



BEAVERCREEK TOWNSHIP, GREENE COUNTY, OHIO ECONOMIC DEVELOPMENT PLAN

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1. Overview

- 1.1. The Township recognizes its strategic location along the U.S. Route 35 Corridor and the potential to bring unique commercial development opportunities to help balance the primarily residential community. To aid in creating an environment prime for development opportunities, Beaver Creek Township collaborated with Greene County and the City of Beaver Creek to remove the five at grade intersections along U.S. 35. Once complete the full-service interchanges with U.S. 35 at Valley/Trebein Roads and at Factory Rd. /Orchard Ln. will promote additional opportunities for commercial growth. Beaver Creek Township's 2012 Comprehensive Land Use Plan has identified the U.S. 35 Corridor as an area for commercial growth and the Township is poised to be a significant player in the future growth and development of Greene County.
- 1.2. Beaver Creek Township has experienced recent growth in terms of population and residential developments. Naturally, an increase in population translates into business growth. The community has seen an interest in commercial growth along the U. S. 35 Corridor.
- 1.3. This plan identifies proposed economic development goals, objectives, and strategies for Beaver Creek Township. Economic development along U.S. 35 between the City of Beaver Creek to the west and Xenia Township to the east has been identified as an integral part of commercial growth in Beaver Creek Township's 2012 Comprehensive Land Use Plan. Beaver Creek Township is an important economic center within Greene County's changing economic base and Greene County functions as an integral component of the larger surrounding regional economy. The research, technology, education and aerospace sectors exert the greatest influence on economic activities currently located within this region. These sectors are likely to remain dominant in the foreseeable future.

2. Goal

- 2.1. Strengthen the economic base of the community by supporting existing businesses while continuously seeking to expand the number of businesses within Township.

3. Financial Considerations

- 3.1. Economic development activities create both fiscal costs and benefits to the Township. An effective economic development strategy will help Beaver Creek Township augment its tax revenue base by developing those projects having a positive fiscal impact on the Township. Both economic growth and economic decline have significant fiscal cost consequences to the Township. Growth places demands on the Township to extend public services of various types, while decline erodes the existing tax base caused by the loss of residential and business taxpayers.
- 3.2. As the township continues to grow, there will be a continued need to evaluate the fiscal health of the community, particularly given the fact that much of the new growth is likely to be residential. Township residents and businesses enjoy a high level of public services. The cost of providing these services continues to rise while revenue streams are being reduced. The Township will need to look for alternative ways to provide and fund these types of services.
- 3.3. The Township has recently made a significant investment in local economic development activities through its funding the U.S. 35 project, identifying a Highway Business Overlay District, and rezoning land for commercial growth.
- 3.4. The Township will continue to evaluate fiscal and funding resources to provide tax and financial incentives to businesses to retain, expand and create jobs in Beaver Creek Township. These resources may include:
 - 3.4.1. **Joint Economic Development District (JEDD)** A JEDD agreement enables townships, cities, and villages to cooperatively address concerns associated with diminishing local revenues, economic development, and growth. A JEDD becomes a local community approach to solving economic development issues by providing local governments the ability to enter into legal agreements that will increase revenues and create jobs. The contractual agreements, which vary from jurisdiction to jurisdiction, have become a significant economic development tool for local communities. Legislative authorities enter into such contracts to facilitate economic development, to create or preserve jobs and employment opportunities, and to improve the economic welfare of the people in the area. This cooperation takes the form of tax revenue sharing among municipalities and townships.
 - 3.4.2. **Tax Increment Financing (TIF)** is an economic development mechanism available to local governments in Ohio to finance public infrastructure improvements and, in certain circumstances, residential rehabilitation. TIFs are implemented at the local level and may be created by a township, municipality or county. Payments derived from the increased assessed value of any improvement to real property beyond that amount are directed towards a separate fund to finance the construction of public infrastructure defined within the TIF legislation.
 - 3.4.3. **Cooperative Economic Development Agreements (CEDA)** enable townships, cities, and villages to cooperatively address concerns associated with diminishing local revenues, economic development, and growth. A CEDA is determined by a

contract approved by the legislative authorities of one or more contiguous cities or villages and one or more contiguous townships. Legislative authorities enter into such contracts to facilitate economic development, to create or preserve jobs and employment opportunities, and to improve the economic welfare of the people in the area. The CEDA program is designed to encourage cooperation among local communities and is considered by many to be a mutually beneficial economic development tool.

