Work with the economic development director to identify economic development tools to attract new office, research, and technology to the District.															
Action 7.5.3 - There will be a need for neighborhood level commercial land uses in the Bath Township area once the number of new residential dwellings begin to reach a critical mass sufficient to attract new supporting commercial development. As additional residential dwellings are added to this area, consider a more detailed land use study of the Bath Township area to determine a more detailed land use plan for future commercial development.															

	TIME FRAME	FAIRBORN LEADERSHIP	PLANNING AND ZONING	CITY ENGINEER	PARKS AND REC	POLICE DEPARTMENT	FIRE DEPARTMENT	CHAMBER OF COMMERCE	FAIRBORN CIC	WRIGHT PATTERSON AFB	FAIRBORN SCHOOLS	WRIGHT STATE UNIVERSITY	GREENE COUNTY	PRIVATE LAND OWNERS	BM GREENWAYS
Objective 7.6 - Promote sustainable development Practices in the Conservation Sub-District.															
Action 7.6.1 - Create a list of best management practices for developers to incorporate into new developments.															
Action 7.6.2 - Encourage homeowners and developers to utilize sustainable practices in the Conservation Sub-District.															
Action 7.6.3 - Require open spaces to be contiguous to the extent possible, both within the development, as well as to adjacent developments.															
Action 7.6.4 - Require developers to provide trails as part of the open space network within each new development.															
Action 7.6.5 - Allow for public access in the form of trails through and along open space areas and linkages, as well as signed parking (on-street) and access points from area roadways															
Action 7.6.6 - Partner with third party conservation organizations to acquire, restore, and maintain sensitive areas within the Focus Area.															
Action 7.6.7 - Utilize conservation easements whenever possible to ensure the permanent protection of open space.															

	TIME FRAME	FAIRBORN LEADERSHIP	PLANNING AND ZONING	CITY ENGINEER	PARKS AND REC	POLICE DEPARTMENT	FIRE DEPARTMENT	CHAMBER OF COMMERCE	FAIRBORN CIC	WRIGHT PATTERSON AFB	FAIRBORN SCHOOLS	WRIGHT STATE UNIVERSITY	GREENE COUNTY	PRIVATE LAND OWNERS	BM GREENWAYS
Objective 7.7 - Provide educational opportunities that showcase the unique features of the conservation subdistrict, both constructed and preserved.															
Action 7.7.1 - Install educational signage that describe 'green' elements incorporated into the development.															
Action 7.7.2 - Use educational signage that describes how and why the environmental areas were preserved/restored.															
Action 7.7.3 - Create pedestrian and bicycle linkages from neighborhoods and open space areas to future neighborhoods, developments, or public use sites.															
Action 7.7.4 - Public input revealed that several of the residential subdivisions in the City feel "fragmented" in terms of not offering many pedestrian or bike connections via sidewalk or dedicated hiker/biker trail facilities. Creating an expanded pedestrian / bike network should be an overarching long-term goal to include both existing developed areas and planning for these facilities serving, and connecting to future development areas that would benefit from pedestrian and multi-purpose path connections.															
Action 7.7.5 - Consider a future pedestrian connectivity study to determine the most impactful sidewalk and multi-purpose path connections could be achieved along with preliminary cost estimates to aid in project funding prioritization decisions.															

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Objective 7.8 - Create the planning framework for new and upgraded residential housing choices in the East Planning District and portions of Bath Township.															
Action 7.8.1 - Consider analyzing the current residential housing products available in the City and determine what gaps may exist in terms of being able to offer housing choices across all the age spectrums (i.e. Starter Housing, Downtown Oriented Housing, Step-Up, Empty Nestor Housing, etc.). The goal is to attract people to Fairborn at a younger age and provide suitable “next-step” housing choices to keep them in the community long term.															
Action 7.8.2 - There is a need in the City for all levels of senior focused housing, primarily “empty nester” attached or detached developments. This furthers a key goal of seeking to retain current Fairborn citizens wishing to downsize and still remain in the City. Consider using the PUD process to promote and incentivize the inclusion of new senior focused housing products															
Action 7.8.3 - When reviewing new subdivisions and commercials developments, consider both public and private infrastructure projects and pubic amenity projects that also address senior citizen priorities such as increased seating areas, safe and secure walking paths and wheelchair ramps.															

PLAN PREPARED FOR:

FAIRBORN
TRADITION • INNOVATION

PLAN PREPARED BY:

OHM Advancing Communities

Aimpoint go beyond insight™

PLAN UPDATED BY:

stewart land use