CITY OF RIVERSIDE
MONTGOMERY COUNTY, OHIO

2005
# Comprehensive Plan Update

Table of Contents

OVERVIEW OF THIS PLAN

This document is intended to update the 1996 Comprehensive Land Development Plan and provide a vision of the City's future. The purpose of this Plan is to serve as a guide for the City Council, Planning Commission, Board of Zoning Appeals, developers, employers, and residents in decision making by providing them a framework against which day-to-day issues and problems can be evaluated. Properly used it can help the City of Riverside to use resources in the most effective and efficient manner. It can ensure that all the various players involved in building and shaping the City are working together toward common goals resulting in a stronger and more viable community. It is expected that this Plan will be continually used and periodically updated on the changing dynamics and needs of the City of Riverside and its residents.

REGIONAL PERSPECTIVE

The City of Riverside is located in Montgomery County and is just east of Dayton. The City is divided into seven (7) different sections, each section separated by surrounding cities, townships, and the Wright-Patterson Air Force Base. Huber Heights and the City of Dayton border Riverside on the north. To the east of Riverside is the City of Dayton, Bath Township in Greene County, and the City of Beavercreek and to the west of Riverside is Harrison Township and the City of Dayton. The Wright-Patterson Air Force Base and the Mad River are located in the center of the City and divide Riverside in half.

The City of Riverside encompasses approximately 9½ square miles; however, it is not continuous. The main area of the city is divided in two (2) sections; one to the north and one to the south of the Wright-Paterson Air Force Base. Four (4) other sections are located in the north of the city and one (1) section located between the two main areas of Riverside.
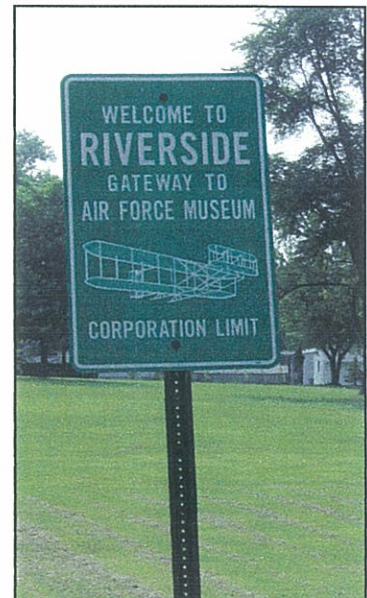
Several transportation arteries pass through the city, including two (2) state routes. SR 4 goes through the center of the City and US 35 passes through the southern part of Riverside. Riverside is easily accessible to the metropolitan areas in Dayton and Columbus for employment, business, shopping, and recreation.

The majority of Riverside has already been developed into residential and commercial areas. Most of the residential and commercial construction in Riverside occurred before 1980.

Goals

Every Comprehensive Plan must be based upon goals of the community. The goals and objectives expressed in this Plan are intended to serve as broad guidelines for future growth and development. The goals strive to achieve a balance of residential, commercial, industrial, institutional, and recreational land uses in order to maintain a healthy economic base and provide a quality living environment for residents of the City of Riverside.

The goals of the Riverside Comprehensive Plan are as follows:

- ❑ Create community pride and awareness by upgrading the entries into the community with a beautification plan which encourages quality landscaping, fencing, and streetside façade improvements.

- ❑ Encourage the maintenance and improvement of homes in existing residential areas as a means to ensure the value of the established neighborhoods.

- ❑ Promote the construction of new residential opportunities by encouraging predominantly moderate density single-family housing development consistent with the character of the community, executive housing, and senior housing.

- ❑ Focus on the creation of the "Center of Flight" in the areas surrounding Harshman Road / Woodman Road south of State Route 4, the Airway Road intersection; and Springfield Street.

- ❑ Encourage commercial, office, and industrial development in order to promote a diverse and strong tax base.

- ❑ Encourage the revitalization and maintenance of existing commercial areas to promote attractive business areas with controlled signs, parking, and landscaping.

- ❑ Control the location and nature of commercial development to adequately provide for the needs of City residents while limiting the impacts on public facilities and services and on established residential neighborhoods.

- ❑ Promote land use practices which contribute to the preservation and improvement of environmental quality of air, surface water resources (creeks, lakes, wetlands, floodplains) and other natural features.

- ❑ Encourage the maintenance of existing parks and recreation amenities and promote the development of additional parks in key locations throughout the City.

- ❑ Maintain and improve transportation facilities to provide for safe, efficient, and effective movement of vehicles and persons to ensure that the type and capacity of transportation elements are appropriate and sufficient for anticipated traffic demands.

- ❑ Continue to strive to meet the needs (safety, recreation, utilities, infrastructure maintenance) of the residents of the City of Riverside.

POPULATION

According to the 2000 U.S. Census, the population of the City of Riverside is 23,545 representing a 6.3% decrease in population over the past decade. A possible reason for Riverside's population loss is that the City of Riverside became incorporated in 1994. Before 1994, the surrounding cities continuously annexed sections of Mad River Township leaving the Township and ultimately the City of Riverside with less land area and therefore less population. It is difficult to compare population change over time in Riverside because it is not apples to apples.

The table below shows the change in population of Riverside compared to the Montgomery County and surrounding communities. Similar to Riverside, the county and most of the communities lost population between 1990 and 2000. Riverside lost a larger percent of its population then the county as a whole, which lost 2.6%. Dayton, Harrison Township, and Wright-Patterson Air Force Base all had a greater population loss than the City.

POPULATION COMPARISON MONTGOMERY COUNTY				
	1990	**2000**	**Absolute Change**	**Percent Change**
City of Riverside	25,248	23,645	-1,603	-6.3%
City of Beavercreek	33,626	38,183	4,557	13.6%
City of Dayton	182,044	166,193	-15,851	-8.7%
City of Huber Heights	38,686	38,272	-414	-1.1%
Wright-Patterson AFB	8,579	6,613	-1,966	-22.9%
Bath Township	38,283	40,235	1952	5.1%
Harrison Township	26,026	24,130	-1,896	-7.3%
Montgomery County	573,809	559,062	-14,747	-2.6%
Source : US Census				

The population in the City Riverside is a little more racially homogenous and not as culturally diverse as the population found throughout the county. According to the 2000 US Census, 91.5% of Riverside's population is white compared with 76.6% in Montgomery County. Riverside has a 4.3% African American population while 19.9% of Montgomery County's population is African American.

The City of Riverside has a slightly larger elderly population when compared to Montgomery County and the State. The US Census reported that 14.9% of Riverside's population is 65 and over compared with 13.7% in Montgomery County and 13.3% in Ohio. A large retired population requires special services and needs including housing, emergency and health care. However, it does not appear that the elderly population is substantially larger than the surrounding area and the rest of Ohio.

INCOME / EDUCATION

According to the 2000 Census, 78% of the residents of the City earned high school diplomas or a higher degree, which is lower then Montgomery County's average of 83.5% and the State of Ohio's average of 83.0%. Since 1990, there has been an increase in high school graduates in Riverside. The 2000 Census reported that 37.8% of the residents of Riverside have a high school degree as the highest educational attainment level as compared with 34% in 1990.

The City of Riverside has a lower median household income than both Montgomery County and Ohio. Approximately 279,635 residents were included in the 2000 City of Riverside labor force and the 1999 median household income was $37,034 compared to the Montgomery County 1999 median household income of $40,156 and the State of Ohio's 1999 median household income of $40,956. The median household income in Montgomery County over the last decade is typically moving ahead of the average of the City of Riverside.

The 2000 US Census reported that 10.1% of the individuals in Riverside are below the poverty level, while 11.3% of the individuals in Montgomery County are below the poverty level. By comparison, 10.6% of the individuals in Ohio are below the poverty level. The City is above the poverty levels when compared to the rest of Ohio.

The community of Riverside as a whole has modest income levels. There is not a large concentration of poor people or a large number of households with upper income levels and executive salaries. The middle ranges of household incomes make up a larger percentage of households than households in Montgomery County and in Ohio. The lowest household income levels (less than $10,000) and the highest household income levels (greater than $75,000) are below Montgomery County and the State. Below is a comparison of the breakdown of household income levels in Riverside, Montgomery County, and the State of Ohio.

HOUSEHOLD INCOME IN 1999 COMPARISON			
Household Income	**Riverside** **Percent**	**Montgomery Co.** **Percent**	**Ohio** **Percent**
Less than $10,000	8.5%	9.9%	9.1%
$10,000 - $14,999	7.0%	5.9%	6.4%
$15,000 - $24,999	15.5%	13.9%	13.4%
$25,000 - $34,999	16.2%	13.8%	13.6%
$35,000 - $49,999	18.4%	17%	17.3%
$50,000 - $74,999	21.1%	19.8%	20.4%
$75,000 - $99,999	8.0%	9.9%	10.0%
$100,000 - $149,000	4.1%	6.7%	6.5%
$150,000 - $199,999	0.4%	1.5%	1.6%
$200,000 or more	0.6%	1.6%	1.7%

Source: US Census Bureau

HOUSING

According to the 2000 US Census, the number of dwelling units in the City of Riverside was 10,385, an increase of 204 dwelling units or 2.0% from 1990. The City of Riverside had 4.2% of the total housing units in Montgomery County in 2000 and accounted for 2.7% of the growth in housing stock in the County between 1990 and 2000. This indicates that new housing construction within the City is occurring at a slower rate than within Montgomery County as a whole.

