**COUNCIL FOR THE VILLAGE OF YELLOW SPRINGS**
**REGULAR COUNCIL MEETING/S**
**AND SPECIAL MEETING**
**AGENDAS**

**In Council Chambers @4:00 P.M.** **Monday, November 16, 2026**

Anyone can observe meetings live via cable Channel 5, (Community Access Yellow Springs) or on YouTube. ZOOM participation will be offered only for virtual meetings. Please contact the Council Clerk at 937-767-9126 or clerk@yellowsprings.gov for any questions regarding the Council meeting.

## REGULAR SESSION

**CALL TO ORDER (4:00)**

**ROLL CALL**

**EXECUTIVE SESSION**

Under Ohio Revised Code 121.22(G)(2) To Consider the Acquisition of Real Estate, and 121.22(G)(3) To Discuss Potential Court Action.

**MOTION TO ENTER REGULAR SESSION**

**ADJOURNMENT**

## SPECIAL MEETING: AFFORDABLE HOUSING LISTENING SESSION

**CALL TO ORDER (4:30)**

**ROLL CALL**

**COMMUNICATIONS**

The Clerk will receive and file:

Jane Brahler re: Housing Suggestions (2)
Keith Mefford re: Housing Comments
Jerry Papania re: Housing Comments

**FACILITATED LISTENING SESSION**

**ADJOURNMENT**

## REGULAR SESSSION

**CALL TO ORDER (6:00)**

**ROLL CALL**

**ANNOUNCEMENTS**

**CONSENT AGENDA**

1. Minutes of November 2, 2026 Regular Meeting

2. Credit Card Statement for October

**REVIEW OF AGENDA**

**I. PETITIONS/COMMUNICATIONS (6:10)**

The Clerk will receive and file:

Mayor's Clerk re: Monthly Report (2)
Bruce Parker re: Property Concerns
Mitzie Miller re: Sidewalk Fund Request
Home, Inc. re: Home Repair Flier

**II. CITIZEN CONCERNS (6:15)**

**III. PUBLIC HEARINGS/LEGISLATION (6:30)**

**Second Reading and Public Hearing of Ordinance 2026-20** Repeal and Replace Section 1226.13 "Subdivision Fees" of Chapter 1226 "Subdivision Regulations" of the Village Planning and Zoning Code to Create New Section 1226.13 "Subdivision Fees and Deposits"

**Second Emergency Reading of Ordinance 2026-23** Approving 2027 Annual Appropriations for the Village of Yellow Springs and Declaring an Emergency

**First Reading of Ordinance 2026-24** Repealing and Replacing Section 1260.04 of Chapter 1260 of the Village Planning and Zoning Code to Add Smoke and Vape Shop Uses

**First Reading of Ordinance 2026-25** Amending Table 1250.02 to Add "Smoke and Vape Shop" as a Permitted Use in the B-1 and B-2 Retail Districts

**Reading of Resolution 2026-42** Planning and Zoning Fee Schedule

**IV. SPECIAL REPORTS (7:10)**

Active Transportation/School Safety Plan Update (Holt/Arellano 15 min.)

**V. MANAGER'S REPORT (7:25)**

**VI. OLD BUSINESS**

**VII. NEW BUSINESS**

**VIII. BOARD AND COMMISSION REPORTS (7:35)**

| | | |
|---|---|---|
| Planning Commission | Leonard | Brown |
| Finance Committee | Leonard | Semere |
| Yellow Spring Development Corporation (YSDC) | Pearce | Semere |
| Public Arts & Culture Commission | Brown | Pearce |
| Library Commission (LC) | Hsu | Semere |
| Environmental Commission (EC) (TBD) | Brown | Hsu |
| Village Mediation Program (VMP) | Brown | |
| YS School Liaison | Pearce | |
| YS Chamber Liaison | Leonard | |
| Active Transportation Liaison | Pearce | |
| Miami Valley Regional Planning Commission (MVRPC) | Semere | Brown |
| Greene County Regional Planning Commission (GCRPC) | Brown | Semere |
| Housing Committee | Hsu | TBD |

## IX. FUTURE AGENDA ITEMS* (7:35)

Dec. 7:
**Second Reading and Public Hearing of Ordinance 2026-24** Repealing and Replacing Section 1260.04 of Chapter 1260 of the Village Planning and Zoning Code to Add Smoke and Vape Shop Uses
**Second Reading and Public Hearing of Ordinance 2026-25** Amending Table 1250.02 to Add "Smoke and Vape Shop" as a Permitted Use in the B-1 and B-2 Retail Districts
**First Reading of Ordinance 2026-26** Accepting Planning Commission Recommendation and Approving the Final Plat for Phase Three of the Spring Meadows Subdivision
**Reading of Resolution 2026-43** Employee Wage Increase
**Reading of Resolution 2026-44** Approving a Salary Adjustment for Judith O. Kintner for Continued Service as the Clerk of Council
**Reading of Resolution 2026-45** Approving a Two-Year Employment Contract and Wage Adjustment with Judith O. Kintner for Continued Service as the Village Treasurer
Quarterly Financials
Charter Amendment re: Recall Timing Discussion
Citizen Comment Discussion

Dec. 21:
**Second Reading and Public Hearing of Ordinance 2026-26** Accepting Planning Commission Recommendation and Approving the Final Plat for Phase Three of the Spring Meadows Subdivision

Jan. 4:
**Emergency Reading of Ordinance 2027-01** Authorizing the Annual Transfer of Funds and Declaring an Emergency
**First Reading of Ordinance 2027-02** Repealing and Replacing Chapter 1274 "Definitions" and Adding Definitions for "Smoke and Vape Shop" and "General Retail Use"
**Reading of Resolution 2027-01** Approving Grants to the 365 Project in Support of Martin Luther King, Junior Day and Juneteenth Activities
**Reading of Resolution 2027-02** Authorizing the Sale During Calendar Year 2027 of Municipally Owned Personal Property Which is Not Needed for Public Use, or Which is Obsolete or Unfit for the Use for Which It was Acquired, by Internet Auction, Pursuant to Ohio Revised Code Section 721.15(D)

Jan. 19:
**Second Reading and Public Hearing of Ordinance 2027-02** Repealing and Replacing Chapter 1274 "Definitions" and Adding Definitions for "Smoke and Vape Shop" and "General Retail Use"

*Future Agenda items are noted for planning purposes only and are subject to change.

## EXECUTIVE SESSION

## ADJOURNMENT

The next regular meeting of the Council for the Village of Yellow Springs will be held at 6:00 p.m. on **Monday, December 7, 2026**.

**Council for the Village of Yellow Springs**
**Regular Session Minutes**

**In Council Chambers @ 4:30 P.M.** **Monday, November 2, 2026**

**CALL TO ORDER**

President of Council Gavin DeVore Leonard called the meeting to order at 4:36 pm.

**ROLL CALL**

Present were Council President DeVore Leonard and Council members Seney Semere and Stephanie Pearce. Interim Village Manager Jeff Sheridan, Planning and Zoning Director Nia Holt and Solicitor Amy Blankenship were also present. Vice President Angie Hsu was out ill. Carmen Brown arrived at 4:38pm

**EXECUTIVE SESSION**

At 4:38pm, Pearce MOVED and Semere SECONDED a MOTION TO ENTER EXECUTIVE SESSION UNDER OHIO REVISED CODE 121.22(G)(1) TO CONSIDER THE EVALUATION OR COMPENSATION OF A PUBLIC EMPLOYEE OR OFFICIAL AND 121.22(G)(2) TO CONSIDER THE ACQUISITION OF REAL ESTATE, AND 121.22(G)(3) TO DISCUSS POTENTIAL COURT ACTION. The MOTION PASSED 4-0 ON A ROLL CALL VOTE.

Holt, Blankenship and Sheridan were present for the first minutes of the session.

At 5:33pm Holt, Blankenship and Sheridan exited the session and the Clerk entered.

**MOTION TO ENTER REGULAR SESSION**

At 6:07pm, Brown MOVED and Pearce SECONDED a MOTION TO ENTER REGULAR SESSION. The MOTION PASSED 4-0 ON A VOICE VOTE.

DeVore Leonard asked for a motion to excuse Hsu's absence. Semere MOVED and Pearce SECONDED a MOTION TO EXCUSE Hsu. The MOTION PASSED 4-0 on a VOICE VOTE.

**ANNOUNCEMENTS**

There were no announcements.

**CONSENT AGENDA**

1. Minutes of October 19, 2026 Regular Meeting
2. Minutes of October 22, 2026 Special Meeting: Budget Session

Brown MOVED and Semere SECONDED a MOTION TO ADOPT THE CONSENT AGENDA. The MOTION PASSED 4-0 ON A VOICE VOTE.

**REVIEW OF AGENDA**

**PETITIONS/COMMUNICATIONS**

The Clerk will receive and file:

Heather Hughes re: Council Conduct Concern
Amy Bailey re: Active Transportation Information
Carmen Brown re: Values vs Actions
Theresa Mayer re: Accessibility Standards
Mitzie Miller re: Increase Sidewalk Budget

DeVore Leonard reviewed communications.

**CITIZEN CONCERNS**

Mitzie Miller complained that safety concerns and recommendations are not being addressed. She stated that "it is the legal responsibility of the Village to address school street safety". She generally requested that the Village enact street and sidewalk improvements.

Matthew Kirk stated that he was responding to the Council request for input around recall. He opined that delaying the recall amendment was a delay in accountability. If it is delayed, he said, it is likely to engender more civic engagement. He stated that the recall process should be made specific to the Village.

Judith Hempfling stated that the citizen comment section was "the only time we get to debate issues with Council." Hempfling commented her concerns regarding the diversity of staff and of the community, stating that "this is infrastructure," and asked Council to require DEI emphasis in employee hiring. She asked that more money be spent on affordable housing. She asked Council to direct the Village Manager to take action regarding "simple fixes."

John Hempfling asked for a commission to have jurisdiction over the Public Works Department. Not having this, he said, Council should direct the action. Regarding recall, he stated that it doesn't make sense to spend such a large amount of money on the matter, since voting takes care of the issue in the end.

Reilly Dixon, YS News, asked about the "$900,000 deficit" stating his understanding that many staff positions may not be filled for the entire year which would reduce this number. He asked Council to explain how they envision the unfilled positions changing such that the deficit will not continue. He asked how much would be spent for Strategic Plan, CIP, Wetland Delineation Study and ADA Consultant.

**PUBLIC HEARINGS/LEGISLATION**

Pearce MOVED and Semere SECONDED a MOTION TO READ EMERGENCY AND SECOND READINGS BY TITLE ONLY. The MOTION PASSED 4-0 ON A VOICE VOTE.

**First Reading of Ordinance 2026-20** Repeal and Replace Section 1226.13 "Subdivision Fees" of Chapter 1226 "Subdivision Regulations" of the Village Planning and Zoning Code to Create New Section 1226.13 "Subdivision Fees and Deposits". Brown MOVED and Semere SECONDED a MOTION TO APPROVE.

Holt introduced the ordinance, stating that Planning Commission reviewed a similar text amendment on September 15, 2026, and provided a positive recommendation to Village Council. Following the Commission's review, the Village Solicitor reexamined the proposed text and recommended that language related to subdivision deposits and additional review fees be retained in Chapter 1226.13.

Council voted to move the modified text amendment forward at the October 19th meeting, and are reflected in the ordinance before Council. Since the modifications retain existing fee language rather than add new regulatory requirements, the changes do not require additional Planning Commission review.

DeVore Leonard declined to call a vote on the first reading.

**Second Reading and Public Hearing of Ordinance 2026-21** Repealing Appendix A "FEE SCHEDULE" of Title 4 "Zoning" of the Village Planning and Zoning Code. Pearce MOVED and Brown SECONDED a MOTION TO APPROVE.

Holt explained that the ordinance lays groundwork for the fees to be approved by resolution of Council.

DeVore Leonard OPENED THE PUBLIC HEARING. There being no comment, DeVore Leonard CLOSED THE PUBLIC HEARING AND CALLED THE VOTE. The MOTION PASSED 4-0 ON A ROLL CALL VOTE.

**Emergency Reading of Ordinance 2026-23** Approving 2027 Annual Appropriations for the Village of Yellow Springs and Declaring an Emergency. Brown MOVED and Semere SECONDED a MOTION TO APPROVE.

DeVore Leonard commented that two budget sessions were held, and a second emergency reading will be held on November 16th. He noted that the projected deficit is expected to end up much lower than projected, since it is based on full staffing and full use of benefits by all employees.

DeVore Leonard asked for any questions citizens might have, stating that he would note any that could not be immediately addressed for a response on November 16th.

The Clerk noted that budget and supplemental ordinances are always passed as emergencies so that they go immediately into effect and can be filed with the County as soon as they are passed.

Responding to Dixon's earlier questions, DeVore Leonard stated that the Strategic Plan is in the budget at $80,000; $18,500 for an ADA consultant; $24,000 for an ADA study; $100,000 for the Capital Improvement Plan; $15,000 for a Wetland Delineation Study.

DeVore Leonard commented that a supplemental appropriation can be brought to cover housing initiatives once a direction is determined. He noted that the sidewalk policy is not being changed, and staff have indicated that the 20K currently appropriated will be sufficient. Finally, he said, 4% has been appropriated for a staff wage increase, but will be passed by resolution.

DeVore Leonard noted that the ADA ramp for "Short Street" was removed from the budged erroneously, and is actually the ramp requested for 201 South Walnut Street.

DeVore Leonard MOVED and Brown SECONDED a MOTION TO ADD $25,000 to FACILITIES CAPITAL FOR AN ADA RAMP AT 201 SOUTH WALNUT STREET. The MOTION PASSED 4-0 ON A VOICE VOTE.

DeVore Leonard declined to call a vote on the first read.

**Reading of Resolution 2026-39** Honoring the Legacy of Wheeling Gaunt and Approving the Annual Distribution of Flour and Sugar to Village Widows and Widowers. Semere MOVED and Pearce SECONDED a MOTION TO APPROVE.

DeVore Leonard CALLED THE VOTE, and the MOTION PASSED 4-0 ON A VOICE VOTE.

**Reading of Resolution 2026-40** Approving a Contract with Pracademic Partners, LLC for Village Manager Search Process. Pearce MOVED and Semere SECONDED a MOTION TO APPROVE.

DeVore Leonard noted the attached contract.

DeVore Leonard CALLED THE VOTE, and the MOTION PASSED 3-1 ON A VOICE VOTE, with Brown voting against.

**SPECIAL REPORTS (6:45)**

**Treasurer's Report.** Kintner provided the Treasurer report.

**MANAGER'S REPORT**

Sheridan noted several meetings. He addressed concerns brought to a prior meeting regarding power outages, noting that the overall number is actually low, and that of the eleven outages since July 21st, all but three were caused by squirrels—two by vehicles and one due to storms.

Sheridan addressed a question from DeVore Leonard regarding school safety follow-up, stating that he had met with the Superintendent of Schools and that he plans to request approval to engage the ADA consultant this year so that he can assess what safety improvements fall under the Village's purview.

DeVore Leonard stated that he would like action to be taken sooner, indicating that he was not sure why some of the requests would require a consultant. He received confirmation that Sheridan did not yet want Council involvement.

Sheridan stated that motion will require at least one more meeting.

Pearce commented that she did not understand how school safety is an ADA issue.

Sheridan responded that he believes it is, under the law, but that he assumes the consultant will be assessing from both an ADA and a safety standpoint.

In response to Pearce asking whether the Village is moving away from having Choice One perform the assessment, Sheridan stated that while Choice One could still be involved, he finds the other firm impressive.

Pearce stated that she sees the issues as separate, one being safety, the other being ADA compliance.

Sheridan responded that he believes there to be "significant overlap" stating that the idea of ADA is safety and accessibility. He stated that he will know more in a month.

Semere stated that he wonders whether the current signage is still adequate, and wants to understand whether it is or is not.

Several Council members stated that safety around Mills Lawn is a concern.

DeVore Leonard stressed that Council would like closure on this issue soon.

**OLD BUSINESS**

**Schedule Housing Retreat.** Those present agreed to hold a listening session from 4:30-6pm prior to the November 16th meeting. The Clerk will work with Council and staff to set up the Housing Retreat to follow that listening session.

**NEW BUSINESS**

There was no New Business.

**FUTURE AGENDA ITEMS**

Nov. 16: **Second Reading and Public Hearing of Ordinance 2026-20** Repeal and Replace Section 1226.13 "Subdivision Fees" of Chapter 1226 "Subdivision Regulations" of the Village Planning and Zoning Code to Create New Section 1226.13 "Subdivision Fees and Deposits"
**Second Emergency Reading of Ordinance 2026-23** Approving 2027 Annual Appropriations for the Village of Yellow Springs and Declaring an Emergency
**First Reading of Ordinance 2026-24** Repealing and Replacing Section 1260.04 of Chapter 1260 of the Village Planning and Zoning Code to Add Smoke and Vape Shop Uses
**Reading of Resolution 2026-41** Employee Wage Increase
**Reading of Resolution 2026-42** Planning and Zoning Fee Schedule
**Reading of Resolution 2026-43** Clerk Wage Increase

Dec. 7: **Second Reading and Public Hearing of Ordinance 2026-24** Repealing and Replacing Section 1260.04 of Chapter 1260 of the Village Planning and Zoning Code to Add Smoke and Vape Shop Uses
Charter Amendment re: Recall Timing Discussion
Citizen Comment Discussion

Dec. 21:

**ADJOURNMENT**

At 7:25pm Semere MOVED and DeVore Leonard SECONDED a MOTION TO ADJOURN. The MOTION PASSED 4-0 ON A VOICE VOTE.

Signed:_____

Gavin DeVore Leonard, Council President

Attest: _____

Judy Kintner, Council Clerk

| Date | Transactio | Name | Memo | Amount | |
|---|---|---|---|---|---|
| ######## | DEBIT | Dropbox M | 24204296 | -119.88 | ANNUAL RENEWAL OF DROPBOX |
| ######## | DEBIT | ODP BUS S | 24137466 | -107 | OFFICE SUPPLIES/COUNCIL |
| ######## | DEBIT | LOWES #0 | 24692166 | -322.73 | TOOLS FOR WTP AND WRF |
| ######## | DEBIT | SPRINGFIE | 24431066 | -50.39 | MOWER BATTERY/STREETS DEPT. |
| ######## | CREDIT | SPRINGFIE | 74431066 | 50.39 | RETURN OF MOWER BATTERY/STREETS DEPT. |
| ######## | DEBIT | SPRINGFIE | 24431066 | -46.99 | MOWER BATTERY/STREETS DEPT. |
| ######## | DEBIT | FONDRIES | 24717056 | -1142.1 | NEW OPTICAL DO SENSOR FOR HANDHELD/WATER TREATMENT DEPT. |
| ######## | DEBIT | MENARDS | 24137466 | -167.61 | FASTENERS, TOOLS AND PAPER TOWELS FOR FARM/STREET DEPT. |
| ######## | DEBIT | WL *VUE* | 24906416 | -95 | OHIO ATTY. GENERAL LAW ENFORCEMENT TRAINING/POLICE DEPT. |
| ######## | DEBIT | MENARDS | 24137466 | -106.46 | MORE FURANCE FILTERS FOR FARM/STREETS DEPT. |
| ######## | DEBIT | MENARDS | 24137466 | -149.99 | VACUUM CLEANER FOR TRAIN STATION/STREETS DEPT. |
| ######## | DEBIT | MENARDS | 24137466 | -19.99 | LIGHT BULBS FOR LAWSON/STREETS DEPT. |
| ######## | DEBIT | ODP BUS S | 24137466 | -13.29 | OFFICE SUPPLIES/COUNCIL |
| ######## | DEBIT | TARGET T- | 24445006 | -2038 | 2026 COAT EVENT/POLICE DEPT. |
| ######## | DEBIT | SPRINGS M | 24231686 | -16.69 | TOLIET BRUSH AND HOLDER REPLACEMENT/BRYAN CENTER |
| ######## | DEBIT | SAMS CLU | 24445006 | -96.14 | STREET FAIR SUPPLIES/POLICE DEPT. |
| ######## | DEBIT | FEEDERS S | 24099906 | -65.95 | PET SUPPLIES FOR DOT/POLICE DEPT. |
| ######## | DEBIT | DOMINO'S | 24445006 | -223.86 | 2026 COAT EVENT/POLICE DEPT. |
| ######## | DEBIT | MENARDS | 24137466 | -16.49 | FASTENERS/STREETS DEPT. |
| ######## | DEBIT | ROYCEU.C | 24223696 | -55 | CEU AW WATER LICENSE/ELECTRIC DEPT. |
| ######## | DEBIT | SPRINGFIE | 24431066 | -6.2 | BATTERY REPLACEMENT/STREETS DEPT. |
| ######## | DEBIT | Google VO | 24204296 | -21.5 | GOOGLE VOICE NUMBER PORT/ZONING AND PLANNING DEPT. |
| ######## | DEBIT | MENARDS | 24137466 | -14.89 | FURANCE FILTER FOR FARM/STREETS DEPT. |
| ######## | DEBIT | MENARDS | 24137466 | -6.76 | NUTS & BOLTS/STREETS DEPT. |
| ######## | DEBIT | ODP BUS S | 24137466 | -107.15 | OFFICE SUPPLIES/POLICE DEPT. |
| ######## | DEBIT | HARBOR F | 24231686 | -217.9 | NITRILE GLOVES AND TOOLS/WATER TREATMENT DEPT. |
| ######## | DEBIT | SPRINGS M | 24231686 | -1621.7 | HALLOWEEN SUPPLIES FOR BONFIRES |
| ######## | DEBIT | SAMS CLU | 24445006 | -5.48 | SUPPLIES FOR YOUTH CENTER HALLOWEEN BASH |
| ######## | DEBIT | SAMSCLUI | 24081196 | -477.99 | MORE SUPPLIES FOR YOUTH CENTER HALLOWEEN BASH |
| ######## | DEBIT | ANNUAL M | ;;;;; | 0 | |

The Village of
# YELLOW SPRINGS

## MEMORANDUM

TO: Village Council and Interim Village Manager

FROM: Nia Holt, Planning & Zoning Director

DATE October 29, 2026

RE: Ordinance 2026.20 - *Repealing and Replacing Section 1226.13 of the Village Planning and Zoning Code*

**Background**: Planning and zoning fees are currently established within the Village Zoning Code through Chapter 1226.13 and Appendix A. These fees are codified; therefore any change requires a formal text amendment and ordinance necessitating Planning Commission review and Village Council action.

Should Council to adopt this ordinance, planning and zoning fees can then be amended by resolution, consistent with the process Council adopted for building permit fees on July 6, 2026.

Planning Commission reviewed a similar text amendment on September 15, 2026, and provided a positive recommendation to Village Council. Following the Commission's review, the Village Solicitor reexamined the proposed text and recommended that language related to subdivision deposits and additional review fees be retained in Chapter 1226.13. That modified language was provided to Council on October 19th.

Council voted to move the modified text amendment forward at the October 19th meeting. Since the modifications retain existing fee language rather than add new regulatory requirements, the changes do not require additional Planning Commission review.

**Staff Recommendation:** Staff recommends that Village Council adopt the text amendment to Chapter 1226.13, as shown in Exhibit A.

**VILLAGE OF YELLOW SPRINGS, OHIO**
**ORDINANCE 2026-20**

**REPEAL AND REPLACE SECTION 1226.13 "SUBDIVISION FEES" OF CHAPTER 1226 "SUBDIVISION REGULATIONS" OF THE VILLAGE PLANNING AND ZONING CODE TO CREATE NEW SECTION 1226.13 "SUBDIVISION FEES AND DEPOSITS"**

**WHEREAS,** at the recommendation of the Planning and Zoning Administrator, Planning Commission has considered amendments to Section 1226.13 of the Village zoning code to remove specific fees for all subdivision types so that these fees are referenced in a separate document, and

**WHEREAS,** following a Public Hearing on the matter, Planning Commission recommends approval of these text amendments to Council,

**NOW, THEREFORE, COUNCIL FOR THE VILLAGE OF YELLOW SPRINGS, OHIO HEREBY ORDAINS THAT:**

**Section 1.** Section 1226.13 "SUBDIVISION FEES" of Chapter 1226 "SUBDIVISION REGULATIONS", of the Codified Ordinances of the Village of Yellow Springs, Ohio is hereby repealed in its entirety.

**Section 2.** A new Section 1226.13 "SUBDIVISION FEES AND DEPOSITS" of the Codified Ordinances of the Village of Yellow Springs, Ohio is hereby enacted to read as set forth in Exhibit A, with deletions in ~~strikethrough~~, and additions **bolded and underlined**.

**Section 3.** This ordinance shall be in force and effect at the earliest period allowed by law.

_____
Gavin DeVore Leonard, President of Council

Passed:

Attest: _____
Judy Kintner, Clerk of Council

**ROLL CALL:**

Gavin DeVore Leonard___ Angie Hsu___ Carmen Brown___

Senay Semere___ Stephanie Pearce__

**Exhibit A to Ordinance 2026-20**

1226.13 SUBDIVISION FEES **AND DEPOSITS**.

(a) **Subdivision Fees Nonrefundable**. ~~Preliminary Plats. Concurrently, upon submission of any preliminary plat for Village review, the developer or his or her agent shall make payment for review services in the amount of two hundred dollars ($200.00). Such fee is nonrefundable and is applicable to each preliminary plat upon which specific action to approve or disapprove is taken by the Planning Commission. Resubmission of a previously disapproved preliminary plat shall require another payment of the fee provided for herein.~~ **Such fees are nonrefundable and are applicable to each plat upon which specific action to approve or disapprove is taken by the Planning Commission. Resubmission of a previously disapproved plat shall require another payment of the fees as provided in the fee schedule adopted by Village Council.**

(b) Final Plats **Deposits**.

(1) ~~Concurrently, upon submission of any final plat for Village review, the developer or his or her agent shall make payment for review services in the amount of one hundred dollars ($100.00) and, in addition, shall pay for review services of twenty dollars ($20.00) for each developable lot.~~

(2) Before final approval signatures are placed upon a final record plat, the developer or his or her agent shall deposit with the Village an amount of money to be used to defray the cost of inspection, review and legal services borne by the Village and directly attributable to the development. This sum shall normally he equal to four percent of the approved estimate of construction costs for bonding purposes. Upon acceptance of public improvements by the Village, this four percent fund shall be adjusted in accordance with actual expenditures for review and inspection services. If the money deposited exceeds the cost incurred by the Village, the balance shall be returned to the developer; alternatively, if costs incurred by the Village exceed the four percent deposit, additional money shall be paid by the developer before improvements are accepted.

