

FRAMEWORK PLAN

- Strategic Parking Plan
- Strategic Elimination of Curb Cuts
- Franklin and Main Streetscape
- Infill Examples

+/- 654 Total Shared Parking

PARKING DISTRICT OUTLINE

+/- 362 Spaces

+/- 148 Spaces

+/- 144 Spaces

VIRGINIA AVENUE

WESTERFIELD DRIVE

W RIDGEWAY DRIVE

E RIDGEWAY DRIVE

N MAIN STREET

MAPLE AVENUE

W FRANKLIN STREET

E FRANKLIN STREET



**NUTT HOUSE
SIGNATURE
RESTAURANT**

SINGLE FAMILY
2 HOMES

SINGLE FAMILY
1 HOME

**COMMERCIAL
+/-5,000 SF
2-STORY**

E RIDGEWAY DRIVE

MAPLE AVENUE

N MAIN STREET

E FRANKLIN STREET

NORTH EAST QUADRANT

LIVE/WORK/PLAY Respond to market demand while being authentic to Uptown's history and retail energy





Placemaking and Gateways Uptown Action Plan

CENTERVILLEOHIO.GOV/UPTOWN



PHASE 1: NORTHEAST

CONSTRUCTION 2021 - 2022

Phase 1 of the Uptown Placemaking and Gateways plan is focused on the Northeast quadrant of the Main Street and Franklin Street intersection. Phase 1 focuses on redesigning the existing parking areas for Graeters, City Barbeque, MacDiggers and Cross Pointe Church to increase the number of available spaces and create pedestrian and vehicular connectivity. To improve traffic flow on E. Franklin Street, Phase 1 calls for reducing the number of private access drives for individual businesses in favor of common public parking access drives serving the whole quadrant. Phase 1 also envisions opportunities for targeted infill commercial and residential development.



PHASE 2: NORTHWEST

CONSTRUCTION 2023 - 2024

Phase 2 focuses on redesigning and expanding the existing public parking areas behind Panera and other businesses to increase available spaces and create pedestrian and vehicular connectivity. Phase 2 continues to reduce the number of private drives for individual businesses. In place of these, Phase 2 envisions activated outdoor spaces with seating areas, greenspace, patios and additional retail space. Phase 2 envisions more opportunities for targeted in-fill commercial and residential development, specifically at the corner of West Ridgeway and Main Streets. Phase 2 depicts several infill mixed-use buildings on the property acquired by the City in 2019, along with additional public green space and parking.



PHASE 3: SOUTHWEST

CONSTRUCTION 2024 - 2025

Phase 3 primarily focuses on connecting the existing parking areas and increasing capacity and connectivity. Phase 3 also envisions converting existing driveways into activated outdoor spaces.

JUNE

UPTOWN

2019

ACTION PLAN



ACTION
PLAN

COMMUNITY
SURVEY
RESULTS

BRAINSTORMING
RESULTS

Walkability/Traffic Reduction Strategies

The top priority for Uptown, as identified by the stakeholder committee, is to improve walkability and reduce traffic congestion. In addition, this is an opportunity to effectuate connectivity. A walkable Uptown will improve visitors' experience and create a more attractive and active area. The following strategies will be implemented in an effort to make residents and visitors feel safe and improve the convenience of visiting Uptown.

Strategy 1 - Install bollards between sidewalk and street

The City will research installation of decorative bollards or railings between the sidewalk and the street to provide for additional separation between pedestrians and vehicles. While there are already bollards in some areas of Uptown, the City will study additional areas that will benefit from this strategy.

Strategy 2 - Investigate and implement additional crosswalks on Franklin and Main streets

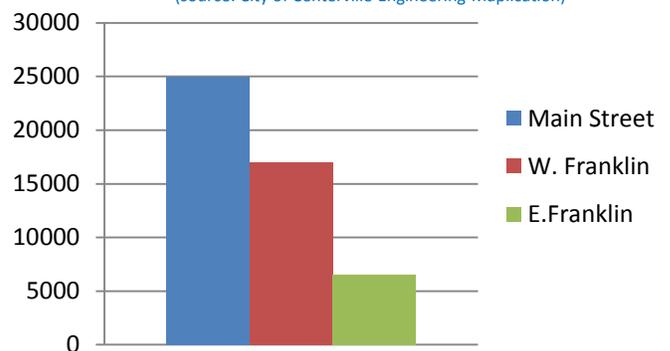
There are currently only four crosswalks in Uptown (Main and Franklin; West Franklin and Virginia; Main and Bradstreet; and Main and Irongate), making it a challenge to park and walk through Uptown. In an effort to improve convenience and safety, the City will identify the most appropriate places for additional crosswalks and implement thereafter.

Strategy 3 - Determine feasibility of connecting streets and a bypass

Table 1 outlines the daily traffic counts along Main and Franklin streets. To improve traffic flow and pedestrian safety, the City will conduct a feasibility study of connecting dead end streets to allow for alternative routes to and around Uptown. Those streets could include Normandy to Spring Valley; Lyons to Centerville-Washington Township Park District entrance road. This study will also examine a bypass around Main and Franklin (possible relocation of 725).

Table 1: Annual Average Daily Traffic

(source: City of Centerville Engineering Maplication)



Public Parking

Uptown has 266 public parking spaces in lots that have poor signage, are unconnected, and have limited or no walkways to draw visitors from the lots to their destination. As detailed in Figure 2, the primary public parking lots are located on the north side of West Franklin and the northeast corner of Main and Franklin. The City will undertake strategies designed to enhance these parking lots and their connectivity.