TOTAL HOUSING UNITS COMPARISON, 1990 - 2000

|	1990	2000	Change	% Change
City of Riverside	10,181	10,385	204	2.0%
City of Beavercreek	12,148	14,833	2,685	22.1%
City of Dayton	80,370	77,337	-3,033	-3.8%
City of Huber Heights	14,307	14,948	641	4.5%
Wright-Patterson AFB	2,452	2,090	-362	-14.8%
Bath Township	15,498	16,948	1,450	9.4%
Harrison Township	12,019	11,789	-230	-1.9%
Montgomery County	240,820	248,443	7,623	3.2%

Source: US Census

The surrounding communities of Bath Township and the City of Beavercreek have been a focus of residential development during the past decade while the City of Dayton, Wright-Patterson Air Force Base, and Harrison Township have all decreased the total number of housing units.

The housing stock in Riverside is primarily owner-occupied, single-family housing. According to the 2000 Census, the level of owner-occupied housing units in Riverside is slightly higher than in Montgomery County. 66.2% of the housing units in Riverside are owner-occupied as compared to 64.7% in Montgomery County and 69.1% in the state. The US Census tabulated that there are 5.1% vacant housing units and 0.3% vacant housing units used for seasonal, recreational, or occasional use in the City.

The 2000 Census indicates that the housing stock in Riverside is older than the housing stock in the County and in Ohio. According to the US Census, 45.7% of the housing units in Riverside were built between 1940 and 1959 compared to 30.4% of the housing units in Montgomery County and 24.3% of the housing units in Ohio. Currently, Riverside also has less new residential construction than Montgomery County and the State. The US Census reported between 1990 and 2000, 432 new housing units were built in Riverside, which is only 4.2% of the total housing stock in the City. This percentage is less than Montgomery County, which had 7.7% of its housing units built between 1990 and 2000 while Ohio had 13.3% of its housing units built during this same time period. Since the housing stock in Riverside is relatively older, the housing units are not as modern and may need more maintenance than newer homes.

Between 1993 and 2003, 398 residential building permits were issued in the City of Riverside. There was an upward positive trend in the number of residential building permits issued in Riverside during the 1990s. The City experienced a housing slump beginning in 2000. Residential housing development drastically slowed down by approximately 95% between 1999 and 2000 and has maintained the low level of residential building permits issued through the end 2003. This housing slump not only affects the City from a residential standpoint but economically as well, as the City received less income tax revenue from the wages of construction workers.

With the approved plan for 115 new single-family homes, there is significant potential for continued housing growth in the City.

**CITY OF RIVERSIDE
RESIDENTIAL BUILDING PERMITS, 1993-2003**
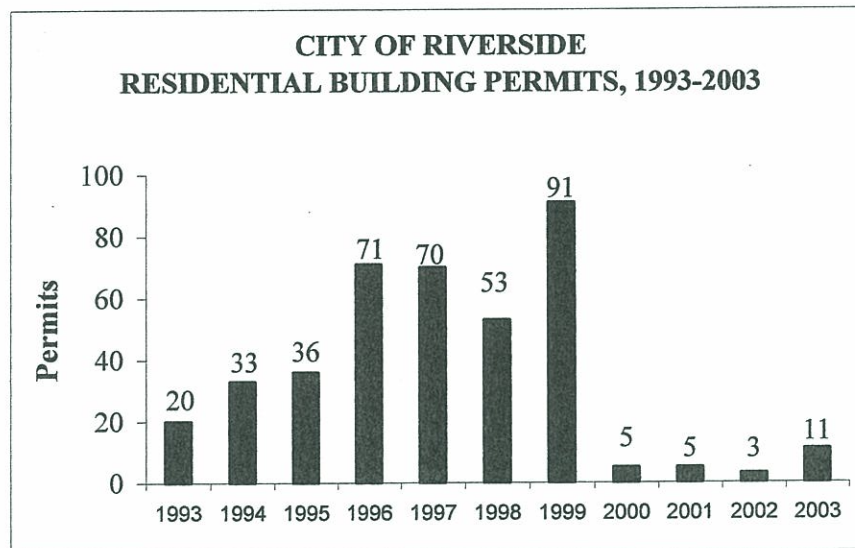
Source: Montgomery County

Riverside's average household size for 2000 is 2.41 which is slightly above Montgomery County's average of 2.37. This indicates that there is a slightly higher concentration of families with children in the City. In 1990, the US Census reported that the average household size of Riverside was 2.56 and Montgomery County's average household size was 2.49. Both Riverside and the County experienced a decrease in average household size between 1990 and 2000, similar to the trend that there are less persons per household seen in the rest of Ohio and nationally.

A land use survey of Riverside was conducted during June and July 2004 to identify how property was currently being used and to study distribution of lands within the City. The Existing Land Use Map identifies generalized locations of land uses in order to determine development and growth patterns for Riverside.

Land uses were divided into several major categories for purposes of the land use inventory:

- Residential
- Commercial
- Industrial
- Public / Institutional / Parks and Recreation
- Agricultural / Vacant

RESIDENTIAL

Residential development within Riverside is primarily detached single-family homes. The southern portion of the city is a highly residential area, especially south of Burkhardt Road. There are large residential areas in the northern part of the City between Valley Street and Brandt Pike and north of Union School House Road. Large mobile home complexes are located on the south side of Union School House Road and Valley Street.

Multi-family housing is located throughout the City of Riverside. Apartment complexes are located along Harshman Road in the north part of Riverside and along Burkhardt Road and Spinning Road in the south. There is a large apartment complex called Yorktown Colony, located along Northcliff Dive in the central part of the City. A community of multi-family housing is located at the intersection of Airway Road and Smithville Road, which contains two, three, and four family units.

COMMERCIAL

Commercial uses within Riverside are spread throughout the City of Riverside. Strip commercial development is located along major roads in the City especially Valley Road, Airway Road, and Burkhardt Road. There are four large shopping centers located in Riverside. Three shopping centers located in the southern part of the City are at major intersections: Airway Road and Woodman Drive, Burkhardt Road and Woodman Drive, and Burkhardt Road and Spinning Road. Harshman Station shopping center is located in the northern part of the city on

Harshman Road. The shopping centers contain grocery stores, auto body shops, gas stations, video rentals, restaurants, and other neighborhood convenience services.

Office complexes are located in the central and southern part of the city. A large office complex, Wright Point Office Park, is located at the intersection of Harshman Road and Springfield Street. A business park has recently opened in the north part of Riverside on Brandt Pike.

INDUSTRIAL

The major industrial areas of the City are located along Union School House Road and Old Troy Road. Transportation Road is also an industrial center and is located off of Harshman. It includes the 7up bottling plant. The major industrial businesses for Riverside are defense and trucking. The water treatment plant is located in the north portion of Riverside on Old Needmore Road.

PUBLIC / INSTITUTIONAL / PARKS AND RECREATION

Public and institutional land uses are scattered throughout the City of Riverside. City Hall, the Police Department, and one of the fire stations are located at Harshman Drive, north of SR 4. The second, newly constructed fire station is located on Spinning Road. The schools for the Mad River Local School District are spread throughout the City. Stebbins High School is located on Harshman Road across from City Hall and an elementary school will be located directly behind City Hall once construction is completed. Carroll High School is located on Linden Road with athletic fields located behind the school. All the schools in Riverside are being rebuilt, which should be completed by 2006. The Mad River Administration Building is located at Old Harshman Road. A Post Office is located on Linden Road west of Spinning Road.

There are 85 churches in Riverside. While some are located on the main roads, many of the churches are found in the neighborhoods.

Riverside has many parks that include neighborhood parks and larger parks for the entire community. There are four main parks: Community Park, Drennen Park, Rohrer Park, and Shellabargar Park, which are spread throughout the City. These parks have playground equipment and fields for soccer, baseball, and other sports. Parks found in the neighborhoods are usually smaller and have less equipment. The Mel Fenton Recreation Complex is located in the development off of Forest Ridge Road. This park is open only to residents of the area and includes tennis courts and other facilities. Eastwood Park is part of the Five Rivers Metro Parks and is located between the north and south part of Riverside in the City of Dayton and has trails as well as areas for fishing.

AGRICULTURAL / VACANT

Riverside has farms and vacant land mostly in the northern part of the city along Old Troy Pike, Brandt Pike and Union School House Road as well as smaller parcels scattered throughout the entire City.

