



REQUEST FOR PROPOSAL

East Central Avenue Future Land Use Study

Questions & Answers

- Have there been any previous studies or planning efforts for the East Central Avenue corridor or nearby areas that we should consider when conducting our analysis?

The City is finishing up a new Transportation Plan which incorporates the E. Central Avenue corridor. The current plan is for this section of road to eventually convert to three lanes (two travel, one CLTL) with curb, gutter, and sidewalk. Otherwise, no other studies involving the study area have been completed in the recent past.

- Could you clarify the current challenges with the existing zoning regulations and their impacts on desired land uses?

From what I know, I believe the general fear is for uses permitted in the GB-1 district to spread east along the corridor from Heincke Road, creating issues for the existing residences along the corridor. If the Burkhardt Nursery site at E. Central and Heincke is developed for commercial purposes, there's a general thought that similar uses may want to get established further east as individual property owners look to sell.

- Are there any anticipated changes to zoning laws or regulations that could affect this project?

In the near term, no. We're interested in learning about new zoning strategies we could incorporate within this area to mitigate the impacts of commercial activity on existing residential.

- What specific problems have been identified with the E. Central Avenue/N. Heincke Road intersection? Are there traffic studies or accident reports available?

No specific studies or reports, but even a Google Streetmap view would show how close these intersections are and how congested they can get at peak

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hours. It's quite a mess for several hours of the day, especially now that Kroger has opened their new store.

- Are there already conceptual plans or preferred solutions for the intersection that the city has considered?

Other than spit balling, no. We've thought about perhaps acquiring right-of-way to curve E. Central farther north to intersect Heincke around where the Workout Anytime business is located. We've also discussed cul-de-sacing E. Central, leaving a viable commercial site with direct access to Heincke but no access to E. Central Ave. Of course, the other option is to leave it as-is and perhaps reconfigure the intersection to limit left-turn movements. We're up for most any possibility for at least a discussion.

- Are there particular types of commercial or industrial activities that the city aims to attract to the corridor?

That is a question we hope to answer with this study. We want to know what commercial uses the residents along the corridor would prefer to see, and take our queues from that when we speak to developers and property owners. The optional Market Analysis would certainly help to know how the market sees this area regarding its viability for various land uses. But, given the budget, we thought this would be best left as an option element if the price was right and we could allocate additional dollars.

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