(c) **Additional Review Fees**. ~~Minor Subdivisions. Before approval of any minor subdivision, the developer or his or her agent shall make payment for review services in the amount of fifty dollars ($50.00) for each new lot created (the residual of the original parcel shall be excluded). If the minor subdivision requires Planning Commission approval, a payment in the amount of one hundred dollars ($100.00) shall additionally be required.~~ **Additional fees may be collected in cases where recovery of incurred costs is necessary. Amendments to submitted plans requiring further review will be assessed such fees. The exact fee will be determined by the incurred cost of the review, the total of which will be passed on to the applicant.**

(d) ~~Replats. Before approval of any replat, the developer or his or her agent shall make payment for review services in the amount of twenty-five dollars ($25.00). If the replat requires Planning Commission approval, a payment in the amount of one hundred dollars ($100.00) shall additionally be required. Additional fees may be collected in cases where recovery of incurred costs is necessary. Amendments to submitted plans requiring further review will be assessed such fees. The exact fee will be determined by the incurred cost of the review, the total of which will be passed on to the applicant.~~

(e) **Minor Plat** Park Fees. ~~For any new subdivisions of less than five lots, the developers or property owners shall pay a park fee of five hundred dollars ($500.00) per lot created for capital improvements to the nearest dedicated park. For subdivisions of five lots or more, see Section 1226.07 .~~ **For any new subdivision of less than five lots, the developers or property owners shall pay the park fee listed in the approved fee schedule per lot created for capital improvements to the nearest dedicated park. For subdivisions of five lots or more, see Section 1226.07.**

**November 5, 2026**

**To: Council Members, Village of Yellow Springs**

**From: Tiffany Hiser/Larry Hartlaub**

**Subject: Budget Ordinance for 2027 – 2nd Reading**

**Changes from the First Ordinance Reading:**

*The only change to the ordinance reading is the addition of 25k to fund the ADA Ramp, per discussions held with Council. The change is reflected in the General Fund Transfers AND the Facilities Capital Fund, both have increased 25k.*

*The rest of this memo is still accurate (and was already reflective of the ADA Ramp 25k addition).*

**Introduction**

The budget as currently proposed requires authorization for $20,664,366 with total revenue estimated to be $18,996,160.

The chart below shows the CASH balance for each large fund of the Village over the past several years. You can see that the overall cash balance of the Village has increased from nearly 11M to just over 17M in 2026 with a cash decline projected for 2027 (down from 17.3M to 15.6).

| Fund | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 |
|---|---|---|---|---|---|---|
| General | 3,036,645 | 3,817,011 | 4,512,859 | 5,324,307 | 5,379,270 | 4,396,036 |
| Street (All Funds) | 1,212,962 | 1,020,410 | 972,312 | 956,791 | 774,308 | 421,240 |
| Parks | 377,291 | 361,798 | 280,123 | 312,893 | 272,747 | 249,377 |
| Water | 963,499 | 867,353 | 749,058 | 1,156,413 | 1,556,907 | 1,656,632 |
| Electric | 1,570,263 | 1,985,816 | 3,036,027 | 3,553,353 | 4,204,406 | 4,456,770 |
| Aff Housing | 9,750 | 17,760 | 115,359 | 367,593 | 191,346 | 155,973 |
| Sewer | 924,021 | 908,890 | 1,285,803 | 1,259,637 | 1,255,628 | 1,233,765 |
| Storm | - | 95,004 | 200,858 | 317,753 | 340,271 | 317,771 |
| Solid Waste | 144,063 | 179,887 | 225,130 | 275,124 | 267,889 | 282,979 |
| Police Pension | 116,275 | 128,442 | 124,421 | 125,403 | 125,403 | 125,403 |
| Capital | 1,590,662 | 1,540,690 | 2,271,306 | 2,066,522 | 2,437,882 | 1,895,752 |
| Minor Funds | 1,052,385 | 479,392 | 530,038 | 499,779 | 524,643 | 470,795 |
| Total | 10,997,816 | 11,402,453 | 14,303,293 | 16,215,568 | 17,330,699 | 15,662,493 |
| Cash Gain/(Loss) Annually | | 404,636 | 2,900,840 | 1,912,275 | 1,115,131 | (1,668,206) |

## General Fund Overview

This year (2026) we have worked actively to reduce the budget to stabilize the financials as best as possible with the goal of balancing the 2026 budget. We believe that 2026 will be balanced or very close to balanced. The 2027 budget projects a deficit of $983,234 with the following notes:

## General Fund Revenue Notes for 2027

- Property Taxes: We anticipate a $45k increase in property tax collections this year and project collections of $1.3 million.
- Income Taxes: income taxes are projected to increase slightly with inflation and have been favorable for the Village.
- Interest Income: The Village has a portfolio that is expected to generate sizeable income. That said, the projected deficit spending and investment rates are not favorable beyond FY26-FY27 as a revenue source. We projected reduced interest income for 2027 (2026 we anticipate $525k interest income with $350k planned for 2027).

## General Fund Expense Notes for 2027

- Inflationary increases of 4.0% are factored in for all staff.
    - Staffing levels are assumed to be budgeted as "fully staffed" however we traditionally do not have a full staff for each department, all year long and therefore expect to be under budget for these line items.
    - Benefits are budgeted for higher utilization than trend but less than full utilization/enrollment and, as such, we expect to end under budget for these lines.
- This is a "status quo" budget with the exceptions of the following:
    - Strategic Plan
    - Capital Improvement Plan
    - Wetlands Study
    - ADA Assessment and Consulting
- Transfers from the General Fund to Parks, Streets and Capital Funds are large expenses for the General Fund. These expenses are planned to continue with the lack of revenue sources and these transfers have increased from 2026 to 2027 as follows:
    - To Streets: increase of 204,000
    - To Parks: increase of 115,905
    - To GF Capital Funds (Facilities/Equipment): increase of 174,180
        - Capital Initiatives are planned to continue for infrastructure improvements and equipment purchases. Capital expenses, for the most part, are accounted for in the Capital Funds.
    - Total Transfers increase: 484,085

## General Fund Financial Notes

- The table below shows the general fund revenue and expense projections for the next 2 forecast years and the current 2026 year. Overview of FY27 include:
    - Cash reserves are projected to be 70% of budget, just under $4.4 million.
    - Deficit spending is projected to be $983,234.

| General Fund - 101 | 2026 | 2027 | 2028 |
|---|---|---|---|
| | | | |
| **REVENUE** | | | |
| **Total General Revenue** | **5,348,504** | **5,266,424** | **5,178,022** |
| | | | |
| **Total General Expense** | **5,293,542** | **6,249,658** | **5,873,111** |
| | | | |
| *Surplus/(Deficit)* | *54,962* | *(983,234)* | *(695,089)* |
| | | | |
| **Cash Balance** | **5,379,270** | **4,396,036** | **3,700,948** |
| % Cash on Hand | 102% | 70% | 63% |

## Parks and Rec Fund

- The Parks and Rec Fund has no dedicated revenue source so this fund relies heavily on the General Fund for transfers.
- Parks/Rec is projected to deficit spend in FY27 but has cash reserves that cover the deficit.
- This is the operating fund for the pool, the Bryan Center, and other parks in the Village.

| Parks & Rec - 204 | 2026 | 2027 | 2028 |
|---|---|---|---|
| | | | |
| **REVENUE** | | | |
| **Parks & Rec Revenue** | **745,095** | **848,000** | **848,430** |
| | | | |
| **EXPENSE** | | | |
| **Total Parks & Rec Expense** | **785,241** | **871,370** | **843,009** |
| | | | |
| *Surplus/(Deficit)* | *(40,146)* | *(23,370)* | *5,421* |
| | | | |
| **Cash Balance** | **272,747** | **249,377** | **254,799** |
| | | | |
| % Cash on Hand | 35% | 29% | 30% |

## Street Funds

- The largest revenue source is transfers from the General Fund.
- This fund also includes Permissive Tax Funds, Gas Tax, State Highway Funds and Motor Vehicle Funds.
    - Gas Tax Revenue is projected to be $180k for FY2026 and growing to $181,800 for FY2027. Legislation recently approved holds the Village harmless, however we are mindful that the hold-harmless funding may not go beyond FY2026.
- The Permissive Tax Fund is intentionally deficit spending with the use of accumulated cash reserves being spent on a larger capital project of approximately 200,000.

| Street - 202, 203, 208 | 2026 | 2027 | 2028 |
|---|---|---|---|
| | | | |
| **REVENUE** | | | |
| **Street & Related Revenue** | **622,100** | **828,861** | **810,650** |
| | | | |
| **EXPENSE** | | | |
| **Street & Related Expense** | **804,583** | **1,181,929** | **791,782** |
| | | | |
| All funds Surplus/(Deficit) | (182,482) | (353,068) | 18,868 |
| All Funds CASH Balance | 774,308 | 421,240 | 440,108 |
| | | | |
| Street (202) Surplus/(Deficit) | (132,583) | (139,249) | 32,285 |
| Street (202) CASH | 394,437 | 255,188 | 287,473 |
| | | | |
| State Highway (203) Surplus/(deficit) | 9,336 | 9,530 | 9,725 |
| State Highway (203) CASH | 119,130 | 128,660 | 138,385 |
| | | | |
| Permissive (208) Surplus/(Deficit) | 13,764 | (185,849) | 14,543 |
| Permissive (208) CASH | 335,471 | 149,622 | 164,165 |

## Enterprise Funds

- The Village has 5 Enterprise Funds: Water, Electric, Sewer, Solid Waste and Storm (Storm is a minor Enterprise Fund and therefore not shown below)
- Revenue sources for these funds are consumer fees, tap fees and reimbursements.
- All but the Storm and Sewer Funds are projected to be operating on a balanced budget for the year.
- Capital Initiatives occur, for the most part, in the Capital Funds for each Enterprise Fund. Capital Funds are funded from Transfers from each Enterprise Fund.

| Water - 610 | 2026 | 2027 | 2028 |
|---|---|---|---|
| | | | |
| **REVENUE** | | | |
| **Total Revenue** | **1,905,000** | **1,877,000** | **1,868,515** |
| | | | |
| **EXPENSE** | | | |
| **Total Expense** | **1,504,506** | **1,777,275** | **1,821,392** |
| | | | |
| *Surplus/(Deficit)* | *400,494* | *99,725* | *47,123* |
| | | | |
| CASH BALANCE | **1,556,907** | **1,656,632** | **1,703,755** |
| | | | |
| % Cash on Hand | 103% | 93% | 94% |

| Electric - 601 | 2026 | 2027 | 2028 |
|---|---|---|---|
| | | | |
| **REVENUE** | | | |
| **Total Revenue** | **6,870,050** | **6,389,601** | **7,080,187** |
| | | | |
| **EXPENSE** | | | |
| **Total Expense** | **6,218,998** | **6,137,237** | **6,518,700** |
| | | | |
| *Surplus/(Deficit)* | *651,052* | *252,364* | *561,486* |
| | | | |
| CASH BALANCE | **4,204,406** | **4,456,770** | **5,018,256** |
| | | | |
| Cash as % of Budget | **68%** | **73%** | **77%** |

| Solid Waste: 630 | 2026 | 2027 | 2028 |
|---|---|---|---|
| | | | |
| **REVENUE** | | | |
| **Total Revenue** | **533,371** | **572,227** | **589,363** |
| | | | |
| **EXPENSE** | | | |
| **Total Expense** | **540,606** | **557,137** | **573,933** |
| | | | |
| Surplus/(Deficit) | (7,235) | 15,090 | 15,430 |
| | | | |
| **CASH BALANCE** | **267,889** | **282,979** | **298,410** |

| Sewer - 620 | 2026 | 2027 | 2028 |
|---|---|---|---|
| | | | |
| **REVENUE** | | | |
| **Total Revenue** | **1,521,030** | **1,568,291** | **1,599,147** |
| | | | |
| **EXPENSE** | | | |
| **Total Expense** | **1,525,039** | **1,590,154** | **1,587,840** |
| | | | |
| Surplus/(Deficit) | (4,009) | (21,863) | 11,307 |
| | | | |
| **CASH BALANCE** | **1,255,628** | **1,233,765** | **1,245,072** |
| | | | |
| *% Cash on Hand* | *82.33%* | *77.59%* | *78.41%* |

The Village has other funds that it manages. Key funds include:

- **Affordable Housing**: This accounts for Lawson Place and some debt. No other activity is planned for out of this fund for the year.
- **Police Pension Fund**: This fund pays a small amount of pension benefits for the Police Department. Revenue for this fund is a small amount of Property Taxes.
- **Capital Funds**: The Village manages 6 active Capital Funds: Water Capital, Electric Capital, Sewer Capital, Parks/Rec Capital, Facilities Capital and Equipment Capital.
    - Capital Overview and Plan Document: In your Budget Packets you will find each Capital Fund. Items listed in YELLOW and PINK are funded in the 2027 Budget. Other projects are those that are on the radar for consideration but are NOT included in the budget.
    - There is a YELLOW subtotal at the bottom of each respective page indicating a fund total for each department. This subtotal includes a 10% retainage for price increases and inflation.

The Village also has a several other minor funds that it manages. These funds are for specific initiatives and purposes. Most of these funds have been with the Village for years.

**ORDINANCE 2026-23**

**APPROVING THE 2027 ANNUAL APPROPRIATIONS AND DECLARING AN EMERGENCY**
**VILLAGE OF YELLOW SPRINGS, OHIO**

**WHEREAS**, this ordinance is adopted to make fund level appropriations for expenses and other expenditures of the Village of Yellow Springs, State of Ohio, during the fiscal year ending December 31, 2027

**NOW, THEREFORE, COUNCIL FOR THE VILLAGE OF YELLOW SPRINGS, OHIO, HEREBY ORDAINS THAT:**

**Section 1.** To provide for expenses and other expenditures of the said Village of Yellow Springs during the fiscal year ending December 31, 2027 the following sums are hereby set aside and appropriated as follows:

**Section 2.** That there be appropriated from the **GENERAL FUND**:

| | | | |
|---|---|---|---|
| | **Council Total** | **$** | **533,679** |
| | *Personnel Services* | | *233,029* |
| | **Mayor Total** | **$** | **39,926** |
| | *Personnel Services* | | *25,426* |
| | **Administration Total** | **$** | **916,925** |
| | *Personnel Services* | | *420,866* |
| | **Auditor** | **$** | **45,000** |
| | **Rental Property** | **$** | **144,214** |
| | **Library** | **$** | **7,500** |
| | **Cable** | **$** | **91,061** |
| | *Personnel Services* | | *80,815* |
| | **Council Commissions** | **$** | **27,731** |
| | **Public Safety Total** | **$** | **2,384,704** |
| | *Personnel Services* | | *1,854,504* |
| | **Planning Total** | **$** | **392,565** |
| | *Personnel Services* | | *247,428* |
| | **Mediation** | **$** | **14,853** |
| | **Transfers** | **$** | **1,651,500** |
| **TOTAL GENERAL FUND APPROPRIATIONS** | | **$** | **6,249,658** |

**Section 3**. That there be appropriated from the following **SPECIAL REVENUE FUNDS**:

| | | | |
|---|---|---|---|
| **202** | **Street Maintenance & Repair Total** | **$** | **946,929** |
| | *Personnel Services* | | *294,791* |
| **203** | **State Highway & Repair Total** | **$** | **10,000** |
| **204** | **Parks and Recreation Fund Total** | **$** | **871,370** |
| | **Parks Total** | | **339,797** |
| | *Personnel Services* | | *97,656* |
| | **Pool Total** | | **156,673** |
| | *Personnel Services* | | *81,585* |
| | **Bryan Center Total** | | **357,900** |
| | *Personnel Services* | | *205,948* |
| | **Bryan Youth Program Total** | | **17,000** |
| **205** | **Economic Development Fund** | **$** | **81,500** |
| **207** | **Green Space** | **$** | **-** |
| **208** | **Motor Vehicle - Permissive Tax** | **$** | **225,000** |
| **210** | **Mayor's Court Computer Fund** | **$** | **515** |
| **212** | **Law Enforcement & Education** | **$** | **1,030** |
| **213** | **Coat & Supply Fund** | **$** | **2,652** |
| **215** | **Federal Forfeited Assets** | **$** | **-** |
| **216** | **State Law Enforcement Trust Fund** | **$** | **-** |
| **218** | **YS Clifton Connector Trail Project** | **$** | **-** |
| **220** | **Utility Round Up Fund** | **$** | **10,000** |
| **224** | **Affordable Housing** | **$** | **155,473** |
| **902** | **Widow's Fund** | **$** | **1,545** |
| **903** | **Police Pension Fund Total** | **$** | **58,022** |
| | *Personnel Services* | | *57,279* |
| **904** | **Security Deposit Fund** | **$** | **1,000** |
| **906** | **Mayor's Court Fund** | **$** | **8,240** |
| **TOTAL SPECIAL REVENUE FUND APPROPRIATIONS** | | **$** | **2,373,276** |

**Section 4.** That there be appropriated from the **CAPITAL PROJECT FUNDS**:

| | | |
|---|---|---|
| **301** | **Police Vehicle Replacement** | **$ -** |
| **303** | **Water - Capital Fund** | **$ 70,400** |
| **304** | **Sewer Capital Improvement Fund** | **$ 728,200** |
| **305** | **Electric Capital Improvement Fund** | **$ 309,000** |
| **306** | **Parks & Recreation Capital Improvement Fund** | **$ 319,220** |
| **307** | **Facilities Capital Improvement Fund** | **$ 365,310** |
| **308** | **Capital Equipment Fund** | **$ -** |
| **TOTAL CAPITAL PROJECT FUND APPROPRIATIONS** | | **$ 1,792,130** |

**Section 5.** That there be appropriated from the **ENTERPRISE FUNDS**:

| | | |
|---|---|---|
| **601** | **Electric Fund Total** | **$ 6,137,237** |
| | *Personnel Services* | *770,217* |
| **610** | **Water Fund Total** | **$ 1,777,275** |
| | **Water Distribution Total** | **607,182** |
| | *Personnel Services* | *426,829* |
| | **Water Treatment Total** | **1,170,093** |
| | *Personnel Services* | *273,059* |
| **620** | **Sewer Fund Total** | **$ 1,590,154** |
| | **Sewer Collection** | **517,797** |
| | *Personnel Services* | *371,402* |
| | **Sewer Treatment** | **822,357** |
| | *Personnel Services* | *265,554* |
| | Sewer Transfer | **250,000** |
| **630** | **Solid Waste Fund** | **$ 557,137** |
| | *Personnel Services* | *16,387* |
| **640** | **Utility Overpayment Fund** | **$ 5,000** |
| **650** | **Storm Water Fund** | **$ 137,500** |
| **660** | **Municipal Broadband Fund** | **$ 45,000** |
| **TOTAL ENTERPRISE FUND APPROPRIATIONS** | | **$ 10,249,302** |

**Section 6.** That the appropriation from the Total Fund Budget is as follows:

| | |
|---|---|
| **GRAND TOTAL APPROPRIATIONS ALL FUNDS** | **$ 20,664,366** |

**Section 7.** The Finance Director and the Village Manager are hereby authorized to draw warrants on the Village Treasury for payments from any of the foregoing appropriations upon receiving proper certificates and vouchers therefore, approved by an ordinance of Council to make the expenditures; provided that no warrants shall be drawn or paid for salaries or wages except to persons employed by authority of and in accordance with such ordinance.

**Section 8**. This ordinance is hereby declared to be an emergency measure immediately necessary to preserve the public interest and for the health, safety and welfare of the citizens of the Village, wherefore, this ordinance shall be in effect immediately upon its adoption by Council.

Signed: _____
Gavin DeVore Leonard, President

Passed:

Attest: _____
Judy Kintner, Clerk of Council

ROLL CALL:
Gavin DeVore Leonard
Carmen Brown
Angie Hsu
Senay Semere
Stephanie Pearce

# Department Capital Budgets

| Fund | Department | 2026 Plan | 2026 Estimate | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| 204 | Youth Center | $ - | $ - | $ 6,500 | $ 5,000 | $ 20,000 | $ 5,000 |
| 306 | Parks & Recreation | $ 132,500 | $ - | $ 729,200 | $ 362,500 | $ 233,400 | $ 105,900 |
| 202 | Streets | $ 140,000 | $ - | $ 409,000 | $ 368,000 | $ 224,000 | $ 230,000 |
| 304 | Sewer | $ 322,500 | $ - | $ 939,500 | $ 507,500 | $ 131,000 | $ 390,800 |
| 303 | Water | $ 72,600 | $ - | $ 152,000 | $ 673,873 | $ 843,500 | $ 919,000 |
| 305 | Electric | $ 300,000 | $ - | $ 281,000 | $ 207,000 | $ 402,000 | $ 1,098,000 |
| 101 | Police | $ 149,100 | $ - | $ 123,100 | $ 79,500 | $ 137,100 | $ 42,300 |
| 650 | Storm Water | $ 84,075 | $ - | $ 125,000 | $ - | $ - | $ - |
| 307 | Facilities | $ 213,200 | | $ 442,300 | $ 85,800 | $ 77,000 | $ 42,000 |
| 224 | Lawson Place | $ 24,000 | $ - | $ 30,000 | $ 74,600 | $ 29,000 | $ 17,000 |
| | **Total Capital** | **$ 1,437,975** | **$ -** | **$ 3,237,600** | **$ 2,363,773** | **$ 2,097,000** | **$ 2,850,000** |

# Youth Center Capital Budget

| 204-1604 Youth Center / Gym | 2026 Plan | 2026 Estimate | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|
| youth center flooring: Cleaning | | | | $ 3,000 | | $ 5,000 |
| re-carpet stands in gym (in facilities) | | | | $ - | | |
| Paint | | | $ 5,000 | $ 2,000 | $ 5,000 | |
| Office Upgrades | | | $ 1,500 | | $ 15,000 | |
| **Total Bryan Youth Program Fund** | **$ -** | **$ -** | **$ 6,500** | **$ 5,000** | **$ 20,000** | **$ 5,000** |

1500 Included in BYP Budget

# Parks Capital Budget

| 306 | Parks & Recreation Capital | 2026 Plan | 2026 Estimate | 2027 | 2028 | 2029 | 2030 | |
|---|---|---|---|---|---|---|---|---|
| | 3 new drinking fountain Trian Station,Ellis, JBC Pottery Area | $5,000 | in progress | $5,000 | $5,000 | | | Most likely Train Station. Needs will be assessed. |
| | New backstops for the baseball and softball fields/Field Upgrades | $15,000 | | $115,000 | | | | +100k. 15k Budget does NOT cover backstops. ~55-60k/Each |
| | Softball/Baseball upgrades | | | $55,000 | $55,000 | $10,000 | $5,000 | Fencing, drainage, dugouts |
| | Skate Park repair and Replacement | | | $20,000 | $20,000 | | | |
| | Beatty Hughs Park Work | | | $58,000 | $18,000 | | | |
| | Pond Dredging - Ellis | | | | | $20,000 | | |
| | Extend Fencing by Pool for more shade/recreation | | | $16,000 | $16,000 | | | |
| | Equpment/Tractor | | | | $80,000 | $30,000 | | |
| | Demo old barn | | | | | $40,000 | | |
| | new lighting for fields | | | $50,000 | | | | |
| | Equipment at Ellis Playground/Whitehall | | | $250,000 | $50,000 | $25,000 | | |
| | Playgrounds/Dog Park Upgrades Repairs | | | $30,000 | $30,000 | $50,000 | | |
| | **Total Park & Recreation Capital Improvement Fund** | **$20,000** | **$0** | **$599,000** | **$274,000** | **$175,000** | **$5,000** | |
| | | | In plan 2027+ | $209,000 | $27,500 | | | |

| 306 | Pool | 2026 Plan | 2026 Estimate | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| | Inner pool painting, Other painting Needs | $ 40,000 | in progress | | | $ 20,400 | $ 12,000 |
| | Gutters repaired/replaced | $ 15,000 | in progress | | $ 7,500 | | $ 7,500 |
| | New diving boards | $ 10,000 | completed | | | | |
| | Redo steel work for driveboards | $ 10,000 | completed | | | | |
| | New siding for the colrine barn | $ 2,500 | completed | | | | |
| | New water fountain bottle fill (Safety Problem) | $ 5,000 | in progress | | | | |
| | Full Rehab of restrooms | $ 20,000 | in progress | $ 5,000 | $ 5,000 | | |
| | Explore seating (lounge chairs, plastic chairs) | | | $ 10,000 | $ 10,000 | | |
| | Baby Pool Filter Housing | | | $ 8,000 | | | |
| | Replace backboard | $ 2,500 | in progress | | | | |
| | Pump Service | $ 7,500 | completed | | | | $ 18,000 |
| | Concrete Work/Driveway/Parking Lot | | | | | $ 27,000 | $ 28,000 |
| | Annual Upkeep | | | $ 11,000 | $ 11,000 | $ 11,000 | $ 11,000 |
| | Overflow/water loss | | | | $ 10,000 | | $ 11,000 |
| | Lighting | | | | | | |
| | Backup Pump for big pool | | | $ 50,000 | | | |
| | Chemical Feed Control Panels | | | $ 9,000 | | | $ 8,400 |
| | Replace main drain gates | | | | | | $ 5,000 |
| | Replace automatic chemical feed control panels in both pools | | | $ 12,000 | | | |
| | Replace big pool main drain grates | | | $ 5,000 | | | |
| | Painting of outside pool buildings | | | $ 15,000 | | | |
| | Repair big pool pit walkways and railings | | | | $ 5,000 | | |
| | Replace lifeguard stands/seats | | | | $ 40,000 | | |
| | Replace guard umbrellas | | | $ 1,200 | | | |
| | Replace unmbrellas in picnic area of baby pool | | | $ 1,500 | | | |
| | Increase operating budget for pool supplies** | | | $ 2,500 | | | |
| | **Pool Capital** | **$ 112,500** | **$ -** | **$ 130,200** | **$ 88,500** | **$ 58,400** | **$ 100,900** |
| | | | In plan 2027+ | $ 110,220.0 | $ 83,600.0 | | |
| | **Total Parks/Rec/Pool Capital** | **$ 132,500** | **$ -** | **$ 729,200** | **$ 362,500** | **$ 233,400** | **$ 105,900** |

