

In an effort to better assess the commercial development in the Miami Valley Region, this study examined the historical commercial development trends in comparison to other land uses, and presented a snap shot of commercial land use for the year 2007 using regional datasets.

Highlights of this assessment include:

- Regional commercial land increased by 148.1% from 1975 to 2000, while non-commercial land only increased by 53.2% during that same period, and population decreased by 1.2% between the years of 1970 and 2000.
- Commercial land makes up 3.3% of the Region's total land and nearly one quarter of the Region's commercial land is undeveloped.
- The retail category represents 40% of the Region's commercial GLA, with the office category representing 20%.
- The majority of commercial land and GLA is found along major highways, such as I-675, I-75, I-70, and US-35.
- While Montgomery County contains 61.2% of the Region's commercial land, and 71.8% of its GLA, commercial land in Miami County has had the highest rate of growth at 183.3%.
- The South and West markets have the most office land per 1,000 employees, while the South and Central markets have the most office GLA per employee. The North and East markets have the least amount of office land per 1,000 employees and GLA per employee.
- The North and West markets have the most retail land per 1,000 employees and the West and Central markets have the most GLA per employee. The East and South markets have the least amount of retail land per 1,000 employees and the East and West markets have the least amount of retail GLA per employee.
- The Region has an estimated 18.4 million square feet of vacant commercial GLA, which is the equivalent of 310 football fields worth of floor space.
- Commercial employment is expected to increase by as much as 30% in the Region over the next 30 years, with the highest rates of growth to occur in Greene and Warren counties.

Based on the findings presented throughout the report, several conclusions can be drawn pertaining to the commercial development in the Miami Valley Region. One important observation is how automobile-dependent the commercial development in the Region has become. While a recent rise in fuel cost has illuminated this problem, the fundamental concern with such development is the disproportionate allocation of land. These findings also indicate a duplication of effort and investment throughout the Region, and while competition in the market can produce quality options, the result has been a general lowering of value as vacancy has increased. Therefore, much of the future demand for commercial space is already in place and ready for redevelopment. The Region must re-evaluate the viability of existing infrastructure so that it can continue to offer the accessibility, character, and choices that will make our Region an attractive place in which to live, work, and do business.

## Reference List

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