- 3.4.4. **The Ohio Enterprise Zone Program** is an economic development tool administered by municipal and county governments that provides real and personal property tax exemptions to businesses making investments in Ohio. Enterprise zones are designated areas of land in which businesses can receive tax incentives in the form of tax exemptions on eligible new investment. Local communities may offer tax incentives for non-retail projects that are establishing or expanding operations in the State of Ohio.
- 3.4.5. The **Transportation Investment Generating Economic Recovery (TIGER)** grant program provides a unique opportunity for grant funding for road, rail, transit and port projects.
- 3.4.6. **State Infrastructure Bank (SIB)** loan program maximize the use of state funds to make direct loans to eligible projects. The SIB shall be used as a method of funding highway projects which produce revenue to amortize debt while contributing to the connectivity of Ohio's transportation system and further goals such as corridor completion, economic development, competitiveness in a global economy, and quality of life.
- 3.4.7. **The Ohio Public Works Commission (OPWC)** provides financing for local public infrastructure improvements through both the State Capital Improvement Program (SCIP) and the Local Transportation Improvement Program (LTIP). SCIP is a grant/loan program for roads, bridges, water supply, wastewater treatment, storm water collection, and solid waste disposal. LTIP is a grant program for roads and bridges only.

4. Economic Development Partnerships

- 4.1. The economic development partnership model has recently been successfully employed by the Township. This approach should be expanded in the future. Partnerships, or strategic alliances, are effective in responding to larger regional issues affecting Township economic development. Partnerships can also expand the Township's access to valuable outside resources at the county, regional, and state levels, which are needed to successfully reach the Township's future economic development goals.
- 4.2. The Township has some very good existing partners for economic development. Partnerships with the Greene County Department of Development, the Regional Planning and Coordinating Commission of Greene County (RPCC) and the Beaver Creek Chamber of Commerce have been valuable to the Township's economic development efforts. These should be continued and built upon in the future. Assistance from these groups in the future will be needed to achieve the economic development goals and objectives contained in this plan. This plan encourages the Township to continue its use of innovative partnerships.

5. Objectives and Strategies

- 5.1. Existing conditions, trends, and forecasted changes in population, housing and land use accentuate a number of current and emerging issues in Beavercreek Township. Through the statement of general objectives, the Township may gain guidance to address these issues and others that will arise in the future. The following Objectives and Strategies provide a foundation and framework for economic development currently identified within the Township; however, these objectives and strategies may be applied to future commercial growth in Beavercreek Township.

6. Southeast Planning Area

- 6.1. Many of the public infrastructure improvement projects in the Southeast Planning Area are of concern to the Valley Springs Farm (VSF) property, Greene County Airport, and other surrounding properties with regard to future development. The following Objectives and Strategies attempt to clarify the Township's focus on land use and development issues that are related to the concerns in the Southeast Planning Area. Many pertain to the strategic development significance of the VSF property per the approved MX-PUD zoning. Additionally, they also pertain to the benefit to be derived by the adjacent surrounding properties which are of economic development significance to the Southeast Planning Area.

Objective - Extension of the Valley Springs Road stubbed from the western boundary of the VSF property northwest of the Little Miami River (LMR) eastward to Valley Road will provide additional vehicular public access. It is a necessary element to provide complete access and circulation for all existing and future business along the south side of U.S. 35 between the planned interchanges.

Strategies - Place the Valley Spring Road extension on the MVRPC Transportation Improvement Plan (TIP) to make it eligible for public financing. Apply funding resources as identified in section 3.4 to assist in the completion of the project.