# Streets Capital Budget

| 202 | Street Fund | 2026 Plan | 2026 Estimate | 2027 | 2028 | 2029 | 2030 | |
|---|---|---|---|---|---|---|---|---|
| | Sidewalk Repairs | $ 50,000 | in progress | $ 20,000 | $ 20,000 | $ 60,000 | $ 60,000 | |
| | Crack Seal/Striping | $ 25,000 | in progress (slov | $ 12,000 | $ 13,000 | $ 14,000 | $ 15,000 | |
| | Curb Replacement / Repair | $ 40,000 | in progress | $ 40,000 | $ 40,000 | $ 45,000 | $ 50,000 | |
| | Signs Replaced/upgraded (includes flashing and lit signs) | | | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | |
| | South End Bathrooms | TBD | | $ 40,000 | $ 100,000 | | | |
| | Hauling out of spoils at farm left from years of dumping | $ 25,000 | in progress | $ 25,000 | $ 25,000 | | | |
| | Dump Trucks/Vehicles/Equipment | | | $ 50,000 | $ 85,000 | $ 55,000 | $ 55,000 | 2008 Dodge Ram Replacement |
| | Tornado Siren & Switch Upgrades | | | $ 75,000 | | | | |
| | ADA/Parking Yellow Springs Study | | | $ 9,500 | | | | Duplication to below. Removed. |
| | ADA ROW/Facilities Assessment | | | $ 27,500 | | | | Addition to Budget |
| | Pavement Management Assessment | | | | $ 10,000 | | | |
| | Crack Sealing Machine | | | | $ 25,000 | | | |
| | Crosswalk across dayton at Kenneth Hamilton | | | $ 60,000 | | | | |
| | **Total Street Maintenance/Repair Capital Fund** | **$ 140,000** | **$ -** | **$ 409,000** | **$ 368,000** | **$ 224,000** | **$ 230,000** | |

In Plan 2027+ $ 299,750.0 $ 87,500.0

# Sewer Capital Budget

| 304 | Sewer Capital Improvement Fund | 2026 Plan | 2026 Estimate | 2027 | 2028 | 2029 | 2030 | |
|---|---|---|---|---|---|---|---|---|
| | Raise/Repair Mainholes | | | $ 20,000 | $ 20,000 | | | |
| | Replace 50HP pump (3rd & final until further maint/replacement) | $ 70,000 | push till 2027 | $ 77,000 | | | | RDN if it goes out, but could be pushed if it doesn't go out |
| | Lift Station Driveway Repairs | | | $ 7,500 | | | $ 14,800 | |
| | Re-line manholes, include chimney seals & flashing | | | | | $ 40,000 | | Delayed until grant funded or money can be devoted to it |
| | Video record 20,000 ft of sanitary | $ 22,500 | in progress | $ 25,000 | $ 27,500 | $ 45,000 | $ 45,000 | |
| | Root control 14,000 ft of sanitary | $ 10,000 | completed | $ 10,000 | $ 10,000 | $ 19,000 | $ 19,000 | |
| | Slipline(CIPP) around a mile of sanitary | | | $ 300,000 | $ 300,000 | | $ 300,000 | Increase of 100k given current quotes/needs. |
| | RapidView IBAK | | | $ 250,000 | | | | |
| | | | | | | | | |
| | Capital Improvement Plan | | | $ 30,000 | $ 12,000 | $ 12,000 | $ 12,000 | 30% |
| | | | | | | | | |
| | Repair Yellow Administration Building (rust on bottom) | | | | $ 20,000 | | | |
| | Purchase new vehicle for Waste Water Treatment | | | | $ 35,000 | | | |
| | Replace blower #1 at WRF | $ 175,000 | push to 2027 | $ 175,000 | | | | Quote for 6 new blowers: 3 installed outside of aeration tanks, 3 placed for sludge tanks. |
| | Replace pumps in phosphorous treatment building | $ 45,000 | push to 2027 | $ 45,000 | $ 48,000 | | | |
| | Paint buildings/Flooring | | | | $ 35,000 | $ 15,000 | | |
| | **Total Sewer Capital Improvement Fund** | **$ 322,500** | **$ -** | **$ 939,500** | **$ 507,500** | **$ 131,000** | **$ 390,800** | |
| | | | In plan 2027+ | $ 728,200 | $ 384,450 | | | |

open note

# Water Capital Budget

| 303 | Water Capital Improvement Fund | 2026 Plan | 2026 Estimate | 2027 | 2028 | 2029 | 2030 | |
|---|---|---|---|---|---|---|---|---|
| | Hydrant Repairs/Replace | $ 12,000 | in progress | $ 12,000 | $ 12,000 | $ 12,000 | $ 12,000 | |
| | App for online data | | | $ 5,000 | $ 5,000 | | | |
| | Cleaning & Video of Well #6, #2, #5 #3 | $ 15,600 | see note | $ 32,000 | $ 16,873 | $ 17,500 | $ 19,000 | |
| | Engineering to replace Well 2 | | | | $ 34,000 | | | |
| | Replace Broken Valves | | | $ 13,000 | $ 15,000 | $ 16,000 | $ 18,000 | |
| | Replace 2" Mains | | | | $ 173,000 | $ 180,000 | $ 187,000 | |
| | Well 2 and Well 3 | | | | $ 150,000 | $ 40,000 | $ 175,000 | |
| | Install interduct around WTP for chemical feed line | | | | $ 10,000 | | | |
| | Trucks/Equipment | $ 45,000 | see note | | $ 250,000 | | | |
| | PFOS Engineering | | | $ 70,000 | | $ 70,000 | | |
| | Capital Improvement Plan | | | $ 20,000 | $ 8,000 | $ 8,000 | $ 8,000 | 20% |
| | Pressure Pump Building and pump | | | | | $ 500,000 | $ 500,000 | |
| | **Total Water Capital Improvement Fund** | **$ 72,600** | **$ -** | **$ 152,000** | **$ 673,873** | **$ 843,500** | **$ 919,000** | |
| | | | In 2027+ Plan | $ 70,400 | $ 670,860 | | | |

# Electric Capital Budget

| 305 | Electric Capital Improvement Fund | 2026 Plan | 2026 Estimate | 2027 | 2028 | 2029 |
|---|---|---|---|---|---|---|
| | Complete Center Circuit /Switch Station Rehab | $ 225,000 | 100k this year | $ 125,000 | | |
| | FEMA Grant Match - Encompass Study | | | | | |
| | LED Street lights | | | | $ 10,000 | |
| | South Walnut Streetscape | | | | | |
| | URD Customer Incentives | | | $ 11,000 | $ 11,000 | $ 11,000 |
| | Copper Reconduct #6 | | | | $ 21,000 | $ 21,000 |
| | Equipment/Vehicles | | | $ 60,000 | | $ 50,000 |
| | Reconductoring of Dayton St | | | | | $ 125,000 |
| | SCADA Contols | $ 25,000 | | | $ 20,000 | $ 20,000 |
| | Poles changed Out | $ 20,000 | ordered | $ 30,000 | $ 30,000 | $ 30,000 |
| | OVHD to URD projects | | | | $ 75,000 | $ 75,000 |
| | Capital Improvement Plan | | | $ 25,000 | $ 10,000 | $ 10,000 |
| | Transformer upgrades (Pending Encompass Study ) | $ 30,000 | | $ 30,000 | $ 30,000 | $ 60,000 |
| | **Total Electric Improvement Fund** | **$ 300,000** | **$ -** | **$ 281,000** | **$ 207,000** | **$ 402,000** |

# Police Capital Budget

| 101 -1201 Police | | 2026 Plan | 2026 Estimate | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| **What** | **Previous Purchase** | | | | | | |
| Computers | 2019 | $8,400 | Johnnie? | $3,600 | $3,600 | $3,600 | $17,600 |
| Tasers | 2023 | $4,000 | Completed | | | $10,000 | $10,000 |
| Car | | $80,000 | Completed | $80,000 | | $80,000 | |
| Body Worn Cameras | 2023 | | | | | | |
| Dash Cameras | 2023 | | | | | | |
| Radios: 3Yr phase-in | | $7,600 | | $30,000 | $30,000 | $30,000 | $7,600 |
| Vests | 2023-2025 | $3,000 | | $3,000 | $4,400 | $7,000 | $5,600 |
| AED's (4 Units) | | $7,500 | | 5,000 | | 5,000 | |
| Office Equipment | | $3,000 | | 1,500 | 1,500 | 1,500 | 1,500 |
| Facilities Maintenance | | $35,600 | Nothing done | | 40,000 | | |
| **Total Police Capital Funds** | | **$149,100** | **$0** | **$123,100** | **$79,500** | **$137,100** | **$42,300** |
| | | | In 2027+ Plan | 129,910 | 43,450 | | |

# Storm Capital Budget

| 650 | Storm Water | 2026 Plan | 2026 Estimate | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| | Fairfield from Corp line to Lorp line | $ 84,075 | started | | | | |
| | High Street at W. Limestone | | | | | | |
| | Xenia Ave camera work and slip line | | | | | | |
| | Downtown catch basin | | | | | | |
| | Polecat @ corp line | | | | | | |
| | Xenia & Glenn | | | $ 125,000 | | | |
| | Rice road | | | | | | |
| | Spillian rd catch basin | | | | | | |
| | N. Stafford | | | | | | |
| | Dawson | | | | | | |
| | N. Winter | | | | | | |
| | Pleasant @N. high | | | | | | |
| | W. Davis @ S. HIgh | | | | | | |
| | Gaunt Park | | | | | | |
| | Dayton St. storm project | | | | | | |
| | Glass Farm drainage going North | | | | | | |
| | Side inlet catch basin upgrade | | | | | | |
| | Top inlet riser ring or upgrade from the Home made ones | | | | | | |
| | | | | | | | |
| | **Total Storm Water Fund** | **$ 84,075** | **$ -** | **$ 125,000** | **$ -** | **$ -** | **$ -** |

| | |
|---|---|
| In Plan 2027 | $ 137,500 |

# Lawson Place Capital Budget

| Fund | Project | 2026 Plan | 2026 Estimate | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| **224** | **Lawson Place** | | | | | | |
| | 10 Lawson hallway flooring and lighting | | | $ 8,000 | | | |
| | Smoke Detector in all units remaining | $ 4,000 | ongoing | | | | |
| | Seal Coat Parking lot/striping | | | | $ 7,600 | | |
| | Unit remodel when people move out | $ 15,000 | ongoing | $ 15,000 | $ 15,000 | $ 15,000 | $ 10,000 |
| | Boiler/Hot Water Heater Replacement | | | | $ 45,000 | $ 10,000 | |
| | Dumpster Area | | | $ 3,000 | | | |
| | Appliances | | | | $ 3,000 | | $ 3,000 |
| | Misc. (windows, entrance doors, security,etc | $ 5,000 | ongoing | $ 4,000 | $ 4,000 | $ 4,000 | $ 4,000 |
| | **TOTAL LAWSON PLACE** | **$ 24,000** | **$ -** | **$ 30,000** | **$ 74,600** | **$ 29,000** | **$ 17,000** |
| | | - | In 2027 Plan | $ 16,500.0 | $ 16,500.0 | | |
| | | $ 24,000 | | | | | |

# Facilities Capital Budget

| 307 | CAPITAL EQUIPMENT JBC | 2026 Plan | 2026 Estimate | 2027 | 2028 |
|---|---|---|---|---|---|
| | BC Roof Replacement | | | $130,000 | |
| | BC Replacement Windows | $ 50,000 | In Process | $ 50,000 | $ 50,000 |
| | Re-coat floors in office and game room | | | | |
| | Cover the outside basketball hoop poles with crash mats | | | $ 3,000 | $ 1,800 |
| | JBC cooling | | | $ 50,000 | |
| | Camera system | $ 75,000 | Completed | $ 50,000 | |
| | Lighting in Gym | | | $ 4,500 | |
| | Boiler Replacement | | | | |
| | Painting | | | $ 4,000 | |
| | Repair back door by PD | $ 15,000 | Completed | $ 30,000 | |
| | BC Gym Repaint/1st Floor Walls | | | $ 40,000 | |
| | Basketball Hoop Padding | | | $ 1,600 | |
| | Clean Storage Room | | | $ 3,000 | |
| | 12 8' tables | | | $ 2,500 | |
| | ReCarpet Stands in Gym | | | $ 8,000 | |
| | Front Door Replacement JBC | $ 50,000 | Completed | | |

The Village of
# YELLOW SPRINGS

## MEMORANDUM

TO: Village Council and Village Interim Manager

FROM: Nia Holt, Planning & Zoning Director

DATE November 13, 2026

RE: Smoke and Vape Shop Text Amendment

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**Background**: The Plannng & Zoning Staff proposes to establish Smoke and Vape Shop as a distinct land use in the Village Zoning Code. Smoke and vape shops are not currently defined and are reviewed as general retail. The proposed amendments would add smoke and vape shops to Table 1250.02 as a permitted use in the B-1 Central Business and B-2 General Business Districts, subject to annual registration. They would also add use-specific standards in new Section 1260.04(i).

In October, the Planning Commission voted by majority to send a positive recommendation to Council on the use and the regulations. The definitions have not yet been presented to the Commission. They will be heard at their December meeting, and staff will recommend a positive recommendation. Th proposed regulations and definitions would clarify the Code by creating a defined use, are consistent with Ohio law, and are supported by staff's review of regulations in other Ohio communities and site visits of existing Village businesses.

**Staff Recommendation**: Staff respectfully recommends that Council pass the two ordinances on the text amendment before them without waiting for the legislation on the definitions. Council should keep in mind that the moratorium on new smoke and vape shop permits (Ord. 2026-11) expires November 28, 2026.

**VILLAGE OF YELLOW SPRINGS, OHIO**
**ORDINANCE 2026-24**

**REPEALING AND REPLACING SECTION 1260.04 "USES" OF CHAPTER 1260 "GENERAL PROVISIONS" OF THE VILLAGE PLANNING AND ZONING CODE TO ADD SMOKE AND VAPE SHOP USE**

**WHEREAS,** after extensive consideration and stakeholder input of the matter and following a Public Hearing on October 13, 2026, Planning Commission voted to recommend to Council the addition of "Smoke and Vape Shop" to Section 1260.04; and

**WHEREAS,** this recommendation is based on a best practice for zoning to disallow excessive clustering of same-kind retail uses and on the determination that regulation of retail uses which have been deemed detrimental to minors and from which minors are prohibited as customers is also a best practice,

**NOW, THEREFORE, COUNCIL FOR THE VILLAGE OF YELLOW SPRINGS, OHIO HEREBY ORDAINS THAT:**

**Section 1.** Section 1260.04 of the Codified Ordinances of the Village of Yellow Springs, Ohio is hereby repealed in its entirety.

**Section 2.** A new Section 1260.04 of the Codified Ordinances of the Village of Yellow Springs, Ohio be enacted to read as set forth in Exhibit A, with deletions in ~~strikethrough~~, and additions **bolded and underlined**.

**Section 3.** This ordinance shall be in force and effect at the earliest period allowed by law.

Signed: _____
Gavin DeVore Leonard, President of Council

PASSED:

Attest: _____
Judy Kintner, Council Clerk

**ROLL CALL:**

Gavin DeVore Leonard___ Angie Hsu___ Carmen Brown____

Senay Semere___ Stephanie Pearce___

**Exhibit A to Ordinance 2026-24**

## Chapter 1260.04 USES.

(a) Accessory Buildings and Structures.

(1) Accessory buildings or garages shall be considered to be part of the principal building and subject to all setback requirements of the principal building, if structurally and architecturally integrated into the building or if attached by an enclosed breezeway or similar enclosed structure not greater than ten feet in length. Detached accessory buildings shall be located at least ten feet from any principal building.

(2) Accessory buildings and structures shall not be erected in any front yard.

(3) Accessory buildings and structures as measured from its furthest extension, including roof eaves, balconies, porches or decks, may be erected in a rear yard if set back at least ten feet from the rear and five feet from the side property lines. Accessory structures may not be built within 7.5 feet of 7,200-volt distribution lines and an inspection by the Village's Public Works Department is required prior to zoning approval. Relocation of lines will require aid to construction at the expense of the developer.

(4) A stormwater management plan shall be submitted with the permit application following the Appendix: Stormwater Guidelines for Low Impact Development of the Planning Code.

(5) An accessory building or structure designed for and containing a vehicle entrance to be accessed from an existing publicly dedicated and commonly used alley may be located on the rear lot line, if parking space plans have been approved by the Zoning Administrator.

(6) The height of an accessory structure shall not exceed 18 feet when a hip or gable roof is used, 15 feet when a mansard or gambrel roof is used and 12 feet when a flat or shed roof is used, except when a dwelling unit is included in the structure, in which case the height shall not exceed 24 feet.

(7) Accessory structures shall not exceed 66% of the principal building's gross floor area or 800 square feet, whichever is less.

(8) An accessory building or accessory structure shall not be constructed or occupied on a lot before the principal building or use on the lot is constructed.

(9) Accessory buildings and structures in planned unit developments shall be subject to the same requirements as in the Residential Districts.

(10) Accessory structures located in a designated flood hazard area shall comply with the additional provisions set forth in Chapter 1282.

(11) Swing sets, playground equipment, garden trellises, well-head covers, portable or temporary pools less than 24 inches in depth, and similar above- ground yard equipment accessory to a residential use shall be exempt from the provisions of this zoning code, except for height limitations, or unless specific provision is made for such equipment by Village ordinance.

(12) Buildings and structures accessory to nonresidential uses shall meet the minimum setback requirements and height limitations for principal buildings in the respective zoning district.

(13) Accessory structures and buildings shall share all public utilities (water/ sewer/electric) with the principal building. Accessory structures and buildings will not be separately metered.

(14) Private swimming pools and spas. All private swimming pools and spas shall be considered accessory structures and may be constructed in any rear yard not closer than five feet from any

property line or building, excluding zoning districts Conservation and I-2 (Industrial) and must meet the following criteria:

A. Every person owning land on which there is situated a swimming pool or spa shall erect an adequate enclosure or fence surrounding either the property or pool area, sufficient to make such body of water inaccessible to small children. Such enclosure or fence, including gates therein, shall not be less than four feet above the outside underlying ground and shall be of a type of construction which cannot be easily climbed by small children. All gates shall be self-closing and self-latching with latches placed at least 42 inches above the outside underlying ground or otherwise made inaccessible from the outside to small children. A dwelling structure, garage or accessory building of at least four feet in height may constitute a portion of such enclosure. A natural barrier, hedge, removable ladder or other protective device may be used so long as the degree of protection afforded by the substituted devices or structures is not less than the protection afforded by the enclosure, fence, gate, and latch described herein.

B. A hot tub or spa secured by means of a rigid and locking cover shall not require a fence.

C. Any lighting used to illuminate the pool shall be so arranged and shaded as to reflect light away from adjoining properties and public streets.

D. All swimming pools and spas shall be maintained in good condition so as to prevent the growth of organisms which constitute a health hazard and to prevent the breeding of insects.

(b) Essential Services. The installation and maintenance of essential service equipment is exempt from this zoning code.

(c) Illegal Dwellings. The use of any basement for dwelling purposes is prohibited in any zoning district, unless the basement meets the appropriate Village building codes. Buildings erected as garages or accessory buildings shall not be occupied for dwelling purposes, except in conformance with the requirements of Section 1262.08(e)(1) for accessory dwellings.

(d) Principal Use per Lot. A lot or parcel shall not be devoted to more than one principal use, or contain more than one principal building, except for groups of multiple family dwellings, agricultural buildings, approved mixed use developments, planned unit developments (PUDs), pocket neighborhood developments (PNDs), or commercial or industrial buildings determined by the Planning Commission to be a principal use collectively.

(e) Prohibited Uses. Uses not specifically permitted by right or conditional approval by this zoning code shall be prohibited.

(f) Uses in Conformance. No building, structure or land shall be used or occupied, and no building, structure or part thereof shall be erected, constructed, reconstructed, moved, enlarged or structurally altered, unless in conformity with the provisions of this code.

(g) Uses on a Lot. Every building, structure or use erected or established within the Village shall be located on a legally recorded lot or parcel and shall conform to all applicable requirements of this code.

(h) Tiny Home. A structure built on a permanent chassis with or without wheels which must receive a certificate of occupancy from Greene County Building Regulations in order to be used as a dwelling unit or accessory dwelling unit on a single-family zoned lot. Greene County Building Regulations will only issue a certificate of occupancy with proof of the following:

(1) Built as a manufactured home, proof of certification with a HUD seal is required.

(2) Built as an industrialized unit, proof of the industrialized home compliance certificate is required.

(3) Built in another state, proof of their former certificate of occupancy is required.

(4) Built/constructed in another manner, proof of certification by a registered Ohio design professional.

**(i) Smoke and Vape Shop.**

**(1) *Registration required.* An annual registration shall be made to the Zoning Administrator, together with payment of such fee as may be established by Village Council. The registration application shall be submitted to the Village Planning Office by the last Friday of May.**

**a. Renewal. The renewal of an issued registration under this section shall be handled in the same manner as the original application. The application for renewal shall be made at least thirty (30) days, but not more than sixty (60) days, before the expiration of the current registration.**

**b. *Denial, Suspension, Revocation*. Ground for denying the issuance or renewal of a registration include, but are not limited to, the following:**

**i. The applicant is under the age of twenty-one (21).**

**ii. The applicant has previously had a registration revoked.**

**iii. The applicant fails to provide the information required on the registration application or provides false or misleading information.**

**iv. The applicant is prohibited by the federal, state, or local law or regulation from holding a tobacco retail license.**

**v. The number of registrations in the Village of Yellow Springs has already been exceeded or will be exceeded by the issuance of the requested registration and the business not a nonconforming shop.**

**vi. The business for which the registration is requested does not comply with the proximity requirements and it is not a nonconforming shop.**

**(2) The total number of smoke and/or vape shop permitted within the Village shall not exceed 1 for every 1,000 inhabitants residing in the Village based on the most recent federal decennial census data as rounded up to the nearest thousand.**

**(3) No smoke and/or vape shop may be established, operated or enlarged within 300 feet of another similar use. Such distance shall be measured in a geometrically straight line, which represents the shortest distance between the property line of the space occupied by an existing smoke and/or vape shop to the nearest property line of the proposed smoke and/or vape shop which is seeking to be established, operated, or enlarged.**

**(4) No smoke and/or vape shop shall be located within 300 feet of any school, child day care center or other use established specifically for the activities of minors. The required separation distance shall be measured as a straight line representing the shortest distance between the property line of the proposed smoke and/or vape shop and the nearest property line of the protected use, regardless of whether the protected use is located within or outside the jurisdiction of the Village of Yellow Springs.**

**(5) *Signage.* A smoke and/or vape shop shall post clear signage near each public entrance, which must state the legal age of purchase and that minors may not enter the premises, unless accompanied by a parent or legal guardian.**

**(6) Outdoor storage of merchandise or display of merchandise shall not be permitted.**

**(7) Drive thrus and walkup windows shall not be permitted.**

**(8)** ***Nonconforming shops.*** **Any change or expansion of a legal nonconforming use shall require full compliance with this section. A legal nonconforming shop shall have 180 days from the effective date of this ordinance to submit its initial registration under subsection (1) with the Village Planning Office.**

**VILLAGE OF YELLOW SPRINGS, OHIO**
**ORDINANCE 2026-25**

**REPEALING AND REPLACING TABLE 1250.02 OF CHAPTER 1250 OF THE VILLAGE PLANNING AND ZONING CODE TO ADD SMOKE AND VAPE SHOP USE**

**WHEREAS,** after extensive consideration and stakeholder input of the matter and following a Public Hearing on October 13, 2026, Planning Commission voted to recommend to Council the addition of "Smoke and Vape Shop" to Table 1250.02 Schedule of Uses: Business Districts"; and

**WHEREAS,** at the recommendation of the Planning and Zoning Director, Planning Commission further recommends to Council that, because ample conditions have been set forth for this use, that "Smoke and Vape Shop" use be Permitted in B-1 and B-2,

**NOW, THEREFORE, COUNCIL FOR THE VILLAGE OF YELLOW SPRINGS, OHIO HEREBY ORDAINS THAT:**

**Section 2.** Table 1250.02 of the Codified Ordinances of the Village of Yellow Springs, Ohio be enacted to read as set forth in Exhibit A, with deletions in strikethrough, and additions bolded and underlined.

**Section 2.** This ordinance shall be in force and effect at the earliest period allowed by law.

_____
Gavin DeVore Leonard, President of Council

Passed:

Attest: _____
Judy Kintner, Clerk of Council

**ROLL CALL:**

Gavin DeVore Leonard___ Angie Hsu___ Carmen Brown___

Senay Semere___ Stephanie Pearce__

Exhibit A to Ordinance 2026-25

| **Table 1250.02 Schedule of Uses: Business Districts** | | | |
|---|---|---|---|
| **Retail** | B-1 | B-2 | Specific Conditions |
| Artisan shops, such as glass blowers, metal sculptors, wood carvers and weavers producing their goods and selling them for retail on premises | **C** | P | |
| Bicycle sales, rental and repair | **P** | | |
| Building supply and equipment sales, not including lumber yards | | C | |
| General retail catering to the needs of the community, but less than 10,000 square feet of UFA | **P** | P | |
| General retail of 10,000 square feet UFA or more | **C** | P | Section 1262.08(a)(3) |
| **Smoke and Vape Shop*** | **P** | **P** | |
| ***Annual registration required under Section 1260.04(i)** | | | |

**VILLAGE OF YELLOW SPRINGS, OHIO**
**RESOLUTION 2026-42**

**ADOPTING A PLANNING AND DEVELOPMENT FEE SCHEDULE**

**WHEREAS,** at the recommendation of the Planning and Zoning Administrator, and following a Public Hearing on September 15, 2026, Planning Commission recommended that Council repeal the fee schedule for zoning fees as contained in APPENDIX "Fee Schedule" of Title Four "Zoning", and

**WHEREAS,** following a Public Hearing on the matter, on November 2, 2026, Council voted to repeal to permit fees from the Zoning Code to permit amendment when necessary by resolution of Council,

**NOW, THEREFORE, COUNCIL FOR THE VILLAGE OF YELLOW SPRINGS, OHIO HEREBY ORDAINS THAT:**

**Section 1.** The attached Exhibit A "Planning and Development Fee Schedule" is hereby approved by Council.

**Section 2.** The Planning and Development Fee Schedule shall be available in the Planning and Zoning Director's office and on the Village website.

**Section 3.** This schedule may be amended as necessary from time to time upon recommendation of the Village Manager.

Section 4. This Resolution shall be in effect from December 3, 2026 until replaced.