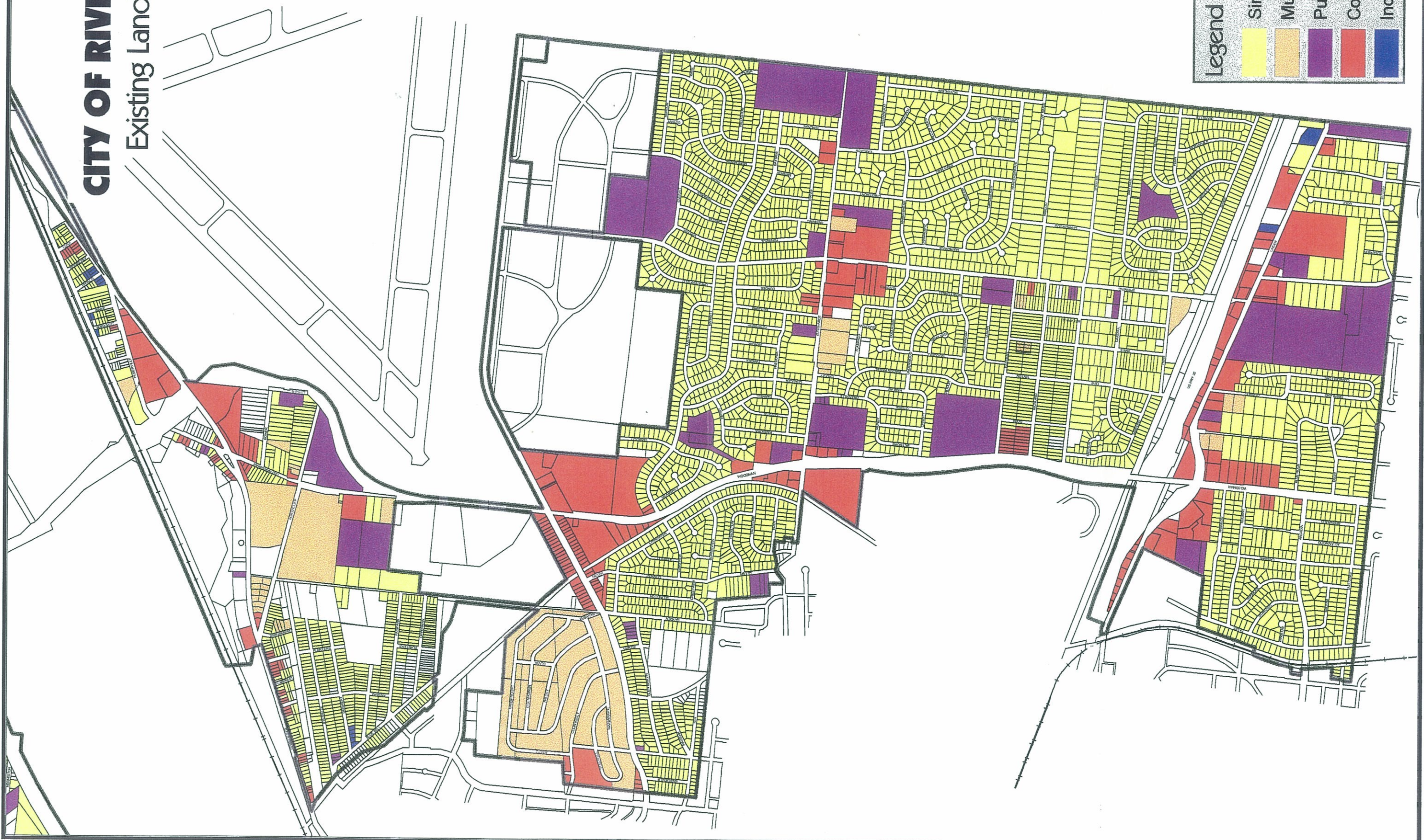**CITY OF RIVERSIDE**
Existing Land Use
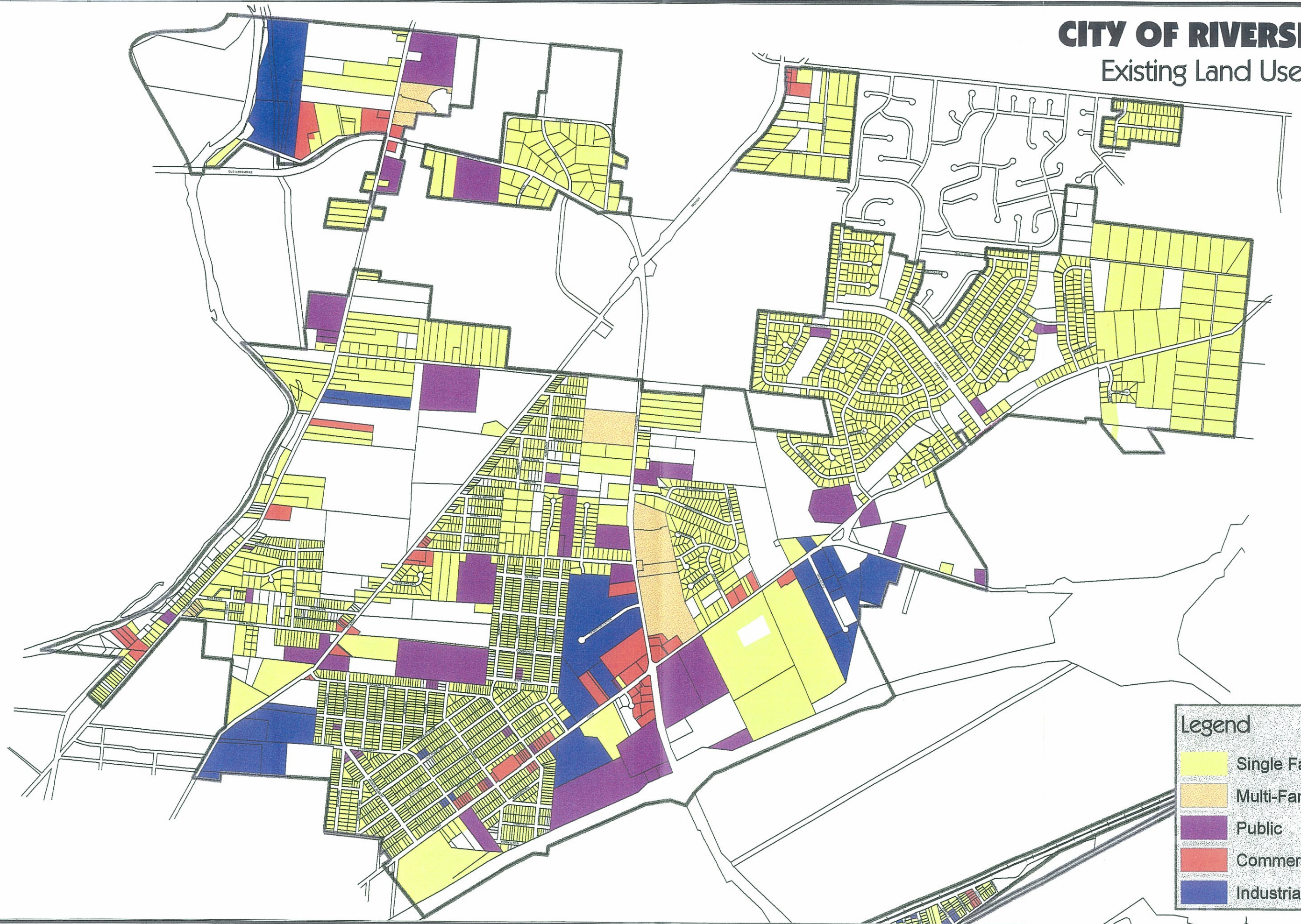
Legend

- Single Family
- Multi-Family
- Public
- Commercial
- Industrial

CITY OF RIVERSIDE
Existing Land Use

Legend

- Single Family
- Multi-Family
- Public
- Commercial
- Industrial

Transportation is the network upon which the land use and economic activity of a community are built. It is apparent that Riverside's regional position, relative to state and federal highways, has had a significant effect on the pattern of growth and will affect its future.

ROAD NETWORK

The City of Riverside has numerous north-south roads and east-west roads. The road pattern in Riverside is relatively well-balanced, with north-south and east-west routes spaced evenly across the City. There are a total of 231 lane-miles of City streets and rights-of-way and 27 traffic signals in Riverside.

Two divided limited access highways travel through the City, State Route 4 and US 35. State Route 4 runs east-west diagonally through the central portion of Riverside with an interchange at Harshman Road. US 35 travels east-west through the southern part of the City with an interchange at Woodman Drive.

Harshman Road / Woodman Drive travels from one end of the City to the other end and provides regional access. West of Old Troy Pike, Harshman Road turns into Needmore Road. Just south of SR 4, Harshman Road becomes limited access over the Eastwood MetroPark and the Mad River with an exit at Springfield Street, which is the entrance to the Wright Patterson Air Force Base.

Old Troy Pike (SR 202), Brandt Pike (SR 201), Union School House Road, and Valley Street travel diagonally and are located in the northern half of the City. Old Troy Pike, Brandt Pike, and Valley Street intersect with Harshman Road. Kitridge Drive is the northern boundary of the City limits located west of Brandt Pike.