Figure 2 – Current Uptown Public Parking



Strategy 1 – Improve parking lots on north and south sides of West Franklin

The City will engage with a firm to redesign the parking lot on the north side of West Franklin and potentially a connection from West Ridgeway connecting to Town Hall Theater. Ideally, it would be one continuous parking lot. The lot would have clearly defined and limited exits and entrances to improve safety for both vehicles and pedestrians. The current access points along West Franklin could be converted to greenspace, gathering space, or outdoor seating for existing businesses (see Figure 3 for an example). Since this parking lot is the “front door” for many businesses, the City will work with a design firm to investigate the feasibility of walkways behind the businesses to allow for a walkable experience and could include decorative lighting and landscaping.

While the City has no ownership of the parking lots behind the south side of West Franklin, the City will attempt to partner with property owners and businesses in an effort to have continuity in the look and feel of the Uptown parking lots.

Strategy 2 – Improve parking lots on northeast corner of Franklin and Main streets

The City has a 10-year lease with Cross Point Church for use of its parking lot. While this provides much needed additional parking, the only entrance to this lot is via Maple Avenue. This limited access can cause confusion for customers who pull into the City BBQ/Graeters parking lot only to find it at capacity. By connecting the two parking lots, customers would have easier access to additional parking. The City already has a purchase agreement for the back building at

Figure 3 - example of converted parking lot entrance



30 North Main Street. The City plans to demolish the building and construct a connector, including a landscaped pedestrian walkway.

Another troubling access point to public parking is the alley off Maple Avenue. This is, for all practical purposes, a one-way alley, but is used as a two-way and has sight line issues due to its narrow width. To improve safety and access, the City will attempt to work with property owners and DP&L to widen the alley. The ultimate goal is to encourage vehicular traffic to enter the parking lot off of Maple at the alley or the entrance to Cross Point Church rather than behind City BBQ.

Strategy 3 - Design and install clear and consistent public parking signs

Although there are numerous public parking spaces, there are no consistent or adequate signage directing people to these spaces. To remedy this, the City will install standardized public parking signs at appropriate locations (see Figure 4 for example).

Figure 4 - Parking sign



Parking				
Project Lead	Partners	Short Term (1-2 years)	Mid Term (3-4 years)	Long Term (5-8 years)
Parking				
Public Works	Planning, Economic Development, Business owners	Design study on north side of W. Franklin	Implement design study recommendations	
Planning	Public Works	Install consistent public parking signs		
Economic Development	Public Works	Connect Cross Point church parking lot to City-owned parking lot		
City Manager's Office	Public Works		Widen alley that connect Maple to City-owned parking lot	



Heart of Centerville
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www.hocwt.com

Dear Grant Review Committee Members:

On behalf of the Heart of Centerville, I enthusiastically support the plans developed by the City of Centerville to enhance the Uptown District. Uptown Centerville is a unique historic commercial district, and the proposed streetscape and parking improvements are important components to ensuring the long-term vitality of this area.

The Heart of Centerville is a membership organization representing more than 100 retail, entertainment, philanthropic, and professional services companies in the City of Centerville and Washington Township. As president, I can personally attest to the importance of this commercial district for our community.

Many of our members have locations in Uptown. They have expressed ongoing challenges with parking and the traffic congestion in the area. We believe these challenges have contributed to business turnover and commercial vacancies. The Heart of Centerville believes the proposed improvements will have a significant positive impact on parking and traffic flow in Uptown and lead to opportunities for new businesses.

We are excited about the plan for Uptown and fully support the City of Centerville's PDAC application. We look forward to the partnering with the City on this important project for our community.

Sincerely,

Christopher A. Wysong
President
Heart of Centerville and Washington-Township

RESOLUTION NO. 100-21
CITY OF CENTERVILLE, OHIO

SPONSORED BY COUNCILMEMBER John Palcher ON
THE 18th DAY OF October, 2021.

A RESOLUTION AUTHORIZING THE ACTION OF THE CITY MANAGER, ON BEHALF OF THE CITY OF CENTERVILLE, IN SUBMITTING A DAYTON REGION PRIORITY DEVELOPMENT AND ADVOCACY COMMITTEE (PDAC) APPLICATION TO THE DAYTON DEVELOPMENT COALITION FOR THE UPTOWN CENTERVILLE PARKING AND STREETScape IMPROVEMENTS, PHASE 1 PROJECT.

WHEREAS, the Dayton Development Coalition established the PDAC to assist in in establishing regional priorities for funding public projects that benefit the economic development, transportation, health, education or quality of life in the region; and

WHEREAS, the City has identified one project for the PDAC applications being the Uptown Centerville Parking and Streetscape Improvements, Phase 1 (Economic Development) Project; and

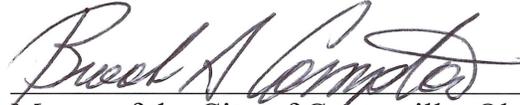
WHEREAS, the submittal deadline for 2021 PDAC applications is November 5, 2021.

NOW, THEREFORE, THE MUNICIPALITY OF CENTERVILLE HEREBY RESOLVES:

Section 1. That the City Council hereby authorizes the action of the City Manager in submitting the PDAC application for the Uptown Centerville Parking and Streetscape Improvements, Phase 1 Project.

Section 2. This resolution becomes effective on the earliest date allowed by law.

PASSED this 18th day of October, 2021.



Mayor of the City of Centerville, Ohio

ATTEST:



Clerk of Council, City of Centerville, Ohio

CERTIFICATE

The undersigned, Clerk of the Council of the City of Centerville, Ohio hereby certifies that the foregoing is a true and correct copy of Resolution Number 100-21 passed by the Council of the City of Centerville, Ohio on the 18th day of October, 2021.



Clerk of Council

Approved as to form, consistency
with existing Ordinances, the
Charter and Constitutional Provisions.

Department of Law
Scott A. Liberman
Municipal Attorney