_____
Gavin DeVore Leonard, President of Council

Passed:

Attest: _____
Judy Kintner, Clerk of Council

**ROLL CALL:**

Gavin DeVore Leonard___ Angie Hsu___ Carmen Brown___

Senay Semere___ Stephanie Pearce__

**Exhibit A to Resolution 2026-42**

## Planning and Development Fee Schedule

| Fee Category | Fee Amount | Description |
|---|---|---|
| **Administrative** | | |
| Building Permit Processing | $5.00 | The Village contracts with National Inspection Corporation (NIC) for building permit plan review and inspections. The Village remains responsible for the intake, processing, and issuance of permit applications. This administrative fee helps support those services. |
| Development Review Deposit | $1,000.00 | The fee established to be used for the Village consultant(s) to review development projects and subdivision plats. Additional fees may be required to recover costs incurred by the Village. An extraordinary development review deposit shall be a multiple of the standard deposit. |
| Subdivision Final Plat Deposit | 4% of approved estimated construction cost | Before the final plat is approved and signed, the developer must deposit funds to cover the Village's costs for inspection, plan review, and legal services related to the development, any remaining balance shall be refunded to the developer based on Village's actual cost. |
| **Appeals** | | |
| Appeal to Village Council: Residential Application | $250.00 | An appeal may be brought before the Village Council when a party believes the Planning Commission or Board of Zoning Appeals incorrectly interpreted the Village Code in making a determination on an application.*<br>*Pursuant to Section 1276.03(b)(6), the $30.00 appeal fee will be refunded if the appeal is affirmed |
| Appeal to Village Council: Nonresidential Application | $400.00 | |
| **Board of Zoning Appeals** | | |
| Administrative Appeal | $200.00 | An appeal can be brought to the BZA when a property owner finds that staff incorrectly interpreted Village code. |
| Change in Nonconforming Use Request | $200.00 | A BZA may approve (1) an enlargement of a nonconforming use pursuant to Section |

| | | |
|---|---|---|
| | | 1282.03(e), and (2) a change from one nonconforming use to another pursuant to Section 1282.03(g). |
| Variance Application | $300.00 | An application for a variance is required when the dimensions of a project are not cohesive with the Village code. |
| **Code Enforcement** | | |
| Abatement Action | Contractor Cost | The cost for the Village abatement contractor to address a code violation are passed on to the property owner. |
| Abatement Administrative fee | $100.00 | An additional administrative fee added to the cost of abatement for violations. |
| Work without Permit/License | Double total license/permit fee | Per Village Council authority, the fee applied when work is performed without a license or permit is doubled. |
| **Economic Development** | | |
| Community Reinvestment Area (CRA) Commercial Application | $875.00 | Commercial CRA application fee includes the $125.00 administrative application fee and the $750.00 state fee*.<br>**If the application does not result in a CRA agreement, the $750 state fee is refunded; if an agreement is entered into, it is nonrefundable* |
| Community Reinvestment Area (CRA) Residential Application | $60.00 | Residential CRA application fee includes the $60.00 administrative application fee. |
| CRA Annual Monitoring Fee | 1% of the total amount offered under the CRA Agreement, not to exceed $2,500.00;<br>$500.00 minimum | Upon execution of a CRA Agreement, the property owner shall pay an annual fee for each year during the term of the CRA Agreement equal to the greater of (i) 1% of the total dollar value of the incentives offered under the Agreement, not to exceed $2,500.00, or (ii) a minimum fee of $500.00. |
| **Planning Commission** | | |
| Conditional Use | $300.00 | A conditional use may be approved by the Planning Commission for a specialized use within a zoning district. Once approved, additional approval may be required. |
| Map/Text Amendment Request | $500.00 | A rezoning or change to the zoning code text can be initiated by a person, business or Village of Yellow Springs. |

| | | |
|---|---|---|
| Preliminary Planned Unit Development (PUD) Plan | $300.00 | Application fee to rezone a lot(s) for a PUD development. Planning Commission review and Council approval required. |
| Final Planned Unit Development (PUD) Plan | $500.00 | Application fee for the final development plan a PUD development which requires Planning Commission approval. |
| Site Plan (Level B) | $250.00 | Site plans that require Planning Commission approval |
| PUD or Level B Plan Re-Application/Amendment | $75.00 | Changes to or resubmittal of an approved PUD or Level B site plan. |
| Right-of-Way Vacation Request (with petition) | $80.00 | Any application to vacate or alter any street, road, highway, alley or easement shall be accompanied by a fee. |
| Right-of-Way Vacation Request (with no petition) | $160.00 | Any application to vacate or alter any street, road, highway, alley or easement shall be accompanied by a fee. This includes six weeks of advertising in Yellow Springs Newspaper. |
| Major Amendment to Approved Plan/Plat | $100.00 | Changes to an approved Level B plan, final development plan, conditional use approval, or final plat that require Planning Commission review and approval. |
| **Registration** | | |
| Smoke & Vape Shop | $115.00 | Annual registration for smoke & vape establishments within the Village. |
| Transient Guest Lodging (TGL) | $100.00 | Annual registration for transient guest lodging units (also known as short term rentals) which offer lodging for 29 days or less. |
| **Small Power Production** | | |
| Small Power Production Permit | $150.00 | Zoning and utility departments permit review for small power production compliance. |
| New Meter: Small Power Production | $500.00 | Cost of the Tantalus Electric Meter for small power production systems. |
| Small Power Production Service Fee | At Cost | Electrical department inspection and/or meter installation associated with solar, wind, or other alternative energy systems |
| **Subdivision** | | |
| Preliminary Plats – Major Subdivision | $350.00 | Planning Commission approval of a Preliminary or Final Plat is required. All fees shall also be |
| Final Plats – Major Subdivision | $100.00 plus $50/lot | |

| | | |
|---|---|---|
| | | paid at the time of application submittal and are nonrefundable. A fees are required for each resubmission of a final plat that was previously disapproved by Planning Commission. |
| Replat | $100.00 | A subdivision application in which the Zoning Administrator can approve and the consolidation/modification of the lots result in the same or fewer lots. |
| Minor Subdivision | $100.00 | A subdivision application in which the Zoning Administrator can approve and there are no more than the creation of 5 new lots. |
| **Zoning Permits** | | |
| Accessory Structure Permit | $75.00 (<200s.f.)<br>$125.00 (>200s.f.) | A permit is required to construct an accessory structure or building on a lot where a primary structure already exists. |
| Addition Permit | $100.00 | A permit is required to construct an addition to an existing structure or building. Separate building permit required. |
| Deck Permit | $75.00 | A permit is required to construct an deck to an existing structure or building. Separate building permit required. |
| Fence Permit | $50.00 | A fence permit is required for installing a new fence or completely replacing an existing fence. Repairs to an existing fence may not require a permit if the fence remains unchanged*.<br>*Confirmation with the Zoning Office is recommended. |
| Home Occupation Permit | $50.00 | A home occupation permit is required within the Village to conduct limited business activity in residential structures. |
| Demolition Permit (Zoning): Residential | $25.00 | The permit for residential demolition projects is required to ensure they are within compliance of the Zoning Code. |
| Demolition Permit (Zoning): Commercial | $50.00 | The permit for commercial demolition projects is required to ensure they are within compliance of the Zoning Code. |
| Sign Permit | $50.00/sign | A permit is required for any new signs within the Village. Permits are also required for temporary signage. |
| Temporary Sign Permit | $25.00/sign | |

| | | |
|---|---|---|
| Residential Zoning Compliance Permit | $30.00 | A permit for residential uses that confirms they are in compliance with the Zoning Code. |
| Nonresidential Zoning Compliance Permit | $50.00 | A permit for nonresidential uses that confirms that use and any associated structures, parking, etc. are in compliance with the Zoning Code. |
| Temporary Use Permit | $40.00 | A Temporary Use Permit allows for temporary structures or uses which do not exceed 18 months, such use as construction offices or storage buildings for residential renovations. |
| New Construction: Single Family | $150.00 | No new building shall be erected or constructed without a zoning permit issued by the Village to ensure compliance with all applicable zoning regulations. |
| New Construction: Single Family Attached | $80.00/unit | |
| New Construction: Two Family | $250.00 | |
| New Construction: Multi-Family & Commercial | $150.00 plus $4.00 per 100 sq.ft. | |
| Working in the ROW (Minor) | $30.00 | Projects involving work in the public right of-way that involve a limited project area as defined by the Public Works Director.* *Expires 30 days from scheduled date of completion |
| Working in the ROW (Major) | $85.00 | Projects in the public right-of-way that involve 5 or more different ROW areas as defined by the Public Works Director and/or lasting 3 months or more.* *Expires 30 days from scheduled date of completion |
| Major Working in the ROW Permit Bond | $10,000 or 100% of the Village Engineer's estimate of the cost to restore right-of-way affected by the permitted work, based on an itemized contractor estimate. | Where a bond or surety is required; The Village may accept a surety bond, cash deposit, or irrevocable letter of credit. Security shall be released upon final inspection and written acceptance of the restoration, subject to a 18-month maintenance period for pavement cuts |
| Site Plan (Level A) | $100.00 | Site plans for permitted uses with proposed structures under 5,000 sf or additions to existing buildings that may be approved by the Zoning Administrator. |
| Zoning Verification Letter | $25.00 | Per Village Council discretionary authority, any request of property history or for the official zoning of a property a fee must be paid. |

| **Miscellaneous** | | |
|---|---|---|
| Fee not described | $50.00 | Planning & zoning reviews not included in an established fee category shall fall under this fee type. Additional fees may be collected in cases where recovery of incurred costs is necessary. |

The Village of
YELLOW SPRINGS

MEMORANDUM

TO: Village Council and Interim Village Manager

FROM: Nia Holt, Planning & Zoning Director
Aaron Arellano, Planning & Economic Development Coordinator

DATE November 13, 2026

RE: Active Transportation Plan Update & School Safety Concerns

**Active Transportation Plan (ATP) Update Background**

In Fall 2025, following the adoption of Resolution 2025-70, Aaron applied for ODOT's Active Transportation Plan Development Assistance program to update the Village's existing 2019 Active Transportation Plan (ATP). The Village was awarded funding in February 2026 with no monetary match requirement (Exhibit A). Following the Village's acceptance of the grant and execution of the MOU, ODOT assigned GFT as the consultant responsible for completing the plan update (see attachments). The project kicked off in May. The Active Transportation Committee (ATC) is serving as the project's Steering Committee.

**ATP Update Planning Process**

The scope of work (Exhibit B) for this project is based on a 9-month timeline with monthly check-ins with the Village staff. There are six (6) broad task categories in the scope of work:

| Overview | Timeline | Percent Complete |
|---|---|---|
| Task 1: Project Management | Monthly | 55% |
| Task 2: Document & Data Assets Review, Data Collection & Preparation | Months 1-2 | 100% |
| Task 3: Existing Condition Analysis | Months 2-3 | 100% |
| Task 4: Stakeholder Engagement & Outreach | Months 2,4,7 | 65% |
| Task 5: Project List & Action Plan | Months 5-6 | 10% |
| Task 6: Plan Development | Months 7-9 | 10% |

The project is currently in Month 6. To date, two of the three Steering Committee meetings, one public workshop, and two online surveys (one general survey and one focused on school-related concerns) have been completed. The planning process is expected to conclude early next year with a prioritized action plan identifying infrastructure improvements and non-infrastructure programs for Yellow Springs. The Action Plan will identify the responsible party, timeframe, and key partners for each action. The next Steering Committee meeting is scheduled for mid-December. A draft existing conditions report has been developed (Exhibit C). GFT has analyzed walking and bicycling conditions throughout the Village, including local crash trends, systemic safety, and traffic-stress conditions for people walking and biking.

**ATP Update and School Safety Concerns**

Current and former school board members serve on the ATP Steering Committee. During the planning process, they brought to GFT's attention the issues occurring during school pick-up and drop-off along Elm and Walnut Streets. Based on that feedback, GFT decided to focus the final round of public engagement on the schools and related safety concerns.

A survey was sent to school leadership and distributed as part of this effort. The final in-person public engagement workshop is planned in partnership with the school district. The letter from the school board September 18th has been shared with GFT and will be included has the draft their action plan and recommendations. The plan is intended to address the overall safety of those using the Village's pedestrian and bicycle infrastructure, which certainly includes students and the sidewalks and routes they use to get to and from school

**School Board Traffic and Pedestrian Safety Proposal: Engineer Review**

GFT and Choice One have both received the safety measures proposed in the School Board's recent letter. GFT will incorporate them into the planning process and make a formal recommendation in its final report. The response from Choice One, the Village Engineer, is provided below.

| # | Proposed Measure | Location | Engineer Determination | Crossing Guard Suggested | Notes |
|---|---|---|---|---|---|
| **1** | Flashing stop signs | Elm & Walnut; W. South College & Enon Rd. | **Not recommended** | Yes | Flashing lights could distract drivers from children crossing. |
| **2** | Larger No Parking/Bus Drop-Off signage and curb markings | Elm & Winter | **Acceptable** | No | Council may proceed. Yellow transverse striping is another option. |
| **3** | Relocate accessible parking spaces and add buffer lines at intersections (per state guidelines) | Walnut Street | **Acceptable, with a trade-off** | Yes | Preserves sightlines but eliminates two parking spaces near downtown. |
| **4** | Crosswalk signage for all crosswalks leading to school properties | All school-access crosswalks | **Not recommended** | Yes | Unnecessary; "sign clutter" may reduce driver compliance. |
| **5** | No Left Turn signage during school drop-off and pick-up hours | Short Street onto Walnut | **Acceptable** | Yes | Village may install at its discretion. |
| **6** | Twenty feet of marked curb clearance at each intersection (per ORC 4511.68) | Intersections near schools, particularly Elm/Winter & S. College/E. Enon | **Acceptable, with a trade-off** | Yes | Further reduces available parking. |
| **7** | Sharrows | Bike bus school routes | **Acceptable** | No | At Council's discretion. |

| | | | | | |
|---|---|---|---|---|---|
| **8** | Flashing school zone/speed limit signs | Appropriate locations around both campuses | **Acceptable, but costly** | No | Optional; not inexpensive. |

**Exhibits**

A. ODOT's Active Transportation Plan Development Assistance Award Letter
B. GFT Scope of Work
C. Draft ATP Existing Conditions Report created by GFT

Department of Transportation
transportation.ohio.gov

Mike DeWine, *Governor*
Jim Tressel, *Lt. Governor*
Pamela Boratyn, *Director*

February 4, 2026

Aaron Arellano
Village of Yellow Springs
100 Dayton St
Yellow Springs, OH 45387

Dear Mr. Arellano:

Congratulations - the Ohio Department of Transportation (ODOT) is pleased to inform you that your Active Transportation Plan (ATP) application was selected for funding.

ODOT will provide consultant assistance to lead the Village of Yellow Springs and partners through the development of an Active Transportation Plan in 2026. **Please contact Caitlin.Harley@dot.ohio.gov no later than February 11th to confirm your interest in accepting ODOT consultant assistance**. Failure to make contact within this timeframe will result in the withdrawal of funding by ODOT.

Next steps include:

- Reach out to accept your award by Feb 11th.
- ODOT will assign a consultant to your ATP and provide you with a draft scope of work to review (late Feb).
- We'll schedule a call to review this scope, discuss the process, and finalize it based on your input or feedback (March).
- ODOT will draft an MOU based on this scope of work for the Village to sign (March).
- We'll host a Kick Off Call with ODOT, local stakeholders, and the consultant to get things started (April).

We look forward to working with you as you seek to develop improvements for people walking and biking in the Village of Yellow Springs! If you have any questions, please feel free to contact me at Caitlin.Harley@dot.ohio.gov.

Respectfully,

*Cait Harley*

Cait Harley
Active Transportation Manager
Ohio Department of Transportation

c: Gregg Clark, ODOT District 6 Ped/Bike Coordinator.

GFT

# ODOT-funded Local Active Transportation Plan Scope of Services - Yellow Springs

## Project Overview:

The Yellow Springs Active Transportation Plan (ATP) will accomplish the following:

- Outline the local vision, goals, and strategies needed to support safe, convenient, and accessible active transportation options.
- Document the current state of walking and biking.
- Identify the local/regional programs, policies, and infrastructure improvements to meet the needs of people walking and biking.

The plan development process is scheduled to last 9 months and will consist of six tasks (listed below). These tasks, associated deliverables, and team roles are described in more detail in the following sections.

## Task 1 - Project Management:

This task includes the day-to-day management associated with developing the ATP. GFT will lead the development of this plan and will provide coordination and technical input and analysis. This includes timely submissions of task documents and stakeholder management/engagement.

GFT will coordinate plan development with a core project team, made up of key project stakeholders identified by Yellow Springs. The GFT Team will maintain regular communication with the core project team through **monthly conference calls** and **monthly project status reports**. This task includes project kick-off and close out meetings.

### Task 1 - Project Management Deliverables:

- GFT will provide written **project status reports** to the core project team on a monthly basis, including updated project schedule, upcoming milestones, and outline major work completed.
- GFT will facilitate the **project kick-off meeting**, **monthly** conference calls, and the **project close out** meeting with the core project team.
- GFT will document all project meetings and workshops via **memos and meeting notes**, with identification of next steps, action items, and responsible parties.

## Task 2 - Document & Data Assets Review, Data Collection, & Preparation

This task will involve assembling and reviewing existing plans, documents, and datasets which may impact data collection needs and inform plan development.

- Yellow Springs will identify and compile existing plans, policies, programs, data, and projects relevant to walking and biking.
- Consultant will work with the core project team to review and document existing plans, assess data gaps, and assemble information on existing recommendations to obtain an accurate picture of the active transportation system and build on plans and projects.

This task will also involve the collection, consolidation, and organization of the datasets and resources (see "Required Datasets" callout box) necessary to perform the analyses required

for ATP development and populate the existing conditions section, implementation action plan, and priority projects listing.

- Consultant will identify, acquire, or create the required datasets. Yellow Springs will provide all existing datasets.
- Consultant will consolidate network related datasets into a single roadway analysis network (using ODOT LRS geometries). This network file will serve as the primary basis for the future network screening task.
- Consultant will deliver all organized data and assets (file geodatabase & tabular data) to the core project team upon completion of the project, along with documentation on database contents and any preparation/conflation methodologies used.

**Required Datasets:**

1. Non-motorized crash data
2. Complete AT facility inventory (appendix D)
3. Roadway inventory
4. Non-motorized volume data (Streetlight Activity Metrics and/or count data if available)
5. Motorized volume data
6. Local Land use data
7. Points of Interest (Schools, Parks, Community Destinations, Transit stops, etc.)

**Task 2 Deliverables:**

- A **memo** summarizing the above-mentioned documents/resources, with findings section highlighting major findings that may impact the final Active Transportation Plan.
- **File-geodatabase** containing acquired data sets, analysis products, along with conflated **roadway analysis network.**
- Organized **tabular data** (or access database).
- **Documentation** on data assets and preparation methodologies.

## Task 3 - Existing Conditions Analysis:

This task will involve qualitative and quantitative analysis of existing conditions related to walking and biking within the study limits. This work will describe how the current transportation system performs related to goals such as safety, connectivity, equity, network utilization, livability, and preservation.

### Task 3.1 Population & Historical Context

- Consultant and core project team will identify and summarize distinguishing features and characteristics of the community that are relevant to the ATP, including population and demographic information, historic transportation funding and investments, and other distinguishing information.

### Task 3.2 - Local Crash Trends Analysis: (CAPE TOOL)

- Consultant will conduct analyses to determine safety performance trends, overall crash trends, breakdown of crash types, and emphasis areas.

### Task 3.3 - Summary of Facility Inventory

- Consultant will summarize findings from facility inventory including maps and narrative information on the extent of the current active transportation network and information that may guide future investments.

### Task 3.4 - Network Screening

- **Task 3.4.1 - Non-Motorized Activity Data (Streetlight) or Trip Potential Analysis**

Depending on data availability, Consultant will produce maps reflecting bicycle and pedestrian activity metrics.

- **Task 3.4.2 - Systemic Safety Analysis**
  Depending on crash frequency, Consultant will produce mapping of the High-Risk Network along with associated risk-factor breakdown.

- **Task 3.4.3 - Active Transportation Needs / Equity Analysis**
  Consultant will use sociodemographic data to identify geographic concentrations of disadvantaged residents and evaluate areas where there is the greatest need for active transportation options.

- **Task 3.4.4 - Level of Traffic Stress Analysis for Bikes and Peds**
  Consultant will complete a level of traffic stress analysis (LTS) for both bicyclists and pedestrians.

- **Task 3.4.5 - Network Gap Analysis**
  Consultant will work with core project team to identify barriers and gaps in the pedestrian and bicycle network.

**Task 3 Deliverables:**
- Existing Conditions highlighting State of Walking and Biking

## Task 4 - Stakeholder Engagement & Outreach:

This task involves the preparation and facilitation of stakeholder engagement and public outreach opportunities.

### Task 4.1 Steering Committee Workshops

**Workshop #1:** GFT will organize and facilitate Workshop #1 which will be attended by the core project team and invited steering committee members. The workshop draft content will include:

- Introduce the core project team, the scope of work and overarching project schedule.
- Understand vision and goals and collect anecdotal understanding of existing conditions, including a SWOT analysis.
- Review and discuss other information related to initial tasks.

**Workshop #2:** GFT will organize and facilitate Workshop #2 which will be attended by the core project team and invited steering committee members. The workshop draft content will include:

- Present the existing conditions report and collect feedback.
- Present potential projects and collect feedback.
- Present potential programs and discuss the focus of programmatic strategies for the action plan.
- Discuss any findings and takeaways from public engagement.

**Workshop #3:** GFT will organize and facilitate Workshop #3 which will be attended by the core project team and invited steering committee members. The workshop draft content will include:

- Present infrastructure recommendations and action plan and collect feedback.
- Host prioritization exercise(s) and discussion.
- Discuss any findings and takeaways from public engagement.
- Outline final steps before plan completion.

### Task 4.2 Public Engagement

**Public Workshop #1:** GFT will organize and facilitate a workshop related to developing existing conditions, attended by the core project team, steering committee, and broader stakeholders, including the public. Yellow Springs will kick-off the Public Workshop with an introduction to the project and core project team. The workshop content will include:

- An overview of project goals, progress, and findings.
- Collect input on gaps, barriers, and generators to active transportation.

**Public Workshop #2:** GFT will organize and facilitate a workshop related to developing recommendations and priorities, attended by the core project team, steering committee, and broader stakeholders, including the public. The workshop content will include:

- An overview of project recommendations.
- Feedback on projects and priorities.

Note that one of the public workshops could be repurposed as a bicycle tour or walk audit of pertinent community locations.

**Material Development**
GFT will develop and host an online interactive map of the planning area to direct public feedback on existing conditions including gaps, generators, barriers, current routes, areas of concern.

### Task 4 Deliverables

- Lead, prepare for, facilitate, and document: 3 Steering Committee workshops and 2 public workshops
- Interactive map development for input

## Task 5 - Project List & Action Plan:

The purpose of this task is to develop recommendations for improvements to the active transportation network including prioritized infrastructure projects and non-infrastructure action plan.

### Task 5.1: Recommended Project List

- GFT will develop a **recommended project list:**
  1. Develop a preliminary active transportation network, including bicycle and pedestrian routes for the determined planning area.

2. Determine facility recommendations and reference recommendations on maps.
3. Develop a project list with pertinent information on proposed network segments.

**Task 5.2: Action Plan**
- GFT will work with the core project team to develop an action plan that identifies specific non-infrastructure programs/strategies and actions.
- Action Plan will identify responsible party, timeframe, key partners, and status.

**Task 5.3: Project Prioritization**
- GFT will work with the Project Team and stakeholders to develop project prioritization method to prioritize the infrastructure project list.

**Task 5 Deliverables**
- Draft and Final Infrastructure Project Recommendation Table & Non-Infrastructure Action Plan
- Accompanying narrative including maps and graphics providing background on route alignment, facility selection, and other aspects of the proposed network and recommendations.

## Task 6 - Plan Development:

The purpose of this task is to deliver a final document.

**Task 6.1: Final AT Plan Development**

GFT will summarize the various work elements completed as part of plan development in the plan report. The final report will address comments on the draft report as provided by the core project team and incorporate additional feedback collected through public engagement. The report outline includes:

1. Executive Summary
2. Vision & Goals
3. Community Engagement
4. Existing Conditions
5. Proposed Projects and Programs
6. Priority Projects
7. Implementation

**Task 6.2: Project Cut Sheets**

The Project Team will select up to three priority projects from the project list to develop project cut sheets. Task will include a planning-level conceptual design and planning-level cost.

**Task 6 Deliverables**
- Draft and final report and presentation
- PowerPoint Presentation
- All associated material delivered to ODOT and the client

## Schedule

The plan development schedule will be based on the 9-month timeline below.

| | |
|---|---|
| Task 1: Project Management | Monthly |
| Task 2: Document & Data Assets Review, Data Collection, & Preparation | Months 1-2 |
| Task 3: Existing Conditions Analysis | Months 2-3 |
| Task 4: Stakeholder Engagement & Outreach | Months 2, 4, 7 |
| Task 5: Project List & Action Plan | Months 5-6 |
| Task 6: Plan Development | Months 7-9 |

# YELLOW SPRINGS ACTIVE TRANSPORTATION PLAN

DRAFT

EXISTING CONDITIONS

September 11, 2026 | DRAFT

Created by GFT



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# EXISTING CONDITIONS

This chapter examines several elements of Yellow Springs' transportation system. It presents a demographic profile of Yellow Springs, and a plan and policy review summarizing existing active transportation and related efforts to date, framing the current planning process as a logical next step in Yellow Springs's active transportation evolution. This chapter also summarizes existing programs that support active transportation. A set of analyses that examines the active transportation system from various perspectives (e.g., equity, safety, connectivity) is also included.

## DEMOGRAPHIC PROFILE

**Figure 1** displays the demographic profile of Yellow Springs as explained in the following sections. According to the 2024 U.S. Census American Community Survey 5-Year Estimates [1], Yellow Springs has a population of 3,711. Adults aged 50 to 59 represent the largest single cohort at 17%, followed by steady representation across other working-age groups. Adults aged 65+ account for 34%. Together, these trends indicate a stable, multi-generational community with a strong workforce base alongside continued need for services supporting children, teens, and aging populations. Yellow Springs is predominantly White (83%), with smaller populations identifying as Multiracial (9%), Black (7%), and Asian (1%) [2]. While the village is less racially diverse than other parts of Greene County, it still reflects a mix of backgrounds that shape the community.

## EDUCATION

Residents in Yellow Springs are served by the Yellow Springs School District, which includes three schools serving approximately 700 students, including one elementary school, middle school and high school [3]. The Yellow Springs Schools District's service zone reaches beyond just The Village of Yellow Springs to also service surrounding communities and peoples. Educational attainment among residents is high, with about 96% of adults age 25 and older holding a high school diploma or higher and approximately 63% having a bachelor's degree or higher. These figures suggest a well-educated population that supports and benefits from the village's local and regional school systems.

## HEALTH

According to the U.S. Census, approximately 767 residents, or about 21% of the civilian noninstitutionalized population, report having a disability. Disability rates increase significantly with age. The disability rate for those ages 65+ is 13%. In contrast, disability rates are lower among younger

[1] U.S. Census Bureau. (n.d.). Sex by Age. *American Community Survey, ACS 5-Year Estimates Detailed Tables, Table B01001*. Retrieved June 16, 2026, from https://data.census.gov/table/ACSDT5Y2024.B01001?q=B01001&g=160XX00US3986940&d=ACS+5-Year+Estimates+Detailed+Tables.