South of SR 4, major east-west routes include Springfield Street, Airway Road, Burkhardt Road, and Linden Avenue which runs parallel to US 35. North-south main routes include Harshman/Woodman Road, Spinning Road, and Smithville Road located just west of the City corporation line.

TRAFFIC COUNTS

The Ohio Department of Transportation and the Miami Valley Regional Planning Commission performed traffic counts between 1999 and 2002 for major roadways located in the City of Riverside. The table on the following page shows average daily traffic counts.

CITY OF RIVERSIDE   AVERAGE DAILY TRAFFIC COUNTS

East-West Roads

	1999	2000	2002
U.S. 35			
W. of Wooodman Dr.	70,500		
Woodman Dr.	65,000		
E. of Spinning Rd.	69,200		
Burkhardt Rd.			
W. of Wooodman Dr.		11,100	
E. of Woodman Dr.			
E. of Spinning Rd.		7,800	
Airway Rd.			
E. of Smithville Rd.		13,000	
E. of Woodman Dr.		16,600	
E. of Spinnig Rd.		18,500	
Linden Ave.			
W. of Woodman Dr.			12,300
Spinning Rd.		10,500	
Springfield Pk.			
Smithville Rd.		5,600	
W. of Harshman Rd.			9,600
SR 4			
W. of Harshman Rd.		31,200	
Harshman Rd.	29,150		
E. of Harshman Rd.		29,200	
Valley Pk.			
W. of Harshman Rd.		9,200	
E. of Harshman Rd.		14,200	
E. of Spicewood Dr.		13,400	

North-South Roads

	1999	2000	2002
Woodman Dr.			
N. of Burkhardt Rd.			
N. of U.S. 35	24,580	33,000	
S. Riverside Corp. Line			30,300
Harshman Rd.			
N. of Valley Pk.		28,300	
N. of SR 4		22,500	
N. of Airway Rd.			32,100
Spinning Rd.			
N. of U.S. 35		7,000	
S. of Burkhardt			
N. of Burkhardt Rd.		6,500	8,900
Brandt Pk. (SR 201)			
S. Riverside Corp. Line	9,890		
S. of Harshman Rd.	10,600		
Harshman Rd.	26,800		
Old Troy Pk. (SR 202)			
S. Riverside Corp. Line	11,910		
Schwinn Rd.	8,240		
Needmore Rd.	18,820		
Union School House Rd.			
E. of Forest Ridge Blvd.			2,200

BIKE PATH

Five Rivers MetroParks has a bike path which runs along Woodman Drive and the bridge over Spinning Road. The bike path begins at Smithville Road south of Springfield Street. It travels in a southeast direction and crosses Airway Road between Smithville Road and Woodman Drive. The bike path continues going southeast until it meets Woodman Drive and runs parallel with the road until it crosses Burkhardt Road and begins in a southwest direction. The Bike trail enters Riverside again in the southern part of the city. It runs in an east/west direction just north of SR 35.

RAILROADS

The Conrail Railroad runs east-west parallel to State Route 4, south of the Mad River and just north of Springfield Road. Rail lines represent industrial development potential, yet they also constitute traffic safety and traffic issues for the City.

TRANSIT

The Miami Valley Regional Transit Authority serves Montgomery County, the Wright Patterson Air Force Base, and Wright State University. There are several fixed service routes through portions of Riverside, mostly along major roadways. Major roads with transit service include Burkhardt Road, Spinning Road, Valley Street, Springfield Pike, Brandt Pike, and Linden Avenue. Several destinations of the routes include downtown Dayton, the Dayton Mall, Wright Patterson Air Force Base, and Wright State University.

The City provides covered bus shelters for the patrons of the RTA.

The RTA also provides a service for the disabled called Project Mobility, which has been in operation since 1977. This service is available 7-days a week and provides for trips that begin and end within ¾ mile of RTA's regular fixed routes.

IMPROVEMENTS

In 2001, the Miami Valley Regional Planning Commission adopted the 2025 Long Range Transportation Plan which provides the basis for implementing highway, transit, and bikeway projects in the Miami Valley. The Plan contains both major and minor projects which will enhance the region's competitive position, promote regional growth, improve personal mobility, and preserve the environment. There are several projects stated in the Long Range Plan within the City of Riverside or adjacent to the City.

Community facilities include those buildings and open spaces which provide educational, recreational, and municipal services to the residents of the City of Riverside.

SCHOOLS

The City of Riverside has five (5) school districts, Mad River Local, City of Dayton, City of Fairborn, Beavercreek, and Huber Heights. The largest school district is the Mad River Local Schools. This school district has seven (7) schools, some which are located within Riverside. The Mad River Local School District offers coursework in both college preparatory studies and vocational studies.

Ohio law calls for each school district to receive a performance rating based on 22 standards. The Mad River Local School district met 9 of the 22 indicators in the 2002-2003 school year, which makes it a "continuous improvement" district. The Mad River Local School District has an annual per pupil spending of $8,076 in the 2002-2003 school year, which is below the state's average of $8,799.

The US Department of Education designated the middle school in the Mad River Local School District as a "National School of Excellence". Stebbins High School is one of only 25 comprehensive secondary education facilities in the State of Ohio. Almost 70% of the high school graduates go onto higher education. Recently, the school district received an $87 million bond to replace all seven (7) of the schools, which should be completed by 2006.

PARKS / RECREATION

The City of Riverside has four (4) main parks which are open year-round for walking, jogging, and other outdoor activities. Two (2) small neighborhood parks, Pleasant Avenue Park and Wake Avenue Park, provide outdoor enjoyment for the residents of the City Riverside. These parks have swing sets, play equipment and park benches. Flag Pole Park is located on Springfield Street.

Community Park, located off Old Harshman Road, has athletic fields for baseball and football, one (1) volleyball court, one (1) basketball court, children's play center and ½ mile hiking path. Other amenities include two (2) picnic shelters with picnic tables, grills, restroom facilities, and electrical outlets. Recently, the City placed new sports lighting around the football field through a grant from the Ohio Department of Natural Resources. The park is home of the Mad River

Tomahawks, an organization with over 600-children involved in football and cheerleading. The Tomahawks are responsible for taking care of the green space at the south end of the park. The Riverside Seniors have adopted Community Park and take care of picking up trash and planting flowers at the entrance of the park.

The second main park located in the City is Shellabarger Park. The park is located off Burkhardt Road and is home to the Riverside Founder's Day Festival. A ¾ mile walking path, children's play center, two (2) basketball courts, two (2) soccer fields, two (2) golf greens, and two (2) tennis courts are found at the park. Shellabarger Park also has covered a picnic shelter with picnic tables, drinking fountains, three grills, and portable restrooms. The Saville Hilltoppers have taken responsibility of planting flowers in the flowerbed at the park entrance. Pat's Soccer Club for children ages 10-14 uses the soccer fields between March and November.

Rohrer Park, located off Rohrer Boulevard, includes several athletic fields for soccer and baseball. Two (2) basketball courts, two (2) picnic shelters with picnic tables, swing sets and play centers, restroom facilities and a ¾ mile walking trail is located at the park. The Park is home to the Riverside Amateur Baseball Association and the Mad River youth Soccer Association. Both organizations are responsible for taking care of their athletic fields. Several new improvements and additions were made at Rohrer Park. Riverside recently received a Community Development Block Grant (CBDG) from Montgomery County to help with the addition of The Pavilion. The City also was awarded a grant from the Ohio Department of Natural Resources that helped to pave the parking lot.

Drennen Park is located off of Penn Avenue and has two (2) baseball fields, one (1) basketball court, one (1) tennis court, four (4) swing sets and play center, and several park benches. Improvements were recently made to the park including the installation of a lighted walkway around the park perimeter and landscaping. The City of Riverside obtained a State-Federal Grant through the Land and Water Conservation Fund to provide these improvements to Drennen Park.

Five Rivers MetroParks has a bike trail along Woodman Drive and the bridge over Spinning Road.

SAFETY SERVICES

The Riverside Police Department provides police protection for the City. The Police Department is staffed by a combination of full and part-time officers, auxiliary officers, and civilian personnel. The Police Department is centrally located at City Hall on Harshman Road.

The Fire Department operates and staffs two (2) fire stations, which provide fire and EMS services to the citizens of Riverside. Fire Station #5 is located on Harshman Road across from Stebbins High School. The newly constructed Fire Station #6 is located on Spinning Road. This new facility replaced old Fire Station #6 that was constructed in 1948. The Riverside Fire Department participates in a mutual aid program with surrounding departments, sending or receiving assistance when needed.

OTHER CITY SERVICES

The City of Riverside's roads are maintained by the Public Services Department. The Department is responsible for the maintenance of 231 lane-miles of city streets and rights-of-way and 27-traffic signals. The Public Services Department maintains the five (5) major parks, two (2) neighborhood parks and the cemetery.

To achieve the goals, this Plan establishes several policies to guide future growth and development in the City and contains recommendations regarding adoption of the plan, land use, economic development, transportation, and utilities.

PLAN ADOPTION

Priority should be given to the adoption of this Comprehensive Plan by City Council as the official guide for the future growth and development of Riverside. It is intended to serve as a guide for City Council, Planning Commission, Board of Zoning Appeals, developers, employers, and interested residents for both day-to-day issues and long range policies.

COMMUNITY IDENTITY

Riverside is a relatively new city lacking a community identity. It is important for the City to create a positive image for residents and existing businesses, as well as presenting an identity to potential residents, businesses and industries. The City has an opportunity to make a statement and create a central focus.

City limits are typically invisible boundaries unless located where an obvious change in environment occurs, either natural or manmade. The points at which state highways and main roads enter/exit Riverside are important opportunities to emphasize the boundaries of the community. These areas become focal points which contribute to the general wayfinding, community identity, and community pride.

Given that Riverside is not one contiguous area, there is a challenge to create a sense of place or entry when arriving into the City. In order to contribute to the community's character, attention should be given to the quality of the entries / exits on roads passing through the City limits. The most critical entries into the main segments of town should be the initial focus of a beautification effort versus entries into the middle of neighborhoods. Aesthetic improvements at these major entries would enhance the perception of Riverside and allow visitors to know they have arrived. Attractive signs, landscaping with streetside trees, street lighting, and quality fencing would make a statement.

With the City's adjacent location to the Wright Patterson Air Force Base, Riverside has the opportunity to be known as the "Center of Flight". Also, with the new Mad River High School and the governmental facilities located on Harshman Road just north of State Route 4, this area becomes a focal point. The "Municipal Center" and the "Center of Flight" are linked by Harshman Road. The main entries to be upgraded should be those routes which lead to the City's Center of Flight.

The entries to the Center of Flight include:

- Harshman Road / State Route 4
- Harshman Road / Valley Street
- Harshman Road / Springfield Street
- Harshman Road / Airway Road
- Woodman Road / Burkhardt Road
- Woodman Road / US 35
- East entry into the City on Springfield Street
- Springfield Street / Northcliff

Other important intersections in the City of Riverside where landscape features should be established include:

- Old Needmore / Old Troy Pike (SR 202)
- Schwinn / Old Troy Pike (SR 202)
- Brandt Pike (SR 201) / Community Drive
- Burkhardt Road / Spinning Road
- South entry into the City on Woodman Road
- East and west entries into the City on Linden Avenue
- East entry into the City on Burkhardt Road

The extent of improvements to be made at each major entry will have to be determined on the basis of each site and design and other such factors as the necessity of acquiring easements, etc. It is recommended that a qualified professional designer be engaged for each gateway and landscape planting project to ensure a high quality project. The City will have to secure funding for permanent plantings and maintenance. The City should pursue sponsors to help alleviate the cost of the initial installation. Public donations could be contributed by civic organizations, local businesses and industries. The City should encourage support and maintenance from civic organizations including church and neighborhood groups. These groups could adopt street trees and planting islands and assist with care of the landscaped areas once installed. It would be helpful to establish a regular planting program of trees and flowers and solicit neighborhood block participation, school participation, and other volunteer organizations.

MARKET RIVERSIDE

There is limited awareness within the Greater Dayton community of the many different neighborhoods and amenities available to the residents of Riverside. Community and business organizations within the City of Riverside should take the lead on promoting the many positive attributes of living and working in the City. It would be appropriate to stress the excellent reputation of the Mad River Local School District, the new 93 million dollars spent on the construction of new school facilities, the easy accessibility and short commutes to employment centers, and the affordability of living in Riverside. The new "Center of Flight" development and the plan to construct new residential housing in the City should be marketed.

The City currently has a website, newsletter and brochure which are excellent marketing materials. The City's website, www.riverside.oh.us, provides residents, property owners, and business owners in the City, and other interested persons the opportunity to learn about Riverside. The website provides general information about the City, public meeting dates and times, and updates about what is going on in the community. It is recommended that the City continue to provide these services to the community.

CENTER OF FLIGHT

City officials have been aggressively promoting the City of Riverside as the "Center of Flight". The area designated as the "Center of Flight" includes the properties surrounding Harshman Road / Woodman Road south of State Route 4, the Airway Road intersection; and Springfield Street. The City has been diligently working with Wright Patterson Air Force Base and private corporations to help create an image for Riverside. By promoting this theme, it puts Riverside on the map and creates a level of exposure for the community. Hotels, sit-down restaurants, and professional and medical offices are the types of uses which should be encouraged.

The "Center of Flight" development should promote a cohesive and attractive theme to let residents and visitors know they have entered this special area. Street lighting, landscaping, comprehensive signage, and building façade design and architectural treatments would enhance the image and intent of this planned development.

It is important to provide a sound economic base and a balanced tax structure for the future. By attracting new business and office development and tourism, the City has the opportunity to generate significant property tax revenues. The tax revenues generated for the City by the "Center of Flight" development will assist in controlling the tax burden for residents. The net result could be more local job opportunities, an enhanced tax base, more resources for balancing public budgets, and shifting some of the tax burden from residential properties.

The City should continue discussions with the Wright Patterson Air Force Base regarding the capped landfill on the west side of Harshman Road. This area has the benefit of providing the City the opportunity to expand the "Center of Flight" with additional business and office development and the potential for a recreation area. Also the City should partner with the Base to redevelop the triangular shaped area located on the north side of Springfield Street at the City's east entrance. Currently Wright Patterson uses this as a parking lot. The City should take advantage of this location to create a substantial entryway into the "Center of Flight" and make a strong statement as you enter Riverside.

There are several impacted housing units located along Springfield Street that are in marginal condition and are located in what is clearly emerging as a non-residential area. The areas include the northern side of Springfield Street across from Wright Patterson Air Force Base adjacent to the area currently used as a Base parking lot; the housing units located on Old Harshman Road north of Northcliff; and the units located on the west side of Harshman Road, north of Springfield Street. These areas are potential targets for redevelopment from residential to commercial that will eliminate potentially at-risk housing areas that could be a future burden to

the City. The replacement of these identified residential areas with commercial development that will enhance the municipal tax base, create employment opportunities, and advance the creation of a strong central focus is strongly recommended. The housing units lost to commercial redevelopment could be recaptured with construction of newer, larger housing units with today's designs and amenities on available sites in the northern portion of the City of Riverside.

ENCOURAGE ENHANCEMENT OF PLANNED COMMERCIAL AREAS

Commercial development should be established in attractive, highly visible locations which are most accessible to their intended markets. The creation of an attractive commercial center will create a strong economic base to support services in the community. New and updated commercial areas will draw people in and bring money in from outside the community. It is important for residents of Riverside to spend their money in the community where they live versus outside the City limits. Shopping that is located close to home is an incentive for new people to relocate to the area.

It appears reasonable and appropriate to encourage additional landscaping, façade updates and renovations, and an overall signage package with a specific style and character in order to preserve the spirit and intent of the "Center of Flight" area. It is recommended that the City encourage ground signs as an alternate to pole signs. Billboards are not recommended.

The Airway Shopping Center and the intersection of Airway Road / Woodman Road can become the retail focus and downtown commercial center that the City has lacked. This area is located at the southern boundary of the City's "Center of Flight". That connection will add strength to the shopping center as hotels and other facilities are constructed. The Airway Shopping center recently underwent a number of improvements to the site including the repaving of the parking lot and façade upgrades.

Riverside should continue to encourage upgrades similar to the Airway Shopping Center to all of the commercial areas within the City limits. Older commercial areas can be updated by providing adequate parking, attractive lighting, and the development of attractive and informational directional signs. Riverside should target capital improvement funds for projects that enhance the appearance of entry ways and retail areas. It is important for the City to continue to implement Code enforcement of the Zoning Code, Subdivision Regulations, and the Exterior Property Maintenance Code.

Additional areas that have the opportunity for development and redevelopment are located north of State Route 4 at the Harshman Road / Valley Street intersection and adjacent areas. This area becomes the northern boundary of the "Center of Flight". It currently has higher density development including industrial uses, commercial uses, and the mobile home park. Investment in this area could create the new image the City hopes to accomplish. There are several frontage lots on Valley Street which could be developed as small retail establishments.

Riverside should develop a coordinated community outreach program to recruit new tenants and assist new businesses with their space and support service needs. The City can liaison and work cooperatively with commercial and office business owners to market both the existing building and the City of Riverside to potential business tenants.

The City should also consider establishing an incubator program for new businesses in Riverside. Most job growth is occurring in smaller businesses. The City should explore programs intended to encourage expansion of local home-grown businesses.

The "sea of asphalt" located in the commercial centers is a concern. The City needs to provide the provision of landbank parking spaces which permits the applicant to install only those parking spaces which are needed for the particular use. The result is the reduction of impervious area and less storm water and drainage issues, improvement of aesthetics by keeping more of the property in green space, and the reduction in the cost for the installation of the parking spaces.