Objective - Complete the Valley-Bellbrook Connector between Indian Ripple Road and Valley Road. This road would provide better traffic connection and circulation for the area via the Indian Ripple Road Corridor to and from I-675 and from the north via Trebein Road.

Strategies - The Valley-Bellbrook Connector is currently supported by the Greene County Thoroughfare Plan. Work with Greene County on placing the road on the MVRPC Transportation Improvement Plan (TIP) to make it eligible for public financing and to use funding resources as identified in section 3.4 to assist in the completion of the project.

Objective - Construction of the gravity sewer along the bottom edge of the VSF Site SE Area, as identified in the approved MX-PUD, to Valley Road and from there south along the east side of Valley Road to serve the Airport. This gravity sewer system also would be able to serve future developments between Valley Road and U.S. 35, as well as further north of the freeway.

Strategies - Work with the County to establish a Sewer Extension for Greene County Airport and to use funding resources as identified in section 3.4 to assist in the completion of the project.

Objective- Extend the existing waterline system to the Greene County Airport. The completion of a water main connection between Indian Ripple Road and Trebein Road will assist in the future expansion as identified in the Airport Master Plan.

Strategies- Work with the County to establish a Waterline Extension for Greene County Airport and to use funding resources as identified in section 3.4 to assist in the completion of the project.

7. U.S. 35 Corridor

- 7.1. There are many businesses along the U.S. 35 Corridor which are prime for development opportunities with existing and future commercial growth. The U.S. 35 Corridor is identified by Dayton-Xenia Road on the North, the eastern and western Township lines, and Indian Ripple and Upper Bellbrook Roads on the South. The U.S. 35 Corridor may include properties that are identified in the Southeast Planning Area. Many of the public infrastructure improvement projects and zoning restrictions in the U.S. 35 Corridor are of concern to the current businesses in the area. The following Objectives and Strategies attempt to clarify The Township's focus on land use and development issues that are related to the concerns in the U.S. 35 Corridor.

Objective - Work with ODOT, Greene County, City of Beavercreek and the stakeholders in the area to remove the five at-grade intersections along U.S. 35. Once complete the full-service interchanges off U.S. 35 will promote additional opportunities for commercial growth.

Strategies - Work with the all public and private stakeholders to use funding resources as identified in section 3.4 to assist in the completion of the project. Work with private stakeholders on the development of right-of-way donations. Continue to meet with economic development partners to address their concerns during the project and to reduce business interruption during the construction phase.

Objective - Create a Highway Business Overlay (HBO) District to provide areas for a diverse range of commercial and business activity within specific areas of Beavercreek Township. In particular, the HBO District is intended to accommodate high intensity business and industrial uses such as those found along major highway corridors.

Strategies - Establish an HBO District for properties located within the area of Beavercreek Township bounded by Dayton-Xenia Road on the North, the eastern and western Township lines, and Indian Ripple and Upper Bellbrook Roads on the South. Work with the public and private stakeholders to identify permitted uses, and address zoning concerns to assist in strengthening the economic base.

Objective - Create and maintain an Available Real Estate Inventory specific to properties within the U.S. 35 Corridor.

Strategies - Prepare a standardized format for all listed properties in the area. Improve communications channels with brokers and property owners to maximize available information regarding available land. Post the inventory on the Township's website. Share all information with the economic development partners.

Objective - Brand the U.S. 35 Corridor as a regional location to do business. The branding may include, but not be limited to, the auto industry, educational, and technology businesses.

Strategies - Work with economic development partners to establish a marketing plan for current and future business and identify a funding source for the plan. Create plans with economic development partners for additional landscaping, signage, entry node enhancements, etc. to continue to implement community branding throughout the Township.

8. Economic Development

8.1. The Southeast Planning Area and the U.S. 35 Growth Corridor boasts an excellent transportation and infrastructure network of interstate highways and has access to regional airports that will continue to attract businesses. As the Township continues to grow it is important that any economic development projects continue to:

8.1.1. Promote and assist local business retention and expansion.

8.1.2. Continue to foster developments that support desirable growth and new residential living.