[2] U.S. Census Bureau. (n.d.). Race. *American Community Survey, ACS 5-Year Estimates Detailed Tables, Table B02001*. Retrieved June 16, 2026, from https://data.census.gov/table/ACSDT5Y2024.B02001?q=B02001&g=160XX00US3986940&d=ACS+5-Year+Estimates+Detailed+Tables&moe=false.

[3] Yellow Springs Schools. (n.d.). *About us*. https://www.ysschools.org/about-us

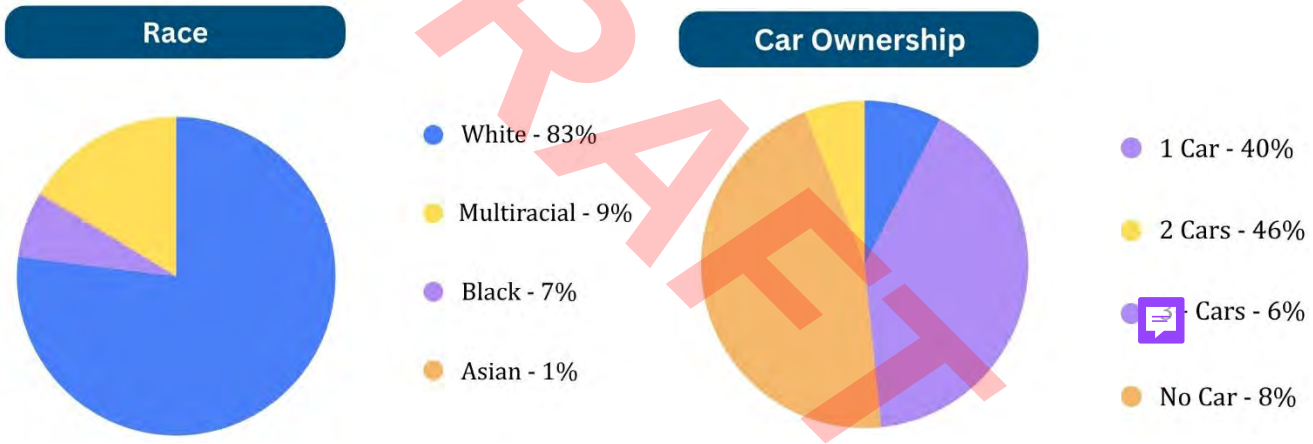
residents, with 1% of children aged five to 17 reporting a disability. These trends highlight the need for accessible infrastructure, healthcare services, and community support programs as the population ages [4].

## ECONOMY AND HOUSING

The median household income is $85,982, and the poverty rate among workers aged 16 and older is 7%, suggesting relative levels of economic distress among the employed population compared to the rest of Greene County. These figures indicate a community with generally strong household earning capavillage and workforce participation. [5]

## TRANSPORTATION PATTERNS

Yellow Springs is strongly auto oriented, with high vehicle ownership rates and only 8% of households having no vehicle access as 52% of households own two or more vehicles. Commuting patterns mirror this trend with 70% of workers drive alone and 2% carpool. Working from home represents a notable share at 18%. Walking (4%) and cycling (4%) represent 8% of commuting trends. These patterns reflect a strong reliance on personal vehicles and roadway infrastructure, with limited transit use. [6]

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[4] U.S. Census Bureau. (n.d.). Sex by Age by Disability Status. *American Community Survey, ACS 5-Year Estimates Detailed Tables, Table B18101*. Retrieved June 16, 2026, from https://data.census.gov/table/ACSDT5Y2024.B18101?q=B18101&g=160XX00US3986940&d=ACS+5-Year+Estimates+Detailed+Tables&moe=false.

[5] U.S. Census Bureau. (n.d.). Poverty Status in the Past 12 Months by Sex by Age. *American Community Survey, ACS 5-Year Estimates Detailed Tables, Table B17001*. Retrieved June 16, 2026, from https://data.census.gov/table/ACSDT5Y2024.B17001?q=B17001&g=160XX00US3986940&d=ACS+5-Year+Estimates+Detailed+Tables.

[6] U.S. Census Bureau. (n.d.). Means of Transportation to Work. *American Community Survey, ACS 5-Year Estimates Detailed Tables, Table B08301*. Retrieved June 16, 2026, from https://data.census.gov/table/ACSDT5Y2024.B08301?q=B08301&g=160XX00US3986940&d=ACS+5-Year+Estimates+Detailed+Tables&moe=false.

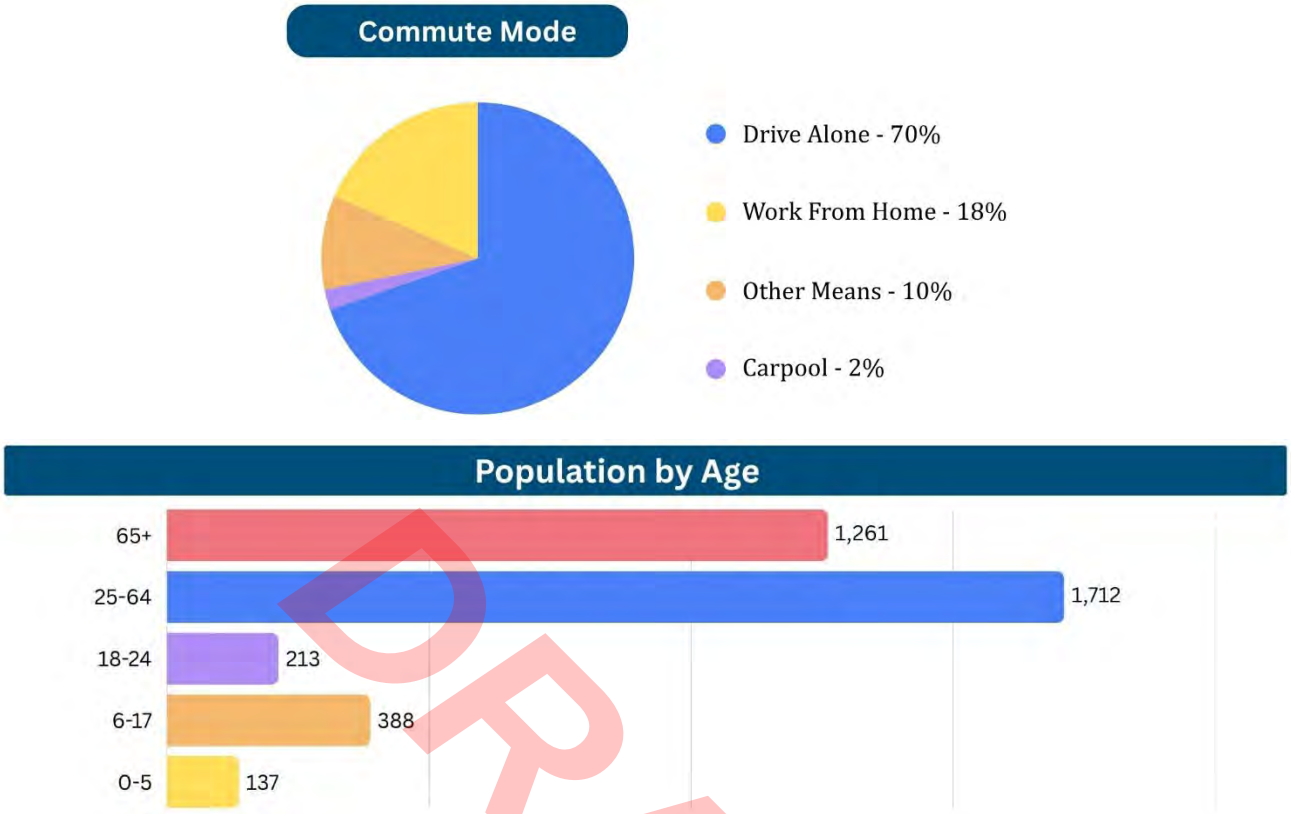


**Figure 1. Yellow Springs Demographics**

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# EXISTING PLANS, POLICIES, AND SUPPORTIVE PROGRAMS

This section summarizes the major existing transportation plans, programs, and planning resources that apply to the Village of Yellow Springs, Ohio. Yellow Springs transportation planning is addressed through MVRPC metropolitan planning, ODOT statewide programming, Greene County planning, Greene CATS transit services, the Village Comprehensive Land Use Plan, and the Village's active transportation planning and implementation program.

**Table 1. Existing Plans, Policies and Supporting Programs**

| *Plan/ Policy* | Lead Agency | Year Completed | Key Takeaways (what proposed projects/policies will impact the active transportation plan?) |
|---|---|---|---|
| *Walk.Bike.Ohio* | ODOT | 2021 | Guides state priorities and investments for walking and biking, including needs along ODOT-maintained roads and the State and U.S. Bike Route System. The Little Miami Scenic Trail is a designated State Bike Route. |

| Plan/ Policy | Lead Agency | Year Completed | Key Takeaways (what proposed projects/policies will impact the active transportation plan?) |
|---|---|---|---|
| MVRPC 2050 Long Range Transportation Plan (LRTP) | Miami Valley Regional Planning Commission (MVRPC) | 2026 | Primary long-range regional transportation plan for MVRPC jurisdictions. LRTP materials include transportation projects, bikeway/pedestrian projects, transit assumptions, Complete Streets, safety, freight, accessibility, and smart mobility. |
| MVRPC SFY 2026–2029 Transportation Improvement Program | MVRPC | 2025 | Short-range regional program for MVRPC jurisdictions. The TIP is consistent with the 2050 LRTP. |
| Miami Valley Regional Active Transportation Plan | MVRPC | 2022 | Regional plan compiling active transportation efforts across MVRPC jurisdictions. Multiple Village efforts and projects are listed, both completed and outstanding. One outstanding Yellow Springs project is identified as a Greene County priority. |
| Greene County Master Trails Plan | Greene County | 2021 | The plan aims to create a safe, connected countywide trail system linking communities, parks, schools, downtowns, and regional trail networks. Includes discussion on Little Miami Scenic Trail and connections to other Greene County trails. |
| Village of Yellow Springs Active Transportation Plan | Village of Yellow Springs | 2019 | Village-specific plan focused on sidewalks, trails, active transportation facilities, programs, policies, health, sustainable travel modes, and a more complete/equitable transportation system for all users. |
| Village of Yellow Springs 2020 Comprehensive Land Use Plan | Village of Yellow Springs | 2020 | The Comprehensive Land Use Plan includes a transportation chapter and identifies community priorities, including a diverse transportation infrastructure that supports mobility for all ages. |
| Mills Lawn Bike Bus (2024) | Yellow Springs Schools | 2024 | In the 2024-25 academic year, Mills Lawn Elementary operated a bike bus program held Wednesday mornings, weather-permitting, from the start of the school year to October 30, and resuming April 2 to summer break. Five drop-off locations were designated throughout town for students and families to meet. |

# EXISTING TRANSPORTATION SYSTEM

**Figure 2** illustrates the existing transportation network within Yellow Springs along with major points of interest (POIs), including commercial, institutional, recreational, and community destinations. Understanding the location and connectivity of these destinations is essential for evaluating how effectively the transportation system serves residents, visitors, and businesses. The transportation network in Yellow Springs consists of a combination of regional highways, local roadways, pedestrian infrastructure, transit, and other transportation assets that support mobility throughout the village. The following sections provide a detailed assessment of each component of the existing transportation system, examining network characteristics, connectivity, accessibility, and infrastructure conditions to identify both strengths and potential opportunities for future improvements.

## BICYCLE AND PEDESTRIAN FACILITIES

Yellow Springs has limited bicycle infrastructure within the village. Aside from the Little Miami Scenic Trail, which provides an important regional shared-use path connection, there are no dedicated on-street bicycle facilities such as bike lanes, separated bikeways, or signed bicycle routes. As a result, bicyclists primarily travel on the village street network and share the roadway with motor vehicles. While the Little Miami Scenic Trail offers valuable access to regional destinations and recreational opportunities, it does not provide direct bicycle accommodation along many of the village's primary roadways. Consequently, the comfort and accessibility of bicycling within Yellow Springs are largely influenced by roadway conditions, traffic volumes, vehicle speeds, and the availability of connections between local destinations and the trail network. Pedestrian facilities in Yellow Springs consist of a well-connected sidewalk network, particularly within the central area of the village. As noted previously, sidewalk coverage is generally continuous in the more densely developed portions of the village, especially in the area between Xenia Avenue and Dayton Street. However, sidewalk coverage becomes more limited in the northern and southern portions of the village. The pedestrian and bicycle networks are displayed in **Figure 3** and **Figure 4**, respectively.

## TRANSIT

Public transit in Yellow Springs is provided by Greene Cats Public Transit, which serves Greene County (see **Figure 5**). The only route that operates in the village is the Yellow Route which serves the main roads of Xenia Ave. and Dayton St. There are a total of three transit stops in Yellow Springs located on Xenia Ave., Dayton St., and at the Bryan Center next to the police department which serves as the central hub of this transit route for this area. Transit service is limited in the remainder of the village, however most of the village is accessible within walking distance of a half mile or shorter. To further supplement fixed route transit, the community's mobility is also supported by GoBus, GoBus is a federally funded intervillage bus service that helps connect Ohio's rural communities with urban centers. Yellow Springs is supported by the "Red Line" that connects Yellow Springs with urban centers such as Cincinnati and Toledo.

## TRAFFIC VOLUMES

**Figure 6** displays the average annual daily traffic (AADT) volumes on roadways in Yellow Springs. Traffic volumes generally are the highest along the main roads in Yellow Springs, those being Xenia Ave. and Dayton St., with the highest AADT on US-68N going up towards Springfield. The highest volumes along Xenia Ave. and Dayton St. may reflect higher density along these corridors as well as a higher concentration of POIs. The higher concentration of traffic volume along the US-68N route reflects a value for the regional connection to Springfield and Columbus, as US-68N is the way that drivers would take to get to Columbus as well. Lower traffic volumes are observed along the local roads where development is less dense and the roadway connectivity is more limited, along with lesser prominence of POIs. Understanding traffic volumes will assist with identifying and prioritizing where safety and multimodal improvements are most important.

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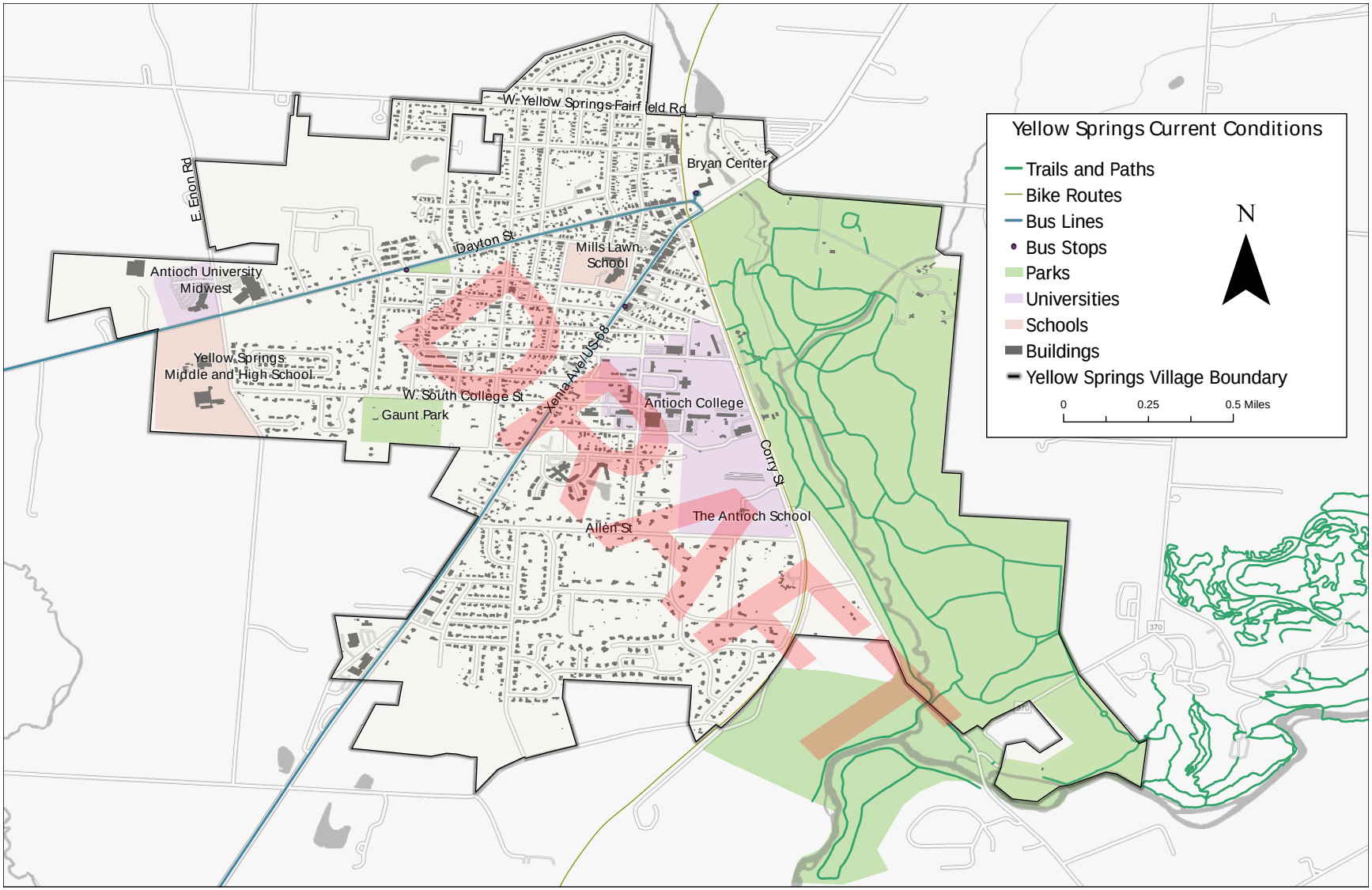