It is also important to remember the necessity of smaller neighborhood retail areas. Neighborhood commercial locations are identified as small, neighborhood service areas which provide for retail and service business serving the daily needs of the City's residents. These neighborhood centers should be compatible with surrounding residential uses in order to minimize impacts on surrounding neighborhoods and are intended to be limited in scale. These smaller commercial districts located throughout the City need to provide sufficient supportive amenities such as parking, sidewalks, and adequate lighting to make them more user-friendly.
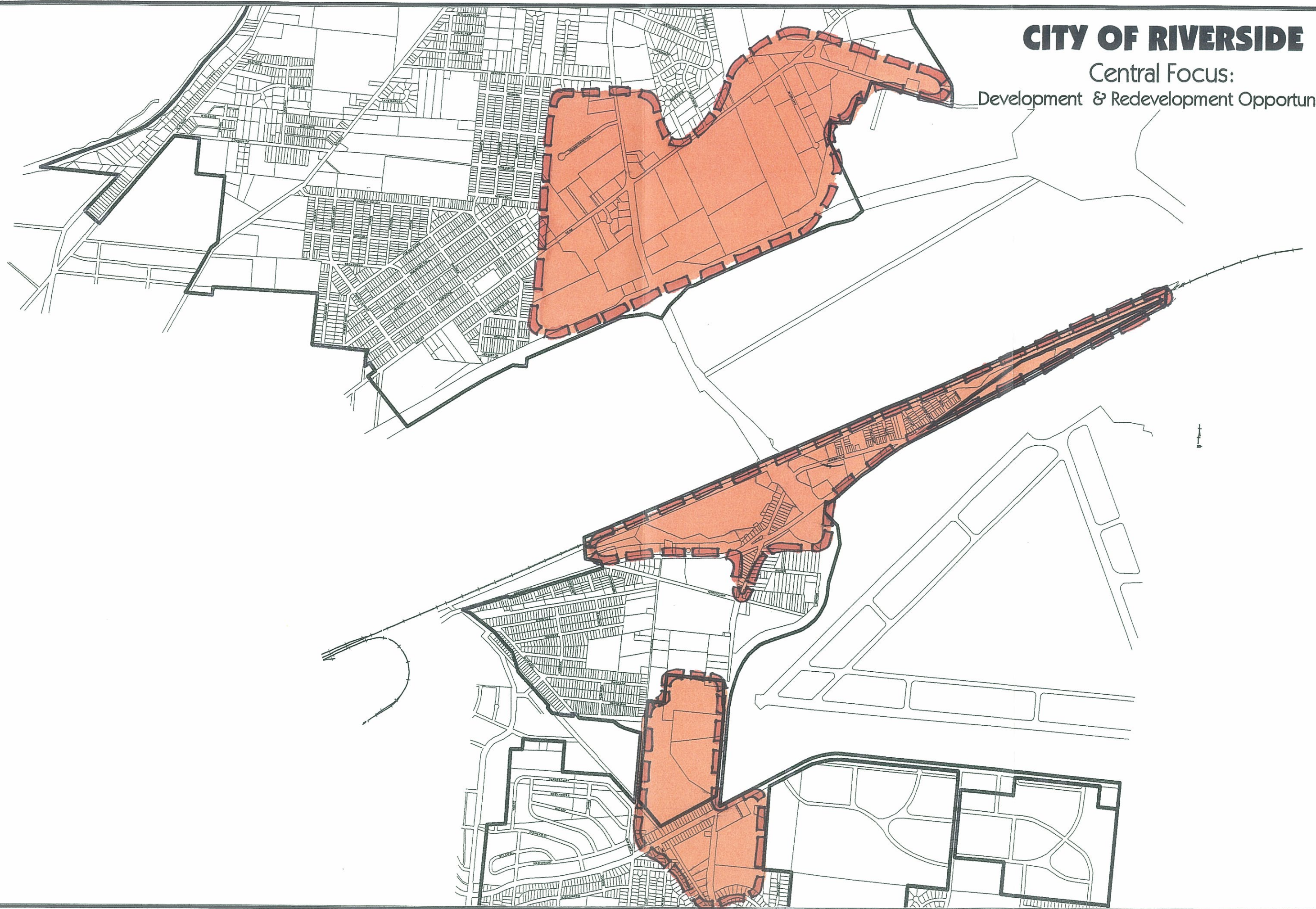
HOUSING

The following multi-pronged approach for enhancing and expanding the City's housing stock is recommended:

- Infill development in older neighborhoods to expand housing opportunities and to enhance and revitalize existing neighborhoods of older housing

- Redevelopment of areas where either the housing is severely at risk or requires excessive improvements to remain viable or where the specific character of the location presents the City with a greater opportunity to utilize the land more effectively

- Construction of new upscale dwelling units with the currently desirable designs such as first floor master bedrooms and suites, larger walk-in closets, and multiple bathrooms

STRENGHTEN OLDER NEIGHBORHOODS

The average age of the housing stock in Riverside is significantly older than housing stock in Montgomery County and the State of Ohio. In some communities, as the housing stock ages, negative reputations and perceptions develop. Older homes tend to become affordable housing, however it is essential that the condition and upkeep of the homes does not slip. Once a neighborhood develops a negative reputation, it is difficult to reclaim a positive image. Therefore, maintenance and upkeep of these housing units becomes increasingly important. The City of Riverside should focus on rehabilitation, infill, and amenities in older neighborhoods to maintain and improve the market position of these neighborhoods, increase housing values, and ensure stability and improvement of existing older housing.

The top residential priority is to promote rehabilitation and maintenance of existing housing. Reinvestment in these homes – with upgrades for energy efficiency and other contemporary features – is a cost-effective means of preserving and strengthening the neighborhoods. It should be noted that the rehabilitation of some homes, even if very old, may not be practical or economically appropriate. In such cases, the community may be better served by demolition and replacement with new homes.

During the land use inventory, it was noted that housing in the City of Riverside is generally in good condition despite its relative age. Scattered throughout the older neighborhoods are a number of houses showing signs of minor deterioration and a smaller number of houses exhibiting serious deterioration.

INFILL DEVELOPMENT

Some existing residential neighborhoods contain vacant or underutilized lots on which new, infill housing may be constructed. The City should encourage and require new housing which is compatible with existing residential areas.

Infill housing increases the number of customers utilizing existing utility infrastructure, as well as reducing the amount of new pavement needed for new neighborhoods. Infill housing also increases population density in existing neighborhoods, increases the size of the market for retail businesses and services, increases the number of school children, and increases the potential patrons of public and semi-public facilities and institutions. Another benefit is the potential to enhance the general housing quality, and therefore the image, of the neighborhood surrounding each infill site.

A general review indicates that the majority of the existing streets are adequate to accommodate the projected additional traffic volumes with infill development.

New construction or additions should be compatible with the size, scale, materials, and general built characteristics of the property and surrounding built environment. It would be appropriate to provide adequate buffering between new infill residential and existing commercial or industrial uses. It is important to point out that infill development may in some locations conflict with other values such as the preservation of natural areas. In such cases, the community will have to make a choice involving a comparison of the quality of the natural resource and the value of new housing in Riverside.

The City will need to explore the possibility of implementing a program that would simultaneously coordinate residential property improvements when adjacent commercial property is being improved. This program would specifically target sections of Riverside's commercial corridors and adjacent residential areas, for comprehensive community revitalization activities.

The following is recommended:

- ❑ Establish guidelines for new development or changes to existing structures
- ❑ Combine and coordinate city services such as Code enforcement, infrastructure improvements, property rehabilitation and home ownership programs.
- ❑ Use City investments in public infrastructure to encourage private investments in property maintenance and upkeep.
- ❑ Install power, cable, and phone lines underground
- ❑ Provide buffers between residential and commercial and industrial uses.

HOUSING MAINTENANCE

Because of the age and modest nature of the City's housing stock, there are residential neighborhoods which are potentially at risk. Issues range from the appearance and maintenance to the safety of the homes. In those areas, housing conditions and values have the potential to slip below standards. It is important for the City to take steps to avoid the negative image and downward spiral which accompanies deterioration in housing quality and maintenance.

In addition to the new housing initiatives described elsewhere in this Plan, the City should maintain an aggressive housing inspection and maintenance program that focuses on basic exterior upkeep of existing homes. Such a program will protect property values, maintain the residential tax base, and avoid the economic and social problems associated with deterioration of housing quality.

The City has an Exterior Property Maintenance Code which establishes minimum standards for maintaining residential, business, and industrial environmental quality in order to preserve and achieve a presentable appearance of existing structures and properties, to avoid the blighting effects of substandard maintenance and its negative impact on the value of surrounding properties, and to eliminate hazardous conditions. The City has the legal authority to enforce the standards and to issue penalties when in violation of the Code.