**Figure 2: Yellow Springs Existing Network Map**

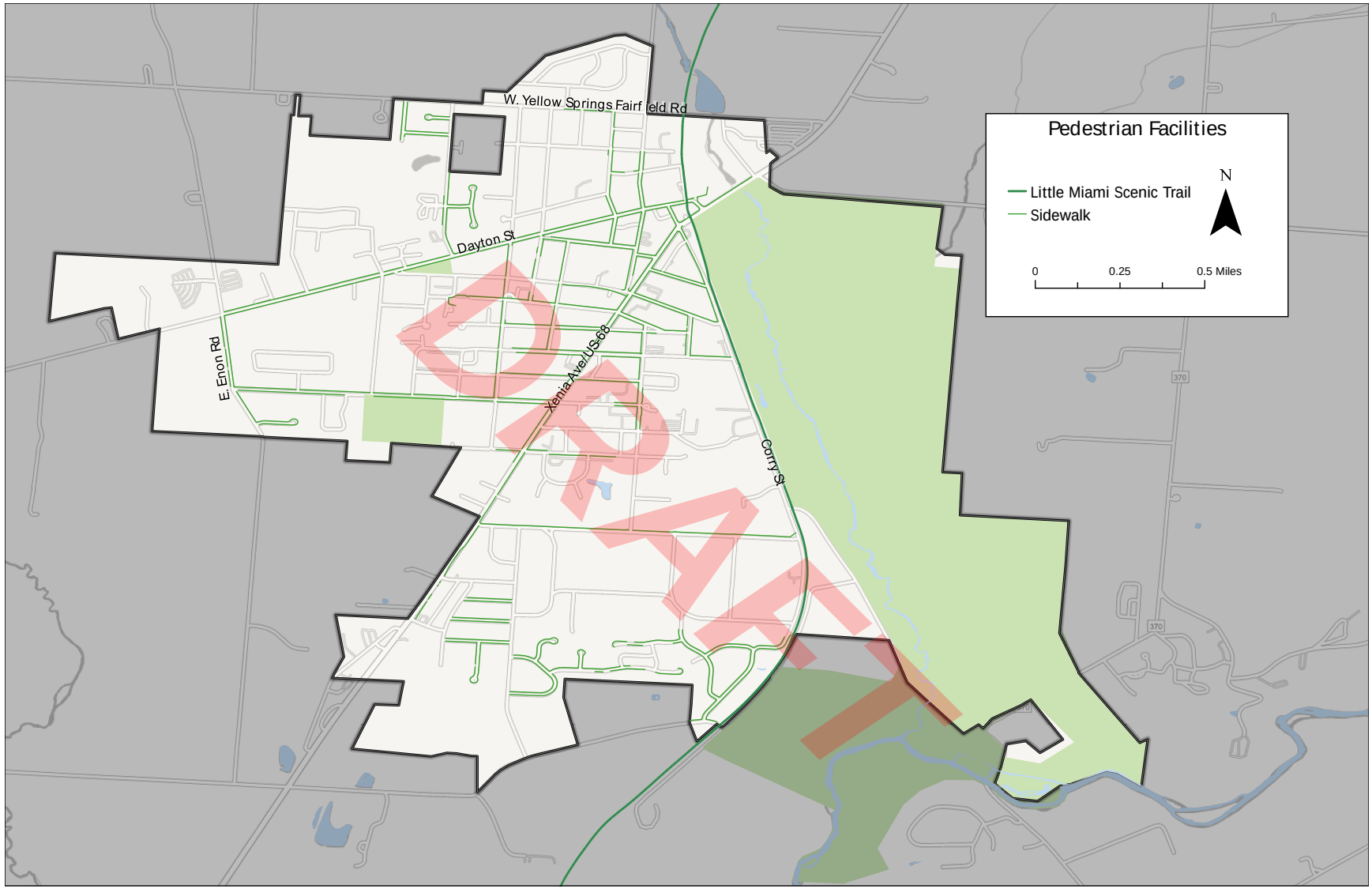


**Figure 3: Yellow Springs Pedestrian Facilities (Source: OpenStreetMap)**

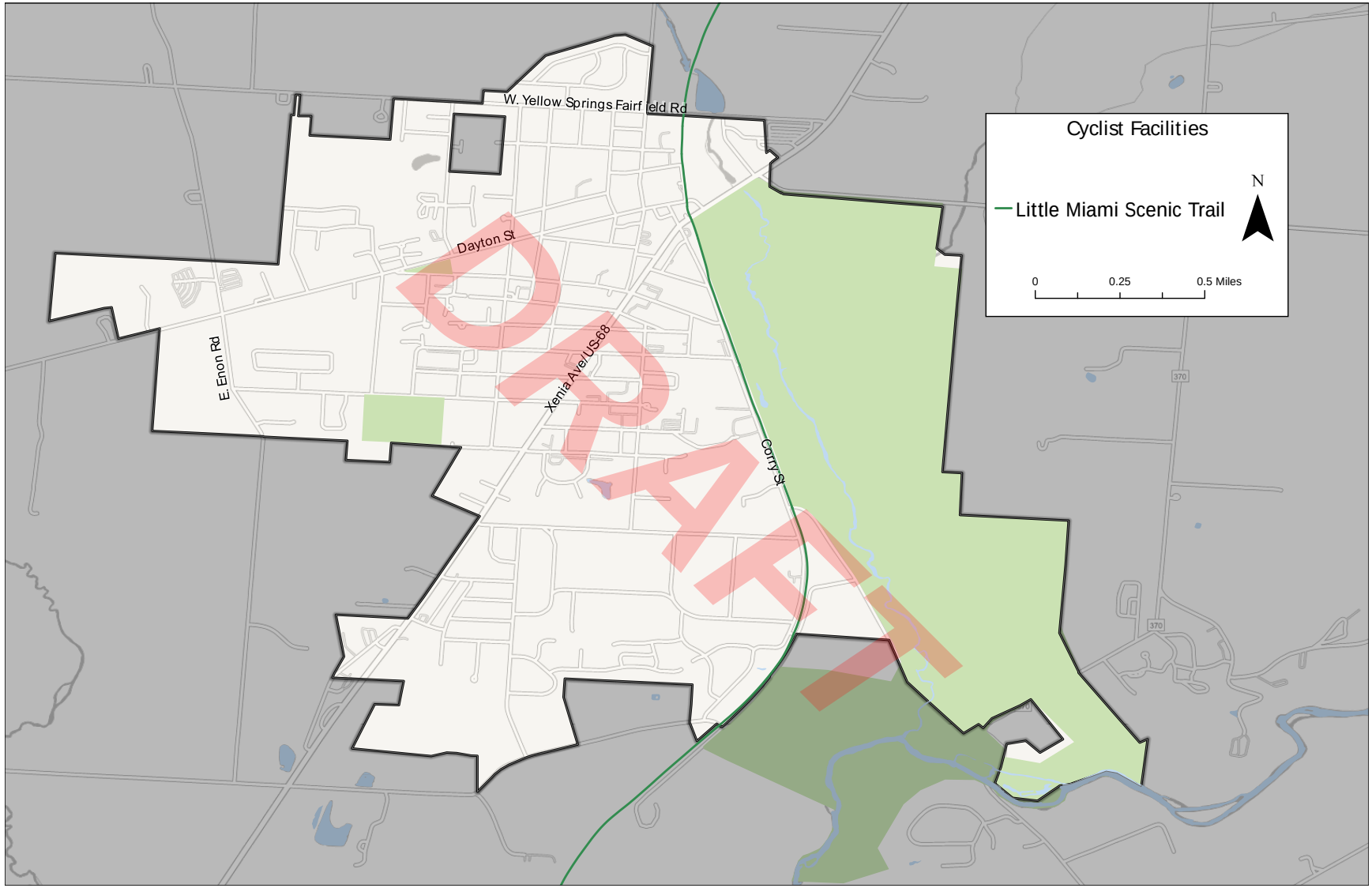


**Figure 4: Yellow Springs Cyclist Facilities (Source: TIMS)**

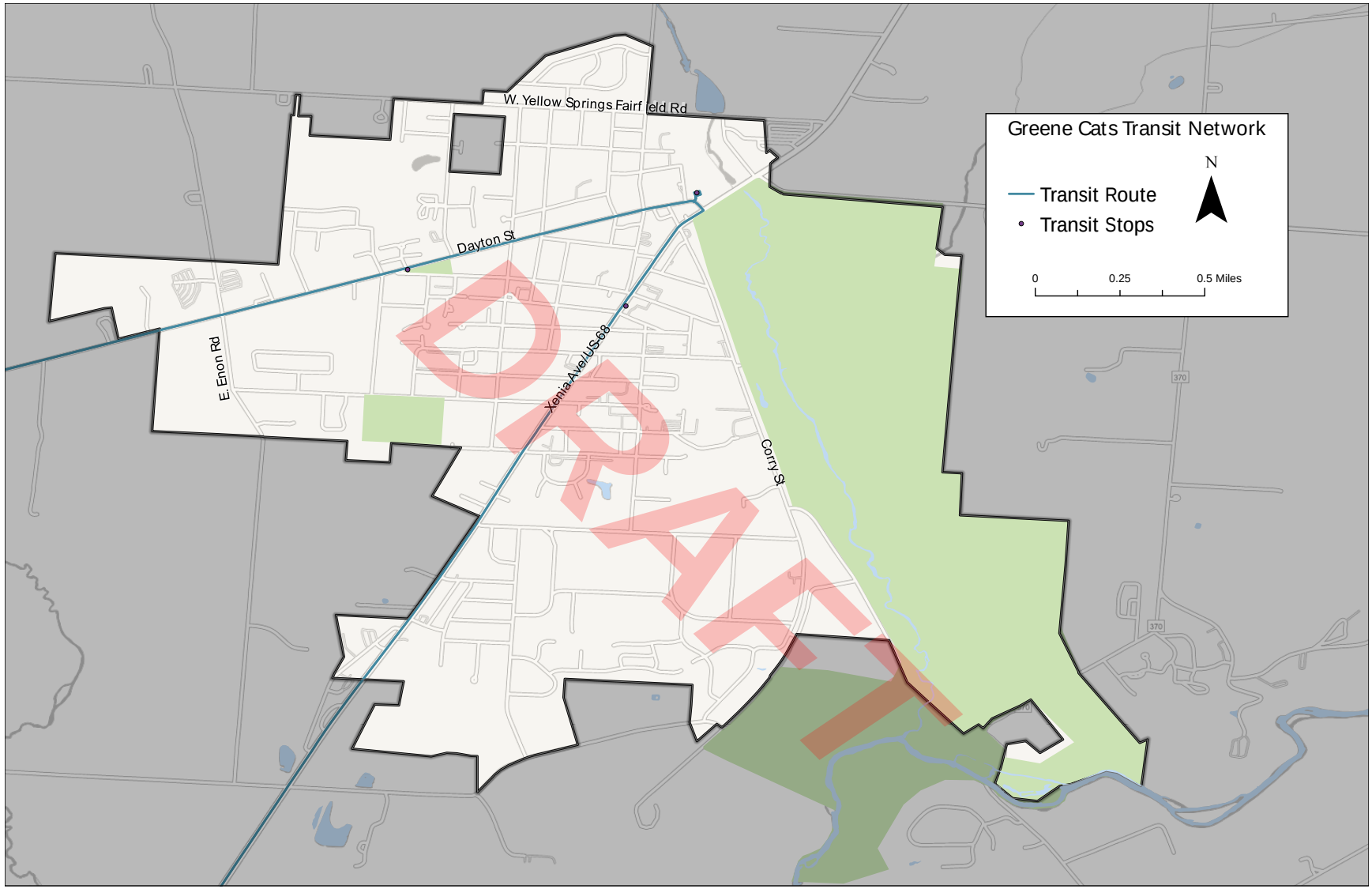


**Figure 5: Greene CATS Public Transit service within Yellow Springs**

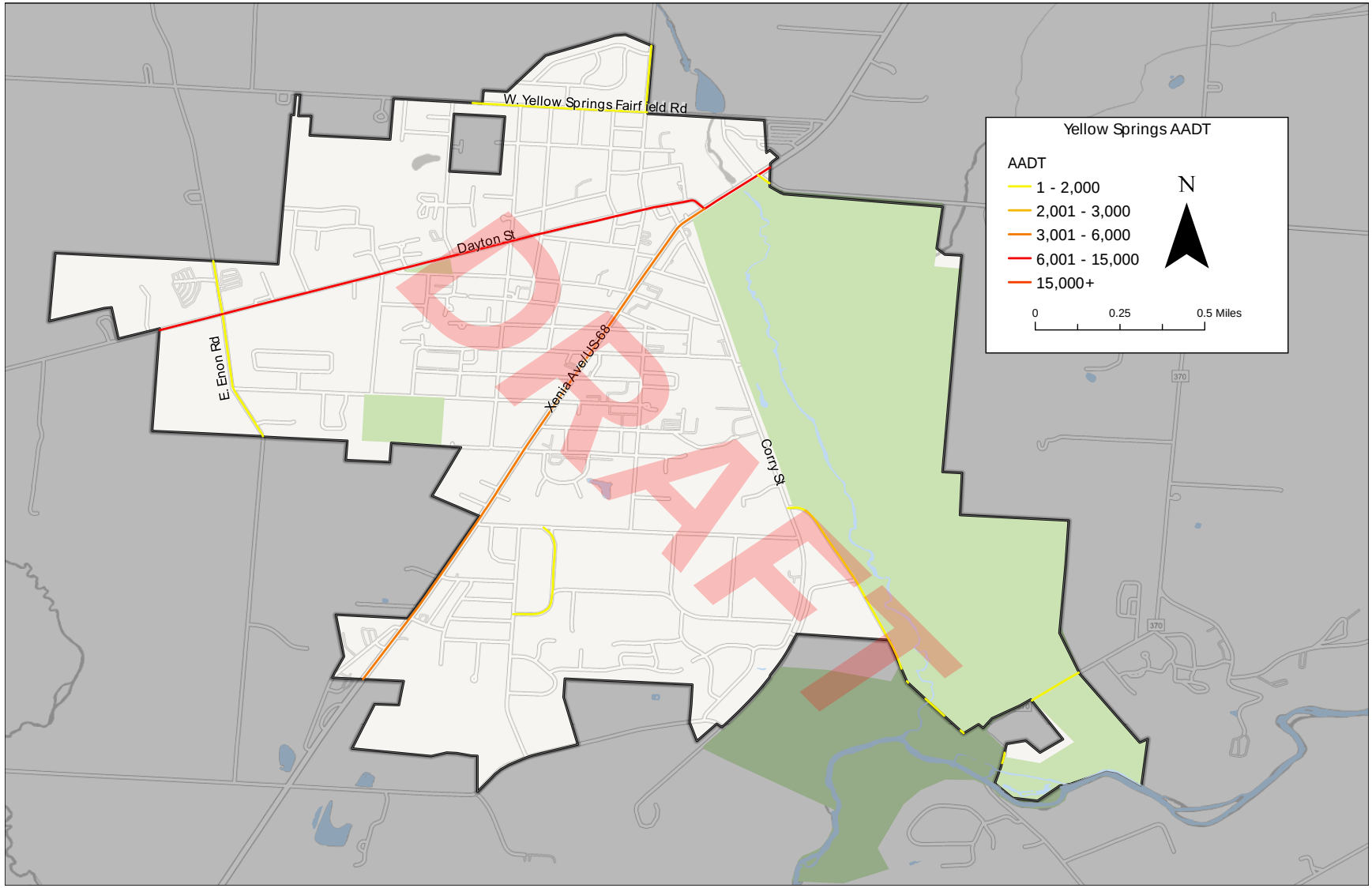


**Figure 6: Yellow Springs AADT Map (Source: TIMS)**

# ANALYSES

After mapping the existing transportation system, the project team performed several analyses to better understand the equity of the network, its connectivity, use of walking and bicycling facilities, safety, and infrastructure conditions. The following section provides a summary of each existing conditions analysis.

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# EQUITY

## Incorporating Equity in Active Transportation Planning

Active transportation options contribute to a more equitable transportation system by reducing barriers for people who do not use a motor vehicle. Many people do not drive because of ability, income, age, or a combination of these factors. The cost of owning and maintaining a vehicle can be a major burden, especially on low-income families. People without a vehicle need to access employment, school, grocery shopping, and a variety of other activities to fully participate in society. Transit, walking, and bicycling play a vital role in the overall transportation system by offering increased mobility, independence, and access to opportunity for people without vehicles.

National statistics point towards the need for equity in active transportation planning and design. Across the country and in Ohio, a disproportionate share of walking and bicycling fatalities occur among communities of color, older adults, and low-income populations.[1] Connected and accessible active transportation infrastructure for these groups results in better access to daily physical activity and improved quality of life.

1. *Ohio Department of Transportation. (2020), Walk.Bike.Ohio Safety Analysis Reports.* https://www.transportation.ohio.gov/wps/portal/gov/odot/programs/walkbikeohio/existing-future-conditions-analysis/safety-analysis-reports

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### Equity Analysis

Equity-focused planning addresses past underinvestment, improves safety, and ensures transportation systems serve all users, particularly historically underserved groups. These communities often face barriers such as poorly maintained or missing sidewalks, lack of bicycle infrastructure, poor lighting, and unsafe crossings, which leads to an increased risk of crashes. They are also more likely to be located near major roadways and industrial areas, where environmental impacts are greater. Improving walking and bicycling infrastructure helps reduce safety and health disparities. As part of Walk.Bike.Ohio, the State of Ohio's first walking and bicycling plan, ODOT conducted a statewide active transportation needs analysis and demand analysis to support equitable and data-driven recommendations.

### Active Transportation Need

ODOT's Needs Analysis identifies concentrations of Ohio residents who have been historically disadvantaged or are otherwise considered vulnerable to unsafe, disconnected, or incomplete active transportation networks. The analysis assigned each census tract with a combined score based on factors such as race, age, income, education, language, and vehicle access. Higher scores indicate greater concentrations of underserved populations and therefore a greater need for equitable transportation investments. **Figure 7** displays the needs analysis results for Yellow Springs, where highest need areas are

concentrated in the central and northwestern portions of the village, with additional pockets in the surrounding central area. These areas include higher concentrations of residents who rely more on active transportation, such as older adults, and people who use active transportation to commute. The far east and far west areas, specifically around Glen Helen Nature Preserve, show lower need due to lower concentrations of residents who rely on active transportation as much. These patterns highlight where equitable walking and bicycling investments can have the greatest impact.

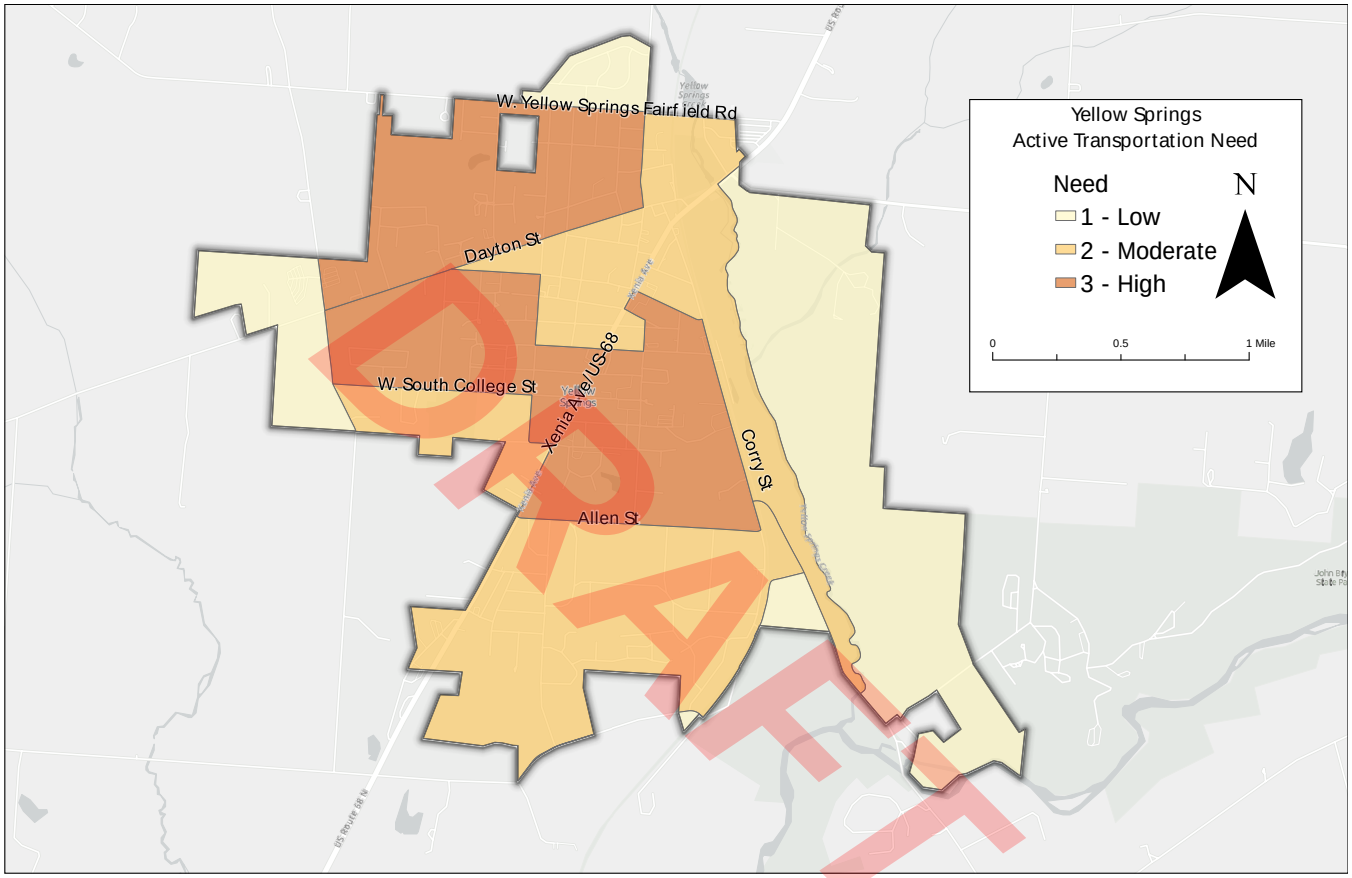


**Figure 7. Active Transportation Needs in Yellow Springs (Source: TIMS)**

## Active Transportation Demand

ODOT's Demand Analysis identifies areas with the greatest potential demand for active transportation across Ohio based on where people live, work, learn, recreate, shop, and access transit. The analysis assigned each census tract a composite score based on factors such as population density, employment, destinations (e.g., retail, parks, schools), and existing walking and bicycling activity. Higher scores indicate greater potential demand for active transportation, reflecting where people are more likely to walk and bicycle based on where they live, work, and access daily needs. **Figure 8** displays that demand is highest in the northern central part of the village, with the lowest levels of demand at the far east end of the village by the Preserve. These higher demand areas include more densely developed neighborhoods where destinations and community services are more closely connected. In contrast, the eastern part of Yellow Springs shows low demand, reflecting lower density and fewer nearby destinations that support walking and bicycling trips (such as parks). The map highlights where active transportation is already occurring or has strong potential, helping to identify corridors and neighborhoods where improvements could support and enhance walking and bicycling travel patterns.

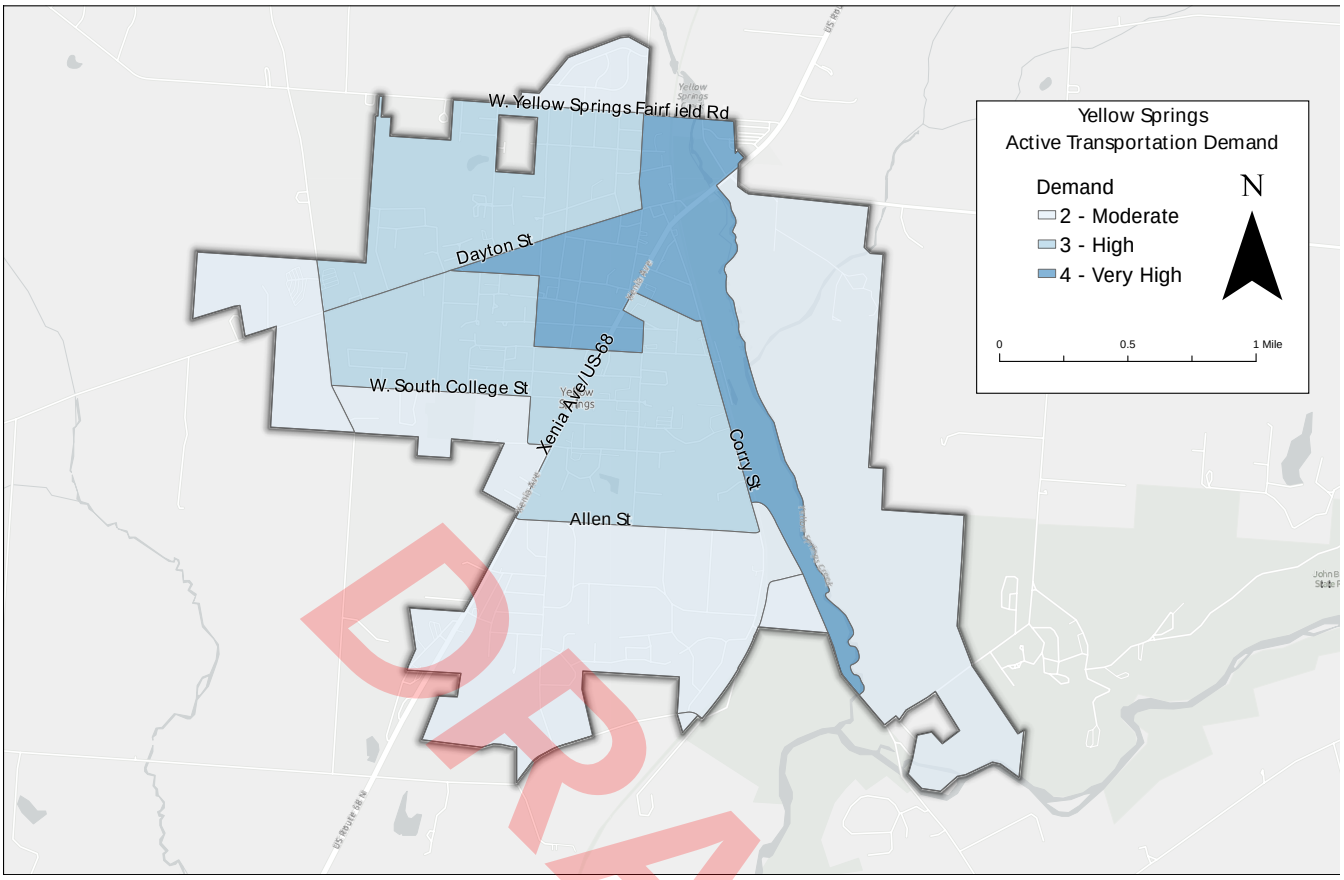


**Figure 8. Active Transportation Demand in Yellow Springs (Source: TIMS)**

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# NETWORK UTILIZATION

## Level of walking and bicycling activity in Yellow Springs

Network utilization describes who is walking and bicycling, where, and how often. Several factors impact network usage, including land use and development patterns, the presence or absence of active transportation facilities, proximity of destinations, safety concerns, and socioeconomic need. Understanding the level of walking and bicycling activity in Yellow Springs provides an understanding of where people are already walking and bicycling and where there may be a lack of infrastructure, because there are low levels of walking and bicycling activity.

### Walking and Bicycling Activity

Strava was used to look at where people are walking (**Figure 9**) and bicycling (**Figure 10**) in Yellow Springs. Strava is a fitness tracking platform and mobile application that allows users to record, analyze, and share activities such as cycling, walking, running, and other forms of exercise using GPS-enabled devices. To understand walking and bicycling activity in Yellow Springs, Strava's data was analyzed. The highest activity levels from these time periods were used to show where walking and bicycling were most common. Based on this analysis, several areas across the village stand out as having higher levels of walking and biking:

» Walking activity:

- Xenia Ave.
- Dayton St.
- S. College St.
- Corry St.
- Allen St.

» Bicycling activity:

- Xenia Ave.
- Dayton St.
- S. College St.
- Corry St.
- Allen St.

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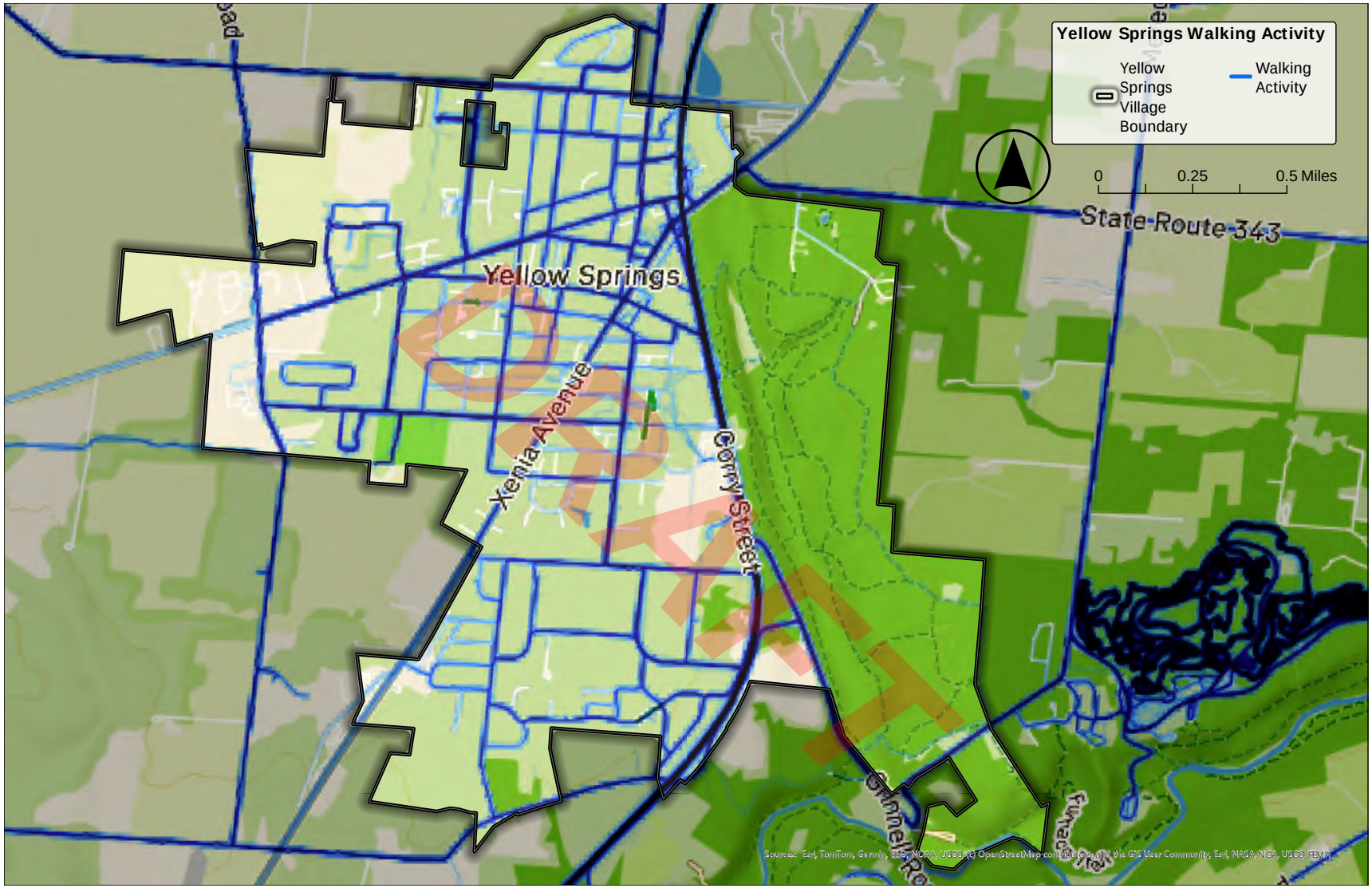


**Figure 9. Walking Activity Map**

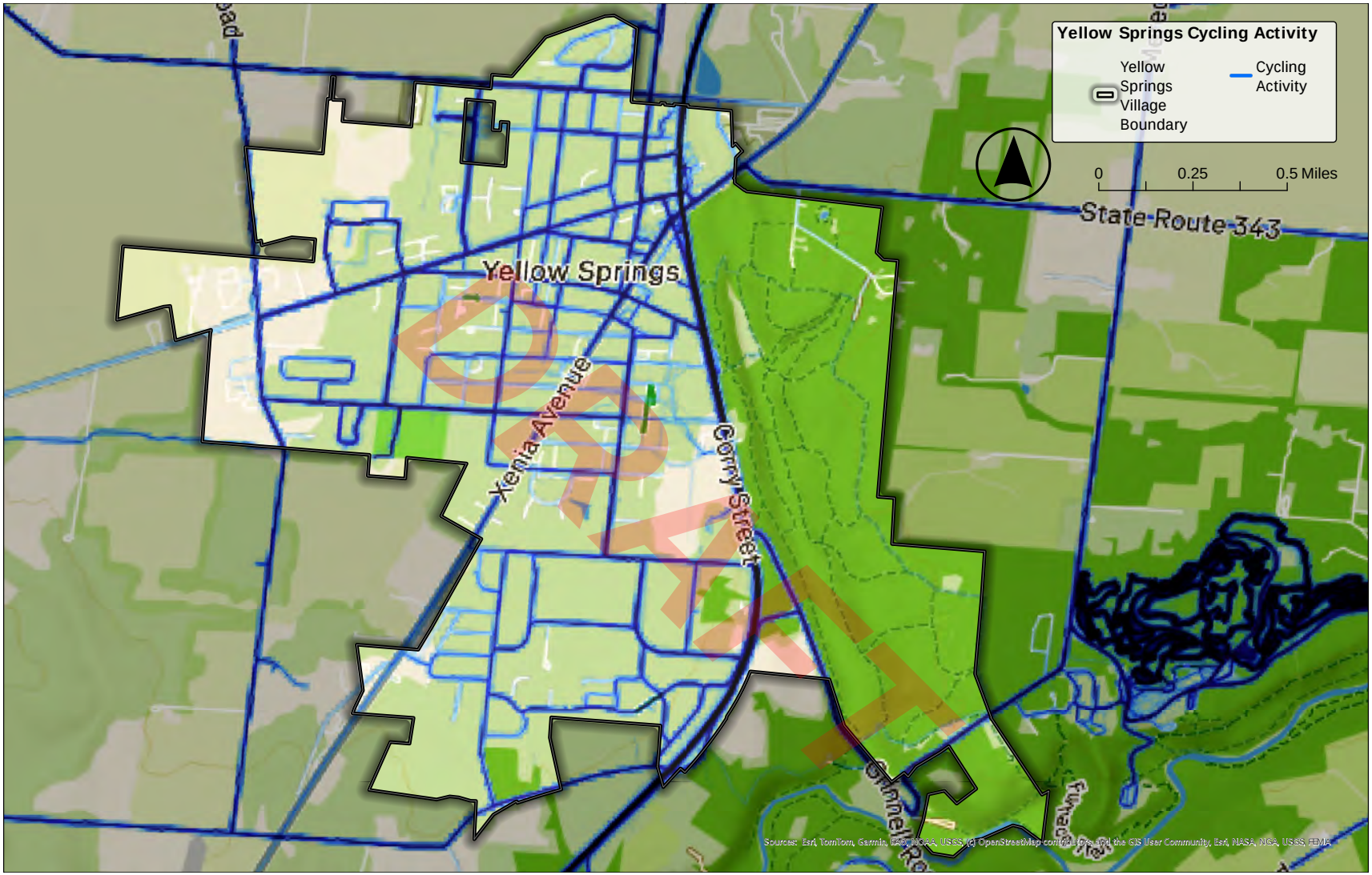


**Figure 10. Biking Activity Map**

# LEVEL OF TRAFFIC STRESS ANALYSIS

## Bicycle Level of Traffic Stress

In active transportation planning, a Bicycle Level of Traffic Stress (BLTS) analysis uses road characteristics (e.g., speed, number of lanes, traffic volume, etc.) to classify the experience of riding a bicycle on different streets. A common method was first described in 2012 [7], and has been adopted and adjusted for local conditions across the country. A BLTS analysis typically groups roads into one of four categories denoting Level of Traffic Stress (LTS). **Figure 11** below shows examples of streets in cities around the world and how each score on BLTS.

- LTS 1 – A low stress facility suitable for all ages and abilities. These facilities have strong separation from motor vehicle traffic or are well-established on low speed, low volume roads.
- LTS 2 – A facility suitable for people who are "interested but concerned" about riding a bicycle, which includes most adults and families. These facilities are separated from moderate speed and multilane roads or are shared lanes on lower speed, lower volume roads.
- » LTS 3 – A facility suitable for people who are "enthused and confident" about riding a bicycle. These facilities are shared lanes on moderate speed or separated from multilane, medium to high volume, and higher speed roads.
- LTS 4 – A high stress facility is uncomfortable for most adults. These facilities are mixed flow on moderate speed or higher volume roads or in close proximity to high speed, high volume, or multilane roads.

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[7] Mekuria, M. C., Furth, P. G., & Nixon, H. (2012). Low-stress bicycling and network connectivity. Retrieved from [https://transweb.sjsu.edu/research/Low-Stress-Bicycling-and-Network-Connectivity]




**Figure 11. BLTS Example Streets** [8]

[8] Source: ODOT: https://www.transportation.ohio.gov/business/publications/active-transportation-plan-development-guide

## Criteria

**Table 2** and **Table 3** show how the LTS scores were calculated based on the average daily traffic (ADT), posted speed limit, number of lanes, marked centerline presence, parking presence, and the type of on-street bicycle facilities. Separated bike lanes and off-street shared use paths can be assumed to receive an LTS score of 1 (lowest stress) by default.

**Table 2. Mixed Traffic BLTS Criteria**

| Number of lanes | Effective ADT* | Prevailing Speed | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | ≤ 20 mph | 25 mph | 30 mph | 35 mph | 40 mph | 45 mph | 50+mph |
| Unlaned 2-way street (no centerline) | 0-750 | LTS 1 | LTS 1 | LTS 2 | LTS 2 | LTS 3 | LTS 3 | LTS 3 |
| | 751-1500 | LTS 1 | LTS 1 | LTS 2 | LTS 3 | LTS 3 | LTS 4 | LTS 4 |
| | 1501-3000 | LTS 2 | LTS 2 | LTS 3 | LTS 3 | LTS 4 | LTS 4 | LTS 4 |
| | 3000+ | LTS 3 | LTS 3 | LTS 4 | LTS 4 | LTS 4 | LTS 4 | LTS 4 |
| 1 thru lane per direction (1-way, 1-lane street or 2-way street with centerline) | 0-750 | LTS 1 | LTS 1 | LTS 2 | LTS 2 | LTS 3 | LTS 3 | LTS 3 |
| | 751-1500 | LTS 2 | LTS 2 | LTS 2 | LTS 3 | LTS 3 | LTS 4 | LTS 4 |
| | 1501-3000 | LTS 2 | LTS 3 | LTS 3 | LTS 4 | LTS 4 | LTS 4 | LTS 4 |
| | 3001-6000 | LTS 3 | LTS 3 | LTS 4 | LTS 4 | LTS 4 | LTS 4 | LTS 4 |
| | 6001-10000 | LTS 3 | LTS 4 | LTS 4 | LTS 4 | LTS 4 | LTS 4 | LTS 4 |
| | 10001+ | LTS 4 | LTS 4 | LTS 4 | LTS 4 | LTS 4 | LTS 4 | LTS 4 |
| 2 thru lanes per direction | 0-6000 | LTS 3 | LTS 3 | LTS 3 | LTS 3 | LTS 4 | LTS 4 | LTS 4 |
| | 6001-12000 | LTS 3 | LTS 3 | LTS 4 | LTS 4 | LTS 4 | LTS 4 | LTS 4 |
| | 12001+ | LTS 4 | LTS 4 | LTS 4 | LTS 4 | LTS 4 | LTS 4 | LTS 4 |
| 3+ thru lanes per direction | any ADT | LTS 4 | LTS 4 | LTS 4 | LTS 4 | LTS 4 | LTS 4 | LTS 4 |

* Effective ADT = ADT for two-way roads; Effective ADT = 1.67*ADT for one-way roads

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**Table 3. Bike Lanes and Shoulders not adjacent to a parking lane**

| Number of lanes | Bike lane width | Prevailing Speed | | | | | |
|---|---|---|---|---|---|---|---|
| | | ≤ 25 mph | 30 mph | 35 mph | 40 mph | 45 mph | 50+ mph |
| 1 thru lane per direction, or un-laned | 6+ ft | LTS 1 | LTS 1 | LTS 2 | LTS 3 | LTS 3 | LTS 4 |
| | 4 or 5 ft | LTS 2 | LTS 2 | LTS 3 | LTS 3 | LTS 3 | LTS 4 |
| 2 thru lanes per direction | 6+ ft | LTS 2 | LTS 2 | LTS 3 | LTS 4 | LTS 4 | LTS 4 |
| | 4 or 5 ft | LTS 2 | LTS 2 | LTS 3 | LTS 4 | LTS 4 | LTS 4 |
| 3+ lanes per direction | any width | LTS 3 | LTS 3 | LTS 3 | LTS 4 | LTS 4 | LTS 4 |

## Results

**Figure 12** displays the results of the BLTS analysis, based on existing data and best practice assumptions for data gaps. Corridors without any dedicated bicycle infrastructure and carrying higher traffic volumes, such as Xenia Ave. and Dayton St., exhibit the highest levels of cyclist stress (LTS 4). Although the posted speed limits on these roadways are relatively low, the substantial traffic volumes they facilitate can create both actual and perceived safety concerns for cyclists. These corridors serve as major arterial routes within Yellow Springs, carrying significant traffic to and from surrounding communities and destinations. In contrast, local residential streets such as S. College St. have similar posted speed limits but support considerably lower traffic volumes, resulting in a more comfortable cycling environment and an LTS 1 designation.

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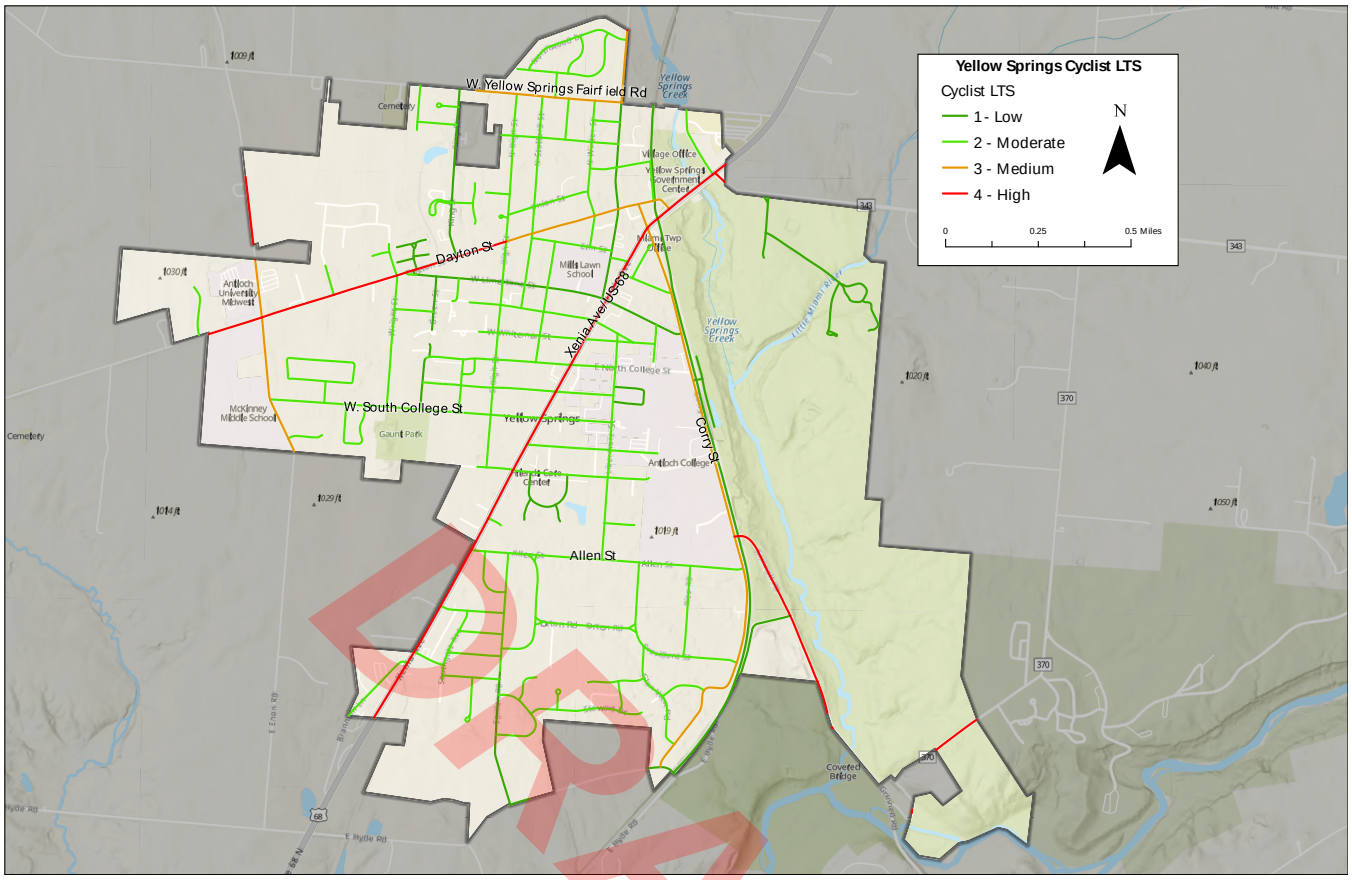


**Figure 12. Bicycle Level of Traffic Stress for Yellow Springs**

## Pedestrian Crossing Level of Traffic Stress

A Pedestrian Crossing Level of Traffic Stress (PxLTS) analysis evaluates how comfortable or stressful it feels for a person to cross a street at an intersection or midblock crossing. Based on the Oregon Department of Transportation (ODOT) Analysis Procedures Manual (Chapter 14: Multimodal Analysis) [9], this method adapts the logic of the Bicycle Level of Traffic Stress to pedestrian crossings. The analysis considers factors such as the number of travel lanes, traffic speed, and the type of traffic control (e.g., stop sign, signal, or uncontrolled crossing), along with mitigating features like refuge islands. The resulting PxLTS score categorizes crossings into four levels.

- PxLTS 1 – Represents little to no traffic stress and requires minimal attention to traffic conditions.
- PxLTS 2 – Represents low traffic stress for most adults but requires more attention than young children may be capable of; considered an appropriate target for most situations and suitable for people of all ages and abilities
- PxLTS 3 – Represents moderate stress; crossing requires a higher level of attention, and many adults may feel some discomfort.
- PxLTS 4 – Represents high traffic stress; only pedestrians with limited route choices are likely to use these crossings.

[9] https://www.oregon.gov/ODOT/Planning/Pages/APM.aspx

This methodology may include adjustments to better reflect North American conditions, drawing on guidance such as FHWA's Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations [10] and the Crash Modification Factors Clearinghouse [11]. The analysis focuses on characteristics of the street being crossed and does not account for accessibility factors such as ADA-compliant curb ramps or pavement quality, which also influence real-world pedestrian comfort.

## Criteria

**Table 4** shows how the PxLTS scores were calculated based on the number of travel lanes, traffic speed, and the type of traffic control.

**Table 4. PxLTS Criteria**

| Traffic Control | # lanes being crossed | Prevailing Speed | | | |
|---|---|---|---|---|---|
| | | <= 25 | 30 mph | 35 mph | > 35 mph |
| Signals, HAWK, or all-way stops | any | LTS 1 | LTS 1 | LTS 1 | LTS 1 |
| RRFB | Up to 3 lanes | LTS 1 | LTS 1 | LTS 2 | LTS 3 |
| | 4-5 lanes | LTS 2 | LTS 2 | LTS 2 | LTS 3 |
| | 6+ lanes | LTS 4 | LTS 4 | LTS 4 | LTS 4 |
| No traffic control | Up to 3 lanes | LTS 1 | LTS 1 | LTS 2 | LTS 3 |
| | 4-5 lanes | LTS 2 | LTS 2 | LTS 3 | LTS 4 |

## Results

**Figure 13** shows the results of the PxLTS analysis. Where data were unavailable for certain segments or intersections, advanced data analytics methods were used to estimate the PxLTS scores for those locations. In addition, following completion of the analytical process, identified locations along high-traffic roadways were manually refined by a transportation professional to account for corridor-specific conditions and judgment. This supplemental review helped ensure the final network accurately represents locations with the greatest potential safety concerns.

Many of the pedestrian crossings evaluated within Yellow Springs were classified as LTS 1, indicating a low-stress crossing environment for pedestrians. This rating is attributed to the roadway characteristics throughout the study area, which generally consist of a single travel lane in each direction and relatively low posted speed limits. These conditions reduce crossing distances, vehicle operating speeds, and the complexity of pedestrian-vehicle interactions, contributing to a comfortable and accessible crossing experience for pedestrians of all ages and abilities. Overall, the pedestrian network in Yellow Springs presents minimal crossing-related stress compared to higher-volume, higher-speed urban corridors. However, when moving away from the Downtown area LTS levels may begin to rise due to the increasing speed limits and lesser pedestrian focused infrastructure.

[10] https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/docs/STEP-guide-improving-ped-safety.pdf
[11] https://cmfclearinghouse.fhwa.dot.gov/

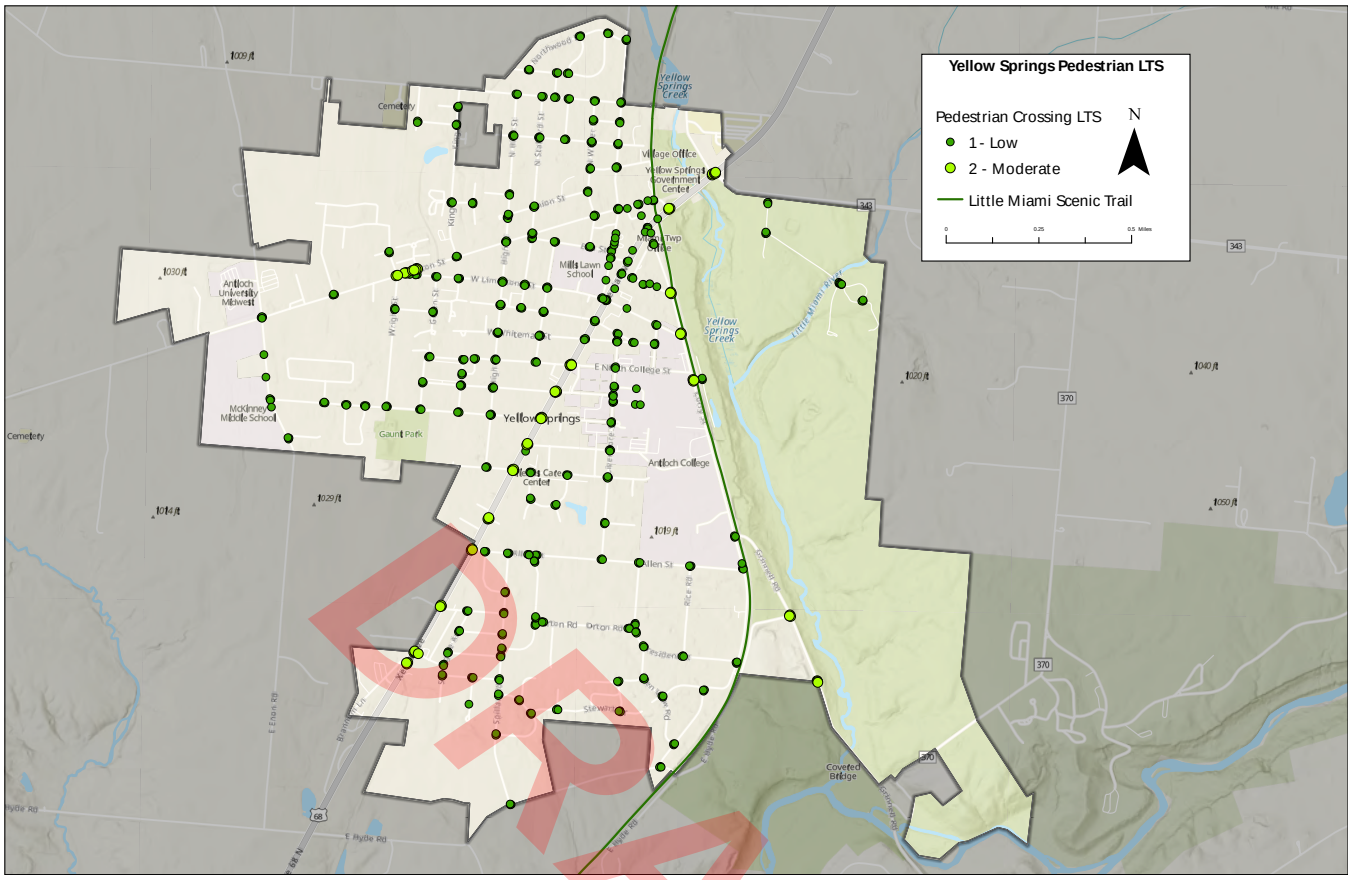


**Figure 13. Pedestrian Crossing Level of Traffic Stress in Yellow Springs**

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# NETWORK CONNECTIVITY

## Completeness of active transportation system

Active transportation facilities that connect people to jobs, schools, parks, and other destinations form a complete network. Filling in missing connections expands access and mobility for people walking and bicycling and providing multiple route options accommodates people of all ages and abilities. Evaluating network connectivity provides an understanding of where gaps in the network exist and whether low comfort or high comfort walking and bicycling facilities exist.

### Critical Gaps

Following completion of the Pedestrian and Bicycle Level of Traffic Stress (LTS) analysis, a Critical Gaps Analysis was conducted to identify locations where existing bicycle demand overlaps with high-stress roadway conditions and where pedestrian activity coincides with gaps in the sidewalk network. The analysis used Strava Metro bicycle and pedestrian activity data to identify corridors with high cycling demand and overlaid these data with roadway segments classified as LTS 3 (High) or LTS 4 (Critical), as well as segments with high walking demand lacking sidewalk infrastructure. The results, presented in **Figure 14** and **Figure 15**, identify priority locations where infrastructure improvements have the greatest potential to transform existing high-stress bicycle trips into low-stress connections while also addressing pedestrian network gaps.

Downtown Yellow Springs is connected to the surrounding region by three primary corridors that extend from the village center to destinations outside the village: Dayton Street, Xenia Avenue, and Corry Street. All three corridors are identified as higher-stress facilities for bicyclists. Dayton Street and Xenia Avenue are classified as LTS 4, the highest level of traffic stress, due to their higher traffic volumes and operating speeds. Corry Street is classified as LTS 3, however, the presence of a separated state bicycle route adjacent to the roadway helps provide an alternative low-stress bicycling option for users.

Additional corridors identified as high-stress bicycle facilities include East Enon Road and Grinnell Road. These roadways received elevated LTS classifications primarily because of the absence of dedicated bicycle accommodations combined with higher vehicle speeds. Together, these corridors represent key barriers to creating a connected low-stress bicycle network within Yellow Springs and highlight opportunities for future bicycle infrastructure improvements. The importance of these corridors was further reinforced through public engagement efforts. During August 2026, an active transportation survey was distributed through the Village of Yellow Springs' social media channels and promoted during outreach activities at Art on the Lawn. Survey responses highlighted concerns regarding bicyclists' comfort and safety along these roadways, supporting the findings of the LTS analysis.

The analysis also identified several corridors with critical sidewalk gaps, including North High Street, South High Street, Fairfield Pike, King Street, Walnut Street, Wright Street and Livermore Street. These corridors were found to have missing sidewalk infrastructure while also exhibiting relatively high levels of pedestrian activity. Feedback collected through the public engagement process further supported these

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findings, with residents identifying these corridors as priorities for sidewalk improvements to strengthen connectivity throughout the village. Addressing these gaps would enhance pedestrian access, improve safety, and create more continuous walking routes between neighborhoods and destinations.

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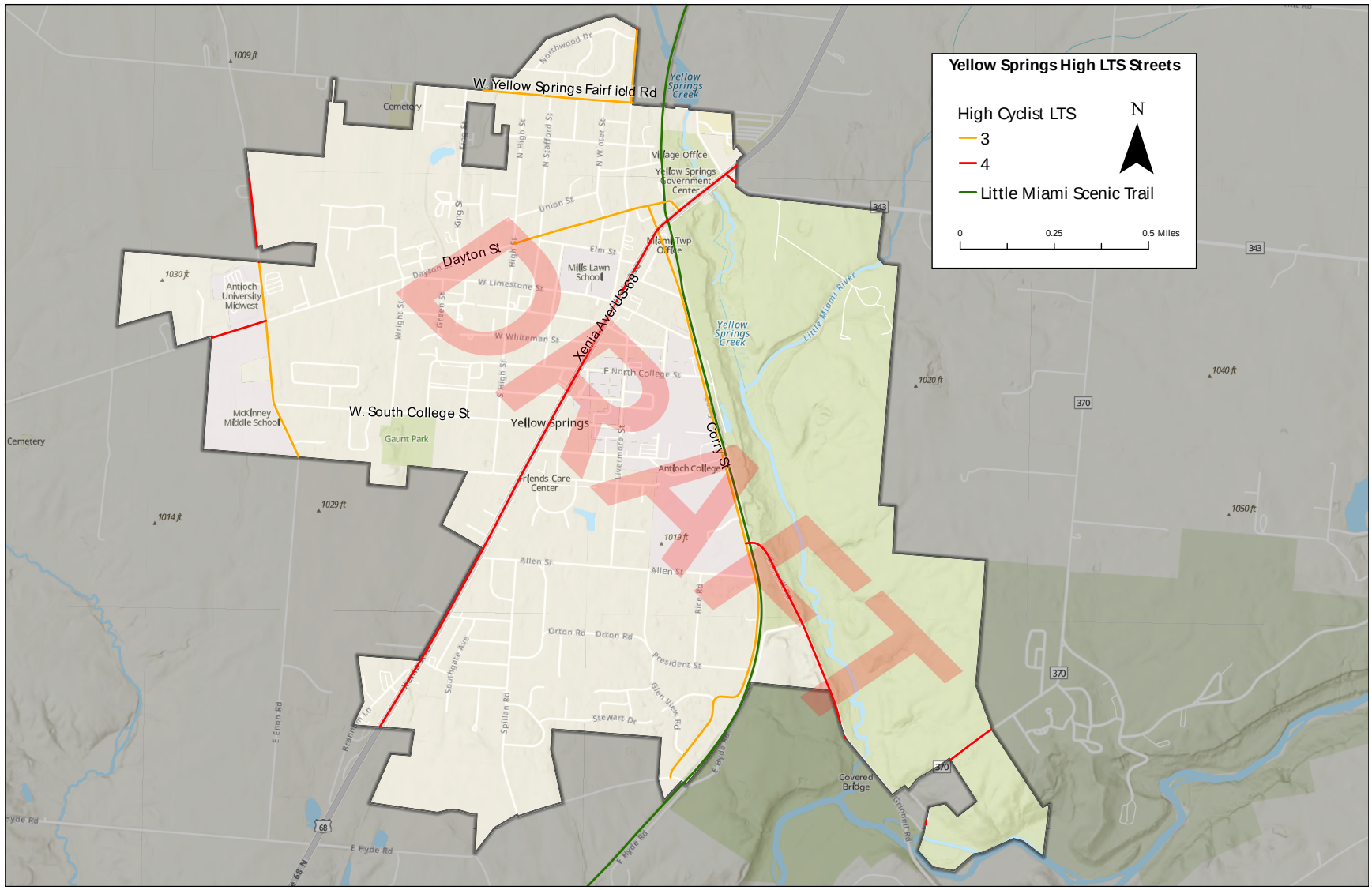


**Figure 14. Opportunities for Mode Shift in Yellow Springs**

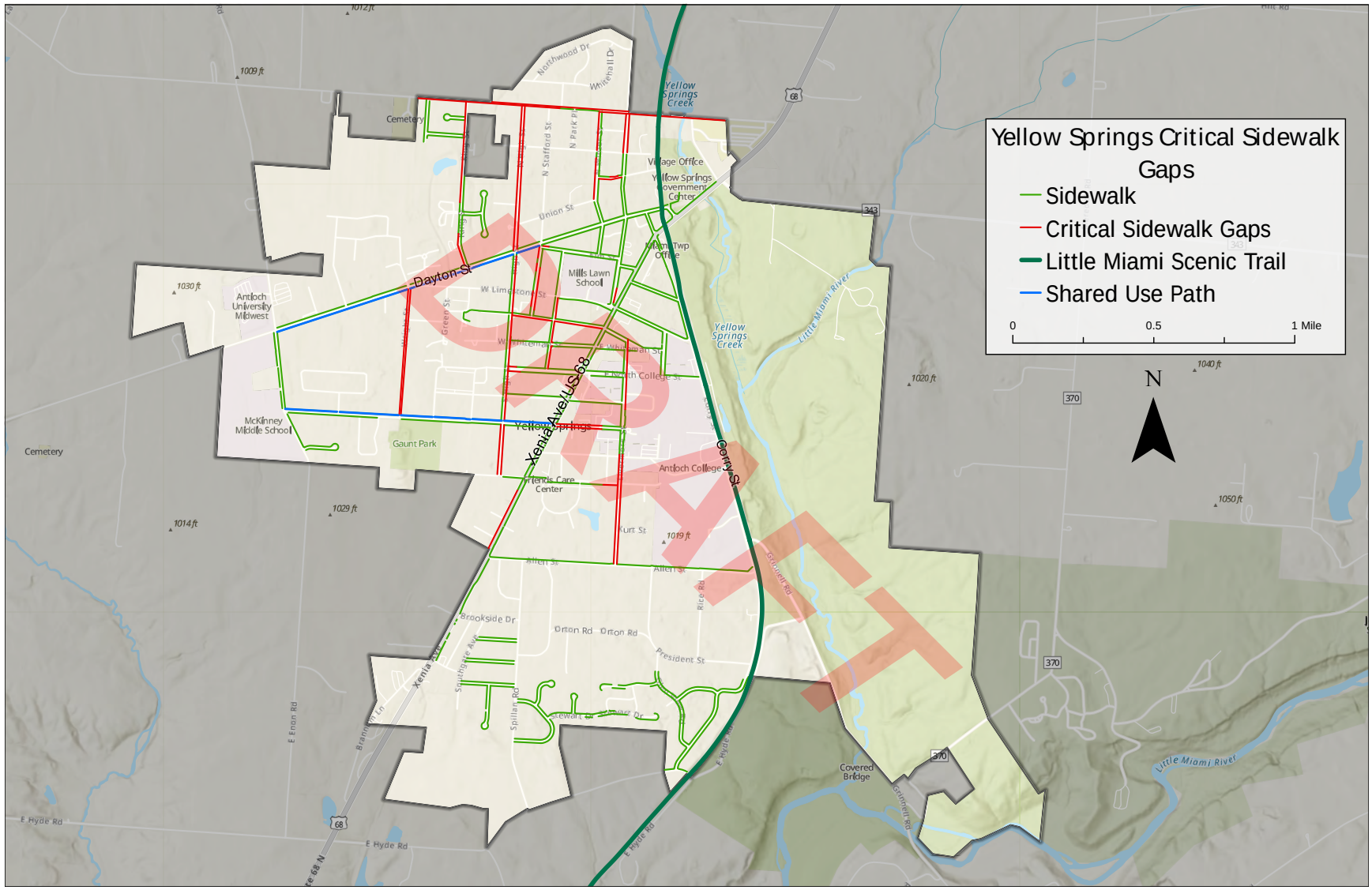


**Figure 15. Critical Sidewalk Gaps in Yellow Springs**

## Evaluating crash trends and patterns

Evaluating crash trends and patterns identifies where crashes are currently occurring and provides a better understanding of what factors may be contributing to crashes. Understanding these crashes can lead to projects that have the greatest likelihood of improving safety for pedestrians and bicyclists. These analyses are especially important because Ohio is not trending in the right direction for bicyclist and pedestrian safety.