The City should initiate and support the following efforts to upgrade and maintain housing stock:

- Support and promote existing home maintenance and repair programs. In particular, increase the visibility of city-sponsored home maintenance programs.
- Encourage the City, lenders, and housing / civic organizations to educate property owners about property maintenance requirements.
- Encourage the City, lenders, and housing / civic organizations to provide property maintenance and financial planning workshops to residents and property owners.
- Encourage private financial investment and joint participation by banks and other mortgage lenders, in upgrading private housing stock through the provision of loans and other incentive programs
- Ensure that government sponsored housing rehabilitation programs promote quality residential improvements that are compatible with existing housing stock.
- Encourage Riverside's housing / civic organizations to develop and maintain a list of public and private rehabilitation programs.

HOME OWNERSHIP

At the present time, the number of owner-occupied housing units in the City is slightly higher than in the County. The community does not have a problem yet, but some areas within Riverside are experiencing a decline in home ownership as more and more single-family homes are being converted to rental units. The loss of ownership pride as single-family homes become rental units can lead to less maintenance, less upkeep, and less upgrades to homes.

A neighborhood tends to slide down on the scale of desirability as more homes become rental units. It is also more difficult to sell a single-family home as a single-family home if the majority of the street is rental units. Generally, homes which do not have the currently desirable designs and are not upgraded tend to become rental units. Ultimately, strengthening the older neighborhoods with maintenance and upgrades to the housing will likely decrease the number of single-family homes converted to rental units.

Some strategies to increase home ownership in the City include:

- Explore possible incentives, such as down payment incentives, to households purchasing homes in Riverside.
- Explore the possibility of developing and implementing homeownership education programs, targeting both existing and potential residents of Riverside.
- Support organizations providing homeownership programs in the City.
- Develop marketing materials promoting homeownership opportunities in Riverside.

NEW HOUSING OPPORTUNITIES

The majority of the land in Riverside is presently developed with most of the available undeveloped vacant land located in the northern portion of the City. The vacant land provides the City the opportunity to create newer housing stock in order to balance the older existing neighborhoods. From the inventory of the existing housing opportunities in the City, Riverside is lacking high-end single family homes which have the currently desirable designs. These designs include first floor master bedrooms and suites, larger walk-in closets, vaulted ceilings, and multiple bathrooms.

The excellent reputation of the Mad River Schools, the over $93 million in school facilities construction, and the new attractive state of the art school buildings creates positive leverage for promoting Riverside as a residential community. The City should encourage the development of residential homes for professionals and for the employees at the "Center of Flight".

Several large vacant parcels located north of Old Needmore which surround the wastewater treatment plant provide residential development opportunities. Additional vacant land adjacent to the City of Huber Heights has the potential to be developed residentially. It is currently zoned RE-1 Residential Estate District with a minimum lot size of approximately one (1) acre and R-1 Single Family Residential with a minimum lot size of approximately one-half (1/2) acre. These vacant parcels are located outside the Mad River School District boundaries and would be appropriate for senior housing opportunities. The utilities reach this area and street stubs extend from the existing neighborhood to the south. By providing senior housing developments in the City, the opportunity would exist for the aging population in Riverside to remain in the city limits close to their children and friends or move into the community.

Additional areas of vacant land for development opportunities include the parcels on Brandt Pike south of Community Drive; the parcels on the east side of Brandt Pike north of Rohrer Park; and the lots east of Brandt Pike, north of Valley, and west of existing Forest Ridge neighborhood.

All of these parcels are located in the Mad River School District which would encourage families with children to move into Riverside.

For many cities one of the common opportunities for development and expansion of the City's residential areas is through annexation. The annexation potential for the City of Riverside is limited to one location, Bath Township in the northeast corner of the City. The City does not control water and sewer therefore creating an obstacle for annexation. If a City controls the utilities, there is an incentive for a property owner to annex in order to take advantage of public water and sewer.

The City's proposed business park is located between Brandt Pike and Old Troy Pike south of Schwinn Road with access across from Haldeman. While the City has made the investment and the effort to acquire the land and make improvements in the Business Park, industrial use of the site is not compatible with the surrounding residential land uses and the site is not located on one of the major transportation arteries of the City. The Business Park does not blend into the neighborhood and this area is more suited for residential development. The ability to attract tenants and the ability to be successful in this location is limited. It appears more appropriate for the City to focus their economic development efforts at the "Center of Flight" and the surrounding areas along Harshman Road.

The business park and the land surrounding the business park at Brandt Pike and Old Troy Pike is perfect for the development of executive housing in the City. The nice topography, rolling hills, and streams create the opportunity to develop beautiful vistas and establish a very attractive residential development. The school on Schwinn Road, Rohrer Park on the east side of Brandt Pike, and the numerous churches are uses which are normally associated with a residential neighborhood and are assets to a neighborhood.

The City should be commended for its effort in the acquisition of the land and the installation of improvements at the business park. This excellent investment will kick-start the process for encouraging residential development at this prime location and ensure the creation of an attractive development. As the "Center of Flight" develops, it is important for the City to offer a variety of housing styles for the people employed at the center so they can reside in Riverside. With the creation of new housing opportunities, the desirability of new professionals to move to Riverside increases.

Historically, Riverside has not had much activity in terms of new residential and commercial development. There is positive public image and excitement created by new construction activities. With the level of development and activity proposed, people in and outside of the community will have a lot more awareness about Riverside. Riverside will be able to present itself to some people who might have never come to the City. Riverside will have an opportunity to create a community identity which the City has been lacking. People feel better about where they live and work when there is a substantial private investment made in the community. Community pride is increased. Private investments encourage people to put money into upgrading or renovating their homes or businesses. In general, people want to be where things are going on.

The proposed growth and development in the City not only creates the end product, new residential opportunities, new business and service establishments, and the creation of the "Center of Flight", but also has positive impacts as a result of the construction activity. There is added traffic into the community including the developers and builders, construction workers, realtors, and the buyers. The added traffic has spinoffs including more people shopping in the stores, eating in the restaurants, and purchasing gas. If visitors to the City have a positive experience, it will encourage return trips.

Another advantage to new residential development is the taxes generated. During the development phase, job creation and income tax revenues increase as a result of the construction activity. As more residential homes are constructed in the City, the property tax burden is spread over the larger population. It lightens the tax load for the existing residents of Riverside. Retail and service establishments take advantage of the spin off from residential development. As the population and disposable income grows, more retail and service establishments will move into Riverside, thus creating jobs and strengthening the tax base.

The addition of executive housing opportunities in Riverside will attract and enhance the style and type of businesses and service opportunities that the City is hoping to encourage. There will be a stronger threshold population for the business base, specifically because the types of people the executive housing will attract will have larger disposable incomes.

The developable land will shape the future image of the City and provide the opportunity to positively enhance the demographics. The current population of Riverside is light on the affluent end. By creating more upscale, executive housing options, it will encourage upper income professionals to move into the community. It will add to the mixture of people currently residing in the City, ultimately, making Riverside a more diverse community.

Attracting this executive market has several benefits. The new people moving into the City will have new ideas which could be helpful to the City's Boards and Commissions. New people could volunteer and participate in City activities, community organizations, church groups, and school activities.

With the development of new housing in the City, Riverside will provide a range of housing opportunities. The City will have starter homes, family homes, executive homes, condominiums, multi-family homes, and senior housing which are all necessary to maintain a diverse community. That mixture of housing types provides families the opportunity to stay in Riverside or move into Riverside as they go through their life cycles.

As part of the comprehensive planning process, the existing and proposed utility system in the City was examined. Utilities are the biggest impediment to the future development of residential opportunities in the northern end of the City. Currently there are issues facing the City of Dayton. Many businesses are leaving the city and the school levy failed. Given the current circumstances of the City of Dayton, Riverside may have a very good window of opportunity to more effectively negotiate with regard to extension of utilities.

A general review indicates that the majority of the existing streets are adequate to accommodate the projected additional traffic volumes associated with new housing developments. The development potential for the northwest area of the City, especially the large vacant area located between Brandt Pike and Old Troy Pike south of Schwinn Road, could result in some roadway improvements in the future.

A review of the City's Zoning Ordinance indicates that the parking requirement for residential dwellings does not distinguish between enclosed and unenclosed parking spaces. The City may wish to require that some or all of the required off-street parking spaces be within an enclosed garage in future residential developments.