### Crash analysis

Ten years of crash data (2016 through 2025) were reviewed across the study area to understand crash patterns and trends. Crash data was obtained from the Ohio Department of Transportation's (ODOT) [12, 13]. For the purposes of this analysis and because bicyclists and pedestrians are not allowed on restricted-access state and federal freeways, crashes occurring on these roadways were excluded. Crashes occurring on freeway ramps were also excluded for this analysis due to limitations such as miscoding and inconsistent classification. Because this is an Active Transportation Plan, this analysis mainly focuses on crashes involving people walking and bicycling. Crashes are categorized by outcome.




**Figure 16. Bicyclist and Pedestrian Crash Summary**

Bicycle crashes in Yellow Springs are relatively rare (**Figure 17**), with only ten incidents recorded during the 10-year study period. Three of these crashes occurred at the intersection of Xenia Ave. and Corry St. However, all ten cyclist crashes took place within one-quarter mile of that intersection. Of these crashes one resulted in serious injury, two resulted in minor injury and property damage only.

Pedestrian crashes were more concentrated near the Xenia Ave. and Corry St. intersection (**Figure 18**). Of the fourteen pedestrian crashes recorded, nine occurred within 500 feet of the intersection. Among these crashes, six resulted in minor injuries, two resulted in moderate injuries, and one involved property damage only. The remaining five pedestrian crashes were scattered throughout the village, with no other notable concentration areas identified. Within one-quarter mile of the Xenia Ave. and Corry St. intersection, a total of twelve pedestrian crashes occurred during the study period.

[12] Crash data spans 2016–2025, while roadway conditions reflect current conditions. Past crashes are analyzed using present-day characteristics; This may affect results, but impacts are expected to be minimal.

[13] Crash reports may contain missing or unknown information. Injury severity may be inaccurately reported. Crashes may be underreported due to barriers or unreported pedestrian/bicycle incidents.

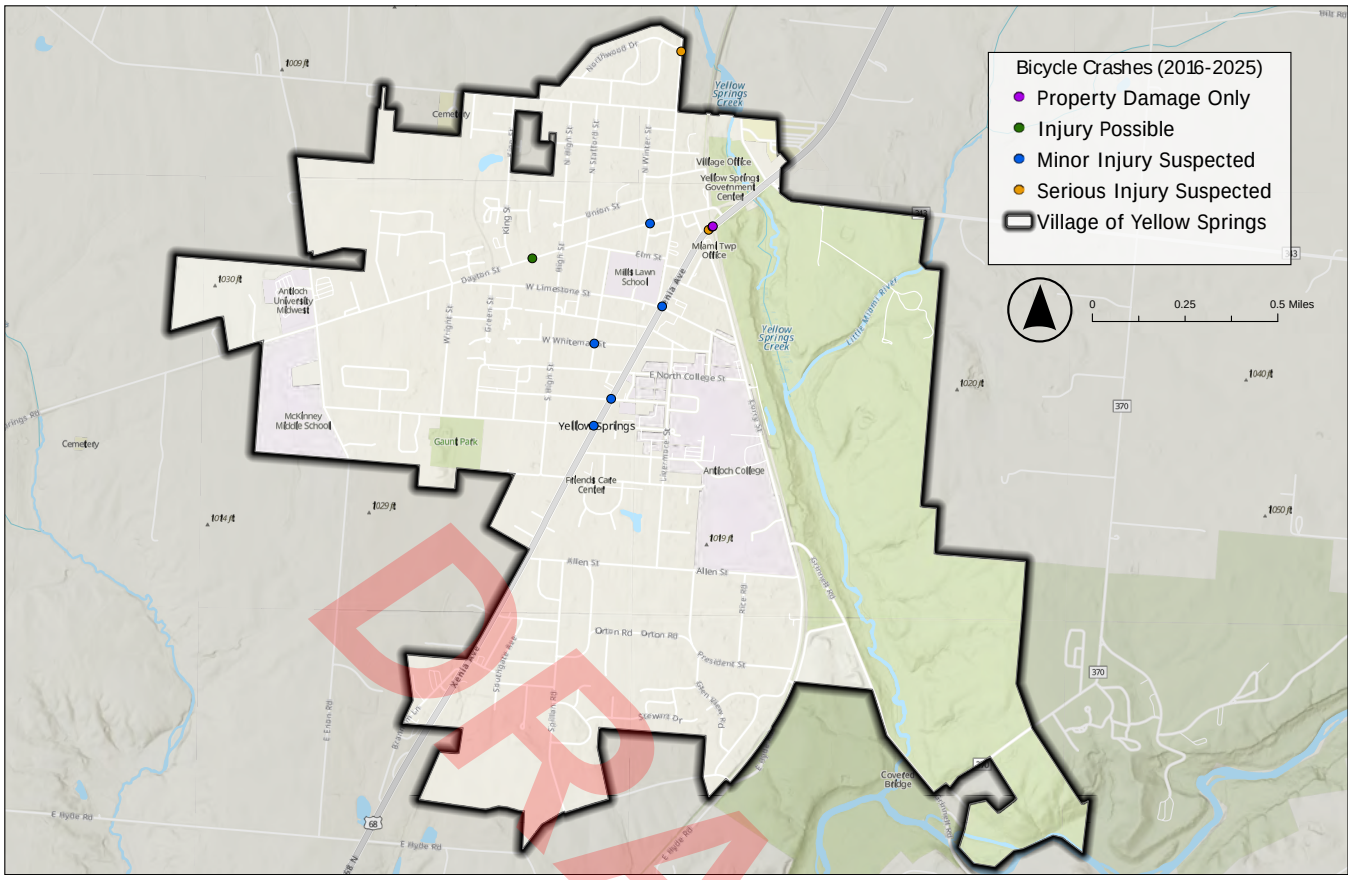


**Figure 17. Cyclist crashes in Yellow Springs from 2016 – 2025**

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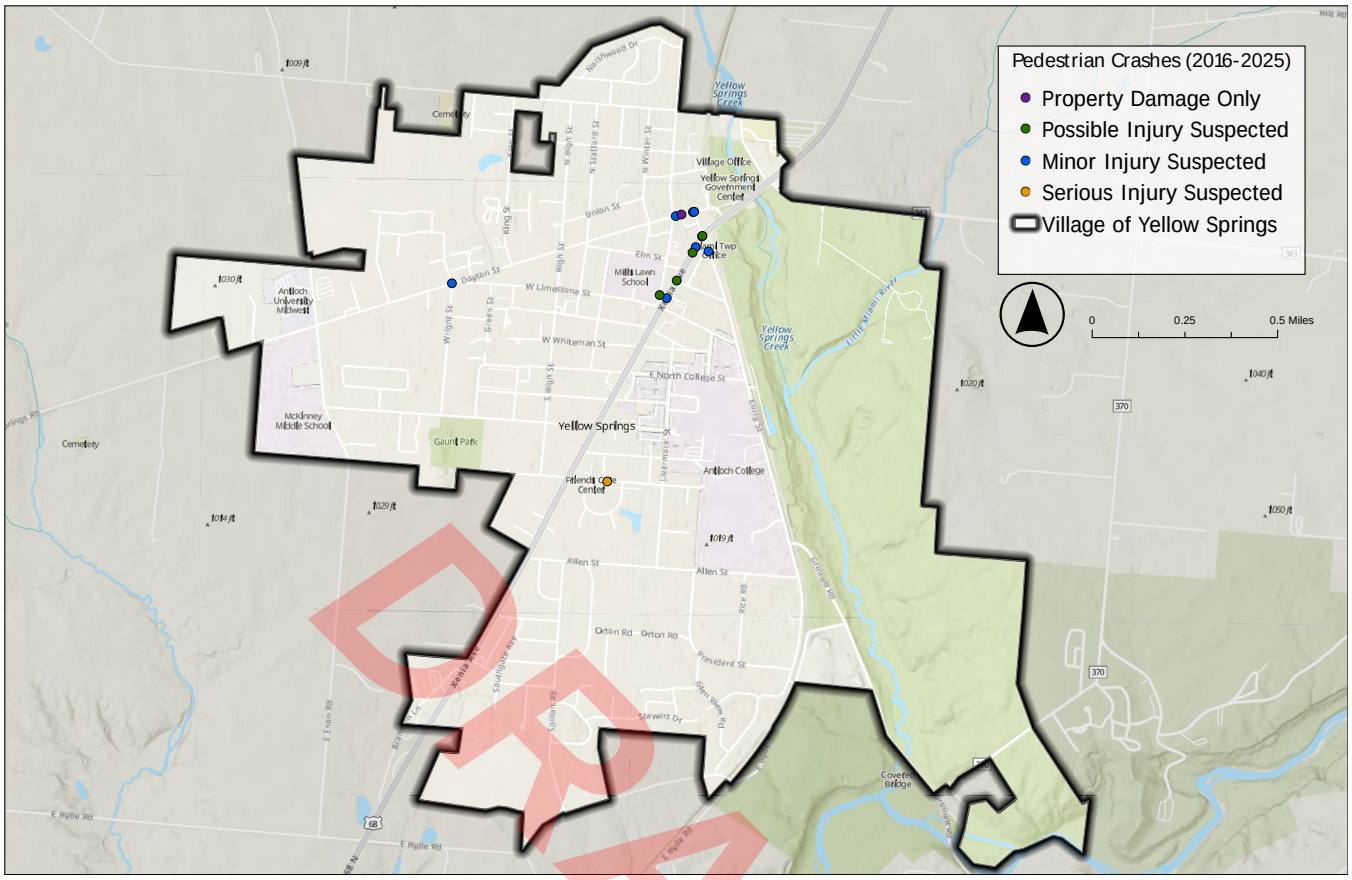


**Figure 18. Pedestrian Crashes in Yellow Springs from 2016 - 2025**

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## Crash Trends

The following sections present key crash trends and patterns through charts, graphs, and brief summaries. These insights help officials and staff identify priority areas for projects and safety improvements.

**Crashes by Mode and Year –** There is an average of 1 bicycle crashes and 1.4 pedestrian crashes annually. Bicycle crashes peaked at 4 in 2017, while pedestrian crashes peaked at 3 in 2018.

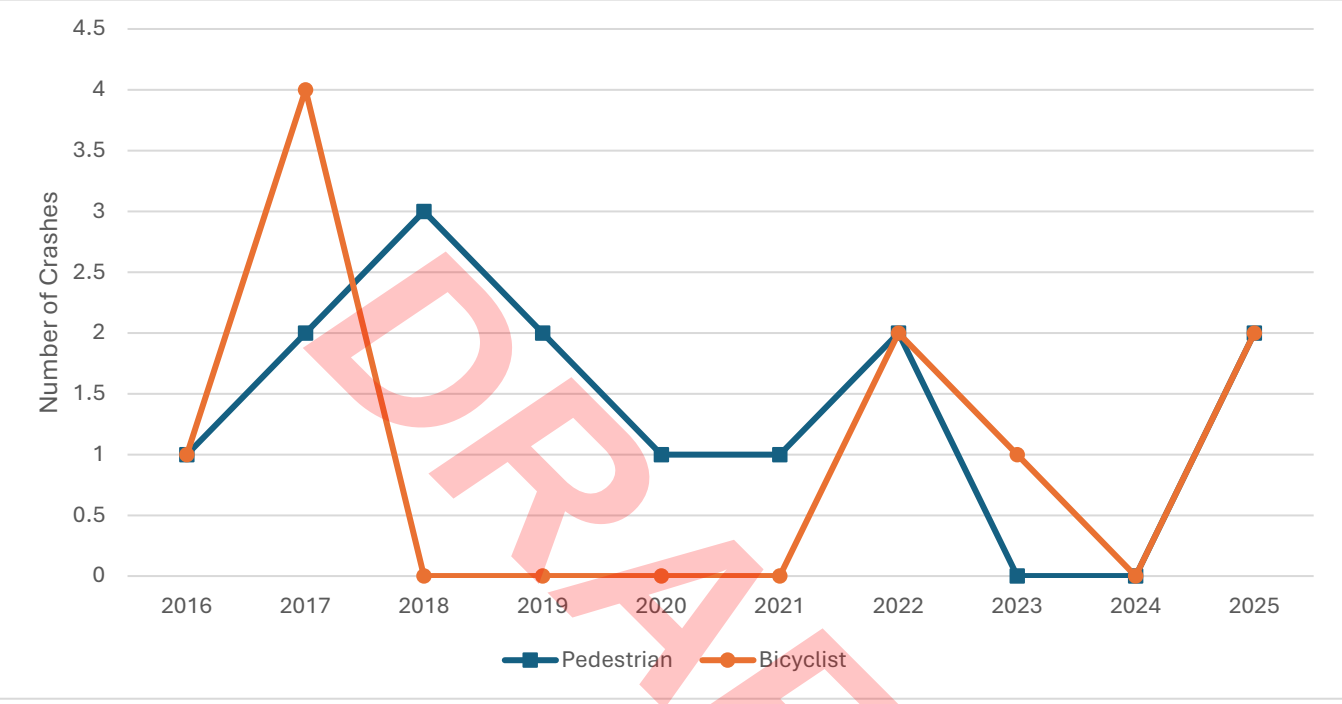


**Figure 17. Number of pedestrian and cyclist crashes by year**

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**Crashes by Severity –** Over the past ten years, there have been 3 bicycle and pedestrian crashes that resulted in a serious injury with no pedestrian or cyclist fatalities. Serious injury crashes peaked in 2017, 2021, and 2022 with 1.

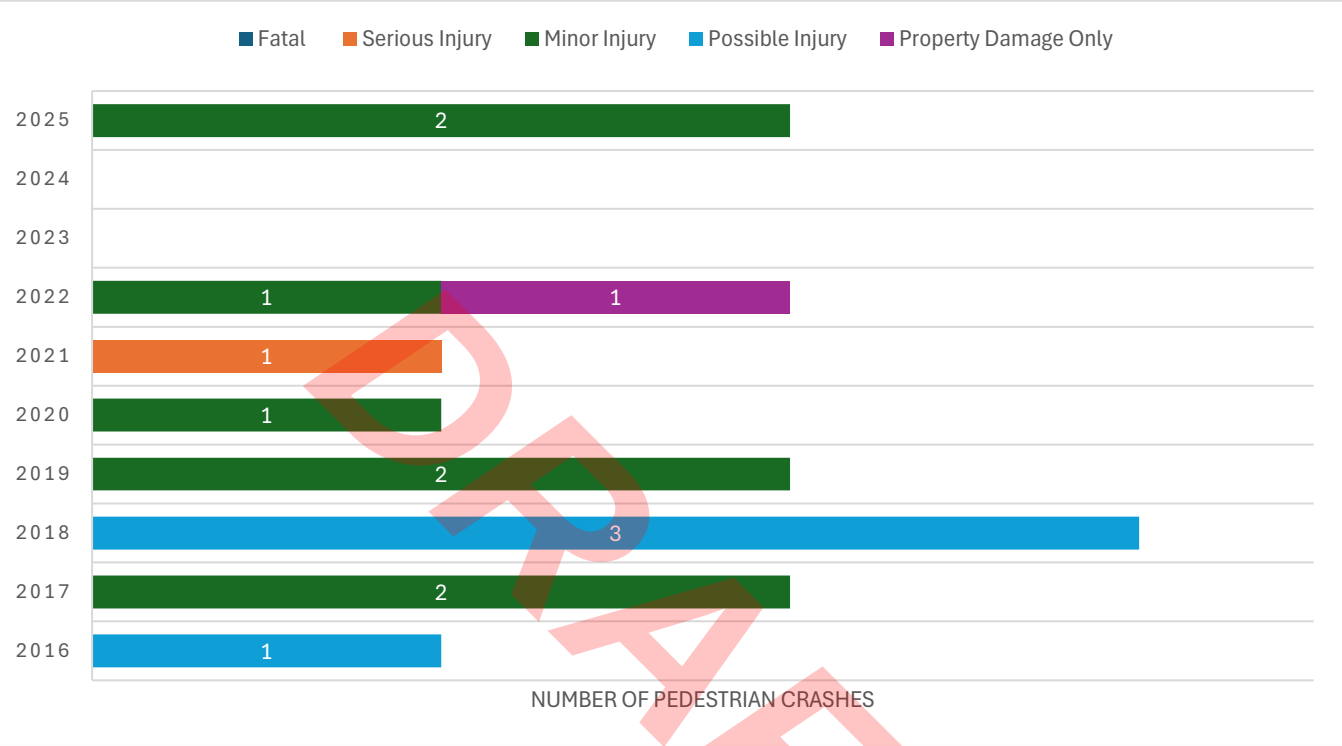


**Figure 18. Severity of pedestrian crashes each year**

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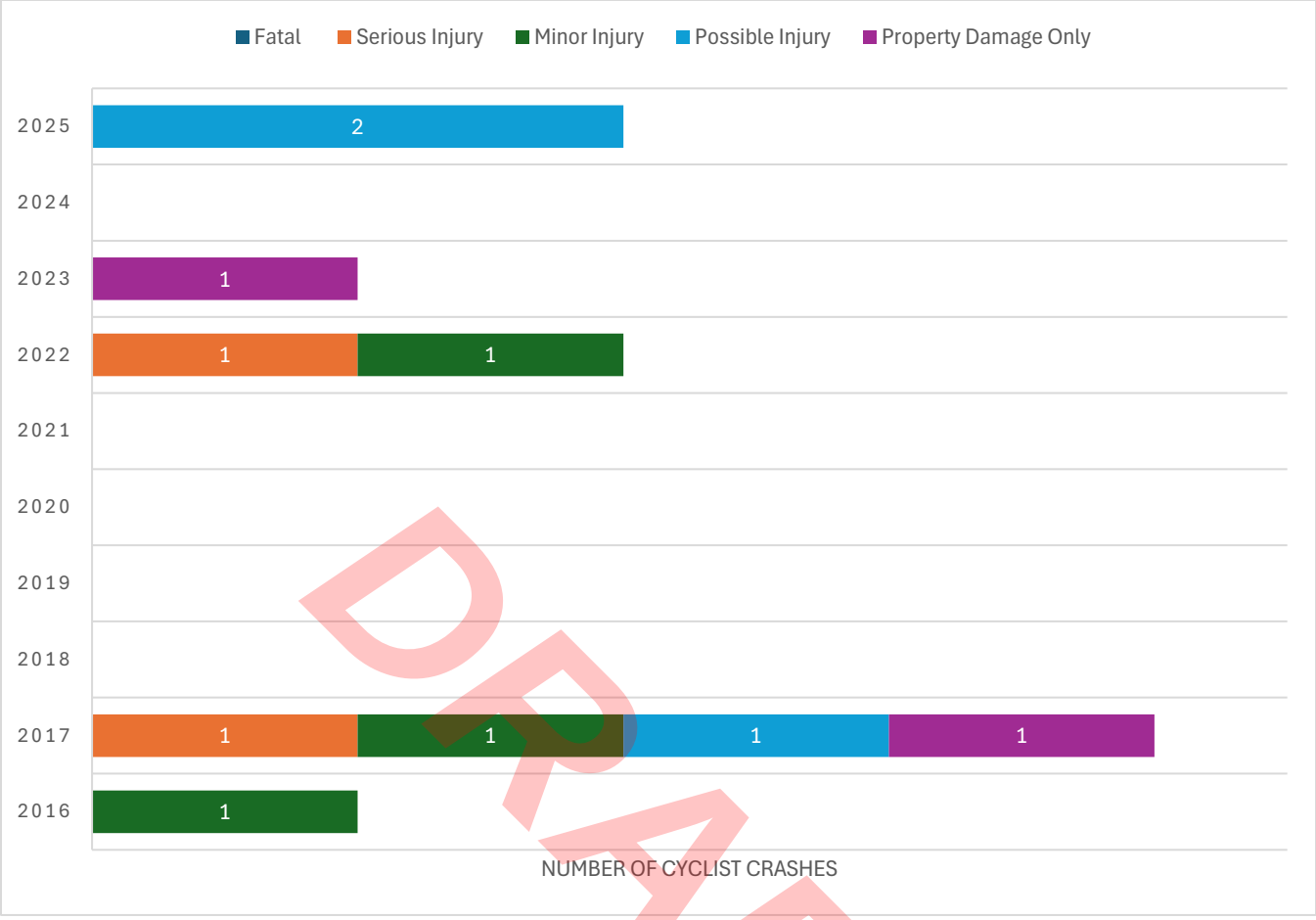


**Figure 19. Severity of cyclist crashes each year**

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**Crashes by Functional Class –** Local and principal arterial roads accounted for the highest total number of crashes by functional class. However, total crash frequency alone does not reflect true crash risk since it does not account for exposure. To better compare safety across roadway types, crash rates were normalized using vehicle miles traveled (VMT) alongside system mileage. Local roads, which comprise the largest share of the network at 24 miles, were the safest at 0.169 crashes per million VMT, followed by minor collector (3.2 miles) at 0.501 crashes per million VMT and major collectors (1.96 miles) at 0.202 crashes per million VMT. Principal arterials, representing 1.78 miles of roadway, had a crashes rate of 0.392 crashes per million VMT.

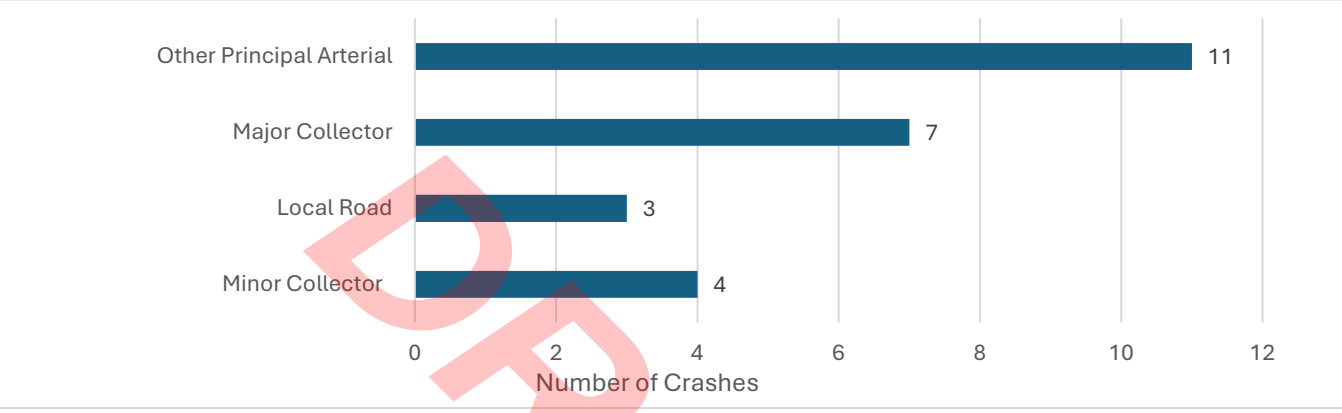


**Figure 20. Number of crashes by road type**

**Crashes by Posted Speed Limit –** Crashes were concentrated on lower-speed roadways, with 21 crashes occurring on roads with speed limits of 25 mph or less, compared to only 2 crashes on 35 mph roadways, and 1 of crashes on 55mph roadways.

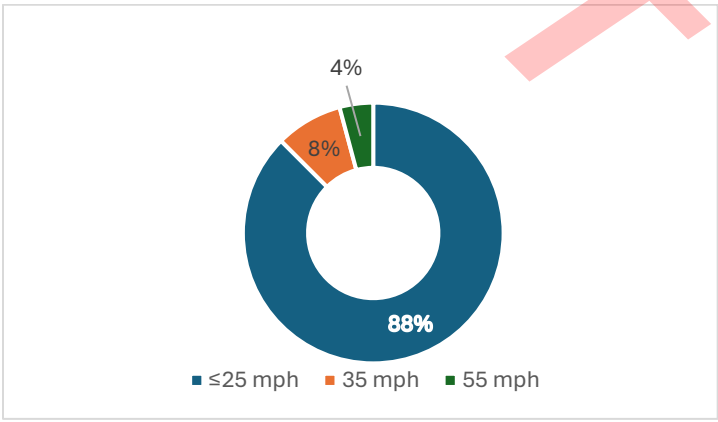


**Figure 21. Crashes by speed limit**

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## Crashes by Contributing Factors

The figure below illustrates the primary contributing factors associated with crashes over a 10-year period. Failure to yield was the leading factor, accounting for 7 crashes. Followed by improper action with 6 crashes. The third greatest contributing factor was "None" with 3 crashes. All other contributing factors were minimal, with two or fewer crashes each over the 10-year period. As a result, these lesser factors are considered to have a negligible impact on overall crash trends.