CITY OF RIVERSIDE
Development Opportunities
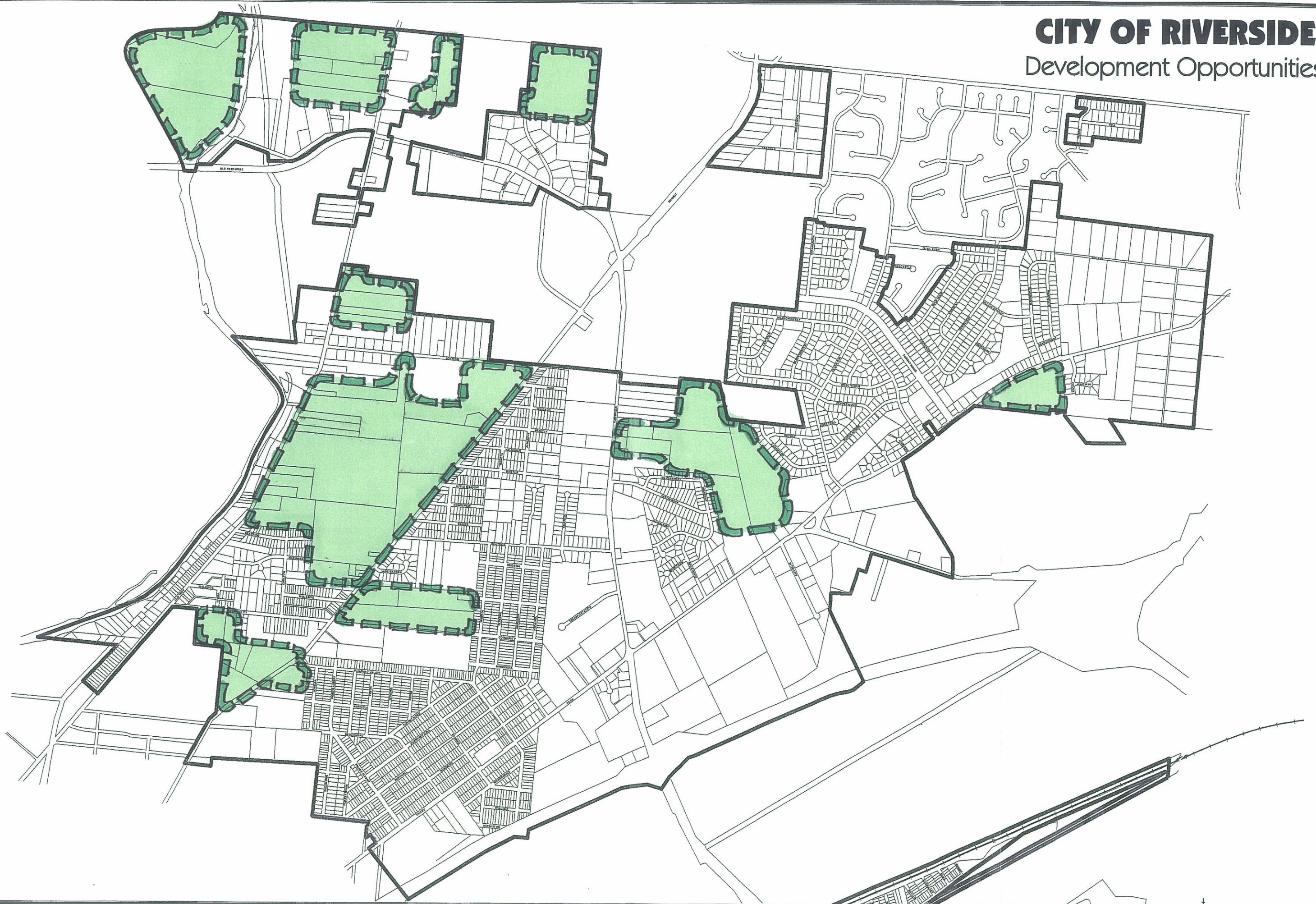
The Land Use Plan for the City of Riverside includes four (4) land use categories:

- ❑ Central Core
- ❑ Residential
- ❑ Commercial
- ❑ Industrial

CENTRAL CORE

The Central Core provides a combination of retail, office, business, recreation, municipal, educational, and tourism-related uses. This area is the employment center for the City. The employment center will provide job opportunities for Riverside's residents, insure an adequate tax base to support City services, and generate taxes for the public school system.

The Central Core will become the focal point of Riverside creating the community identity and image that has been lacking in the City. This will serve to help visitors know when they have arrived in Riverside. As this area develops as a cohesive unit, a central focus and a downtown will be established. As the Center of Flight develops and upgrades are made to the main entries into the City, community pride will also increase.

The Central Core is concentrated in three areas in the center of the City linked by Harshman Road. The first area is located north of SR 4. It includes the new education complex, City Hall, Harshman Road / Valley Street intersection, and those businesses located on Transportation. It extends to the frontage parcels on the north side of Valley and encompasses entire properties on the south side of Valley, north of SR 4 to the east corporation line. The second area in the Central Core is the Center of Flight. It begins at the east entry into the City on Springfield Road and includes those properties east of the Springfield Road / Northcliff intersection. The third area is the Airway Shopping Center, Woodman Road / Airway Road intersection, and the capped landfill on the west side of Harshman Road.

The City may need to re-evaluate the Zoning Code to ensure that it encourages development consistent with the Comprehensive Plan and the Central Core area.

RESIDENTIAL

The residential areas include single-family, multi-family and condominium style of housing. Other uses normally associated with residential neighborhoods such as churches, parks, and schools are included in this category. The majority of the City is classified as residential.
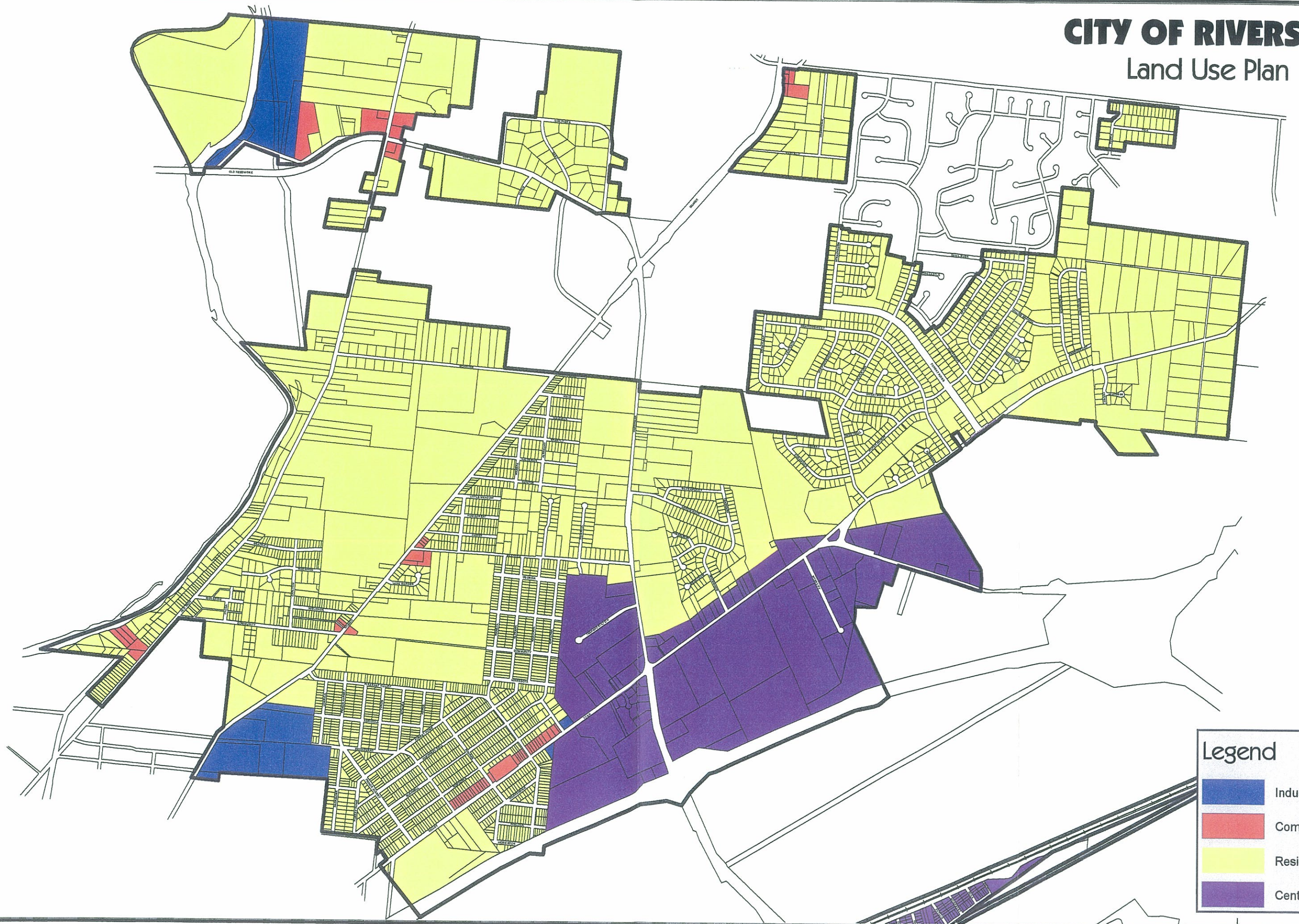
COMMERCIAL

The commercial areas identified on the Land Use Plan are those small retail nodes located at intersections or along major transportation routes. These areas provide neighborhood convenience services and goods.

INDUSTRIAL

There are two locations identified as industrial. The first is the water treatment plant in the northwestern portion of the City and the second is the area located on Brandt Pike, just north of the corporation line. Additional industrial uses and employment areas are incorporated in the Central Core.

CITY OF RIVERSIDE
Land Use Plan

Legend

- Industrial
- Commercial
- Residential
- Central Core

CITY OF RIVERSIDE
Land Use Plan

Legend

- Central Core
- Commercial
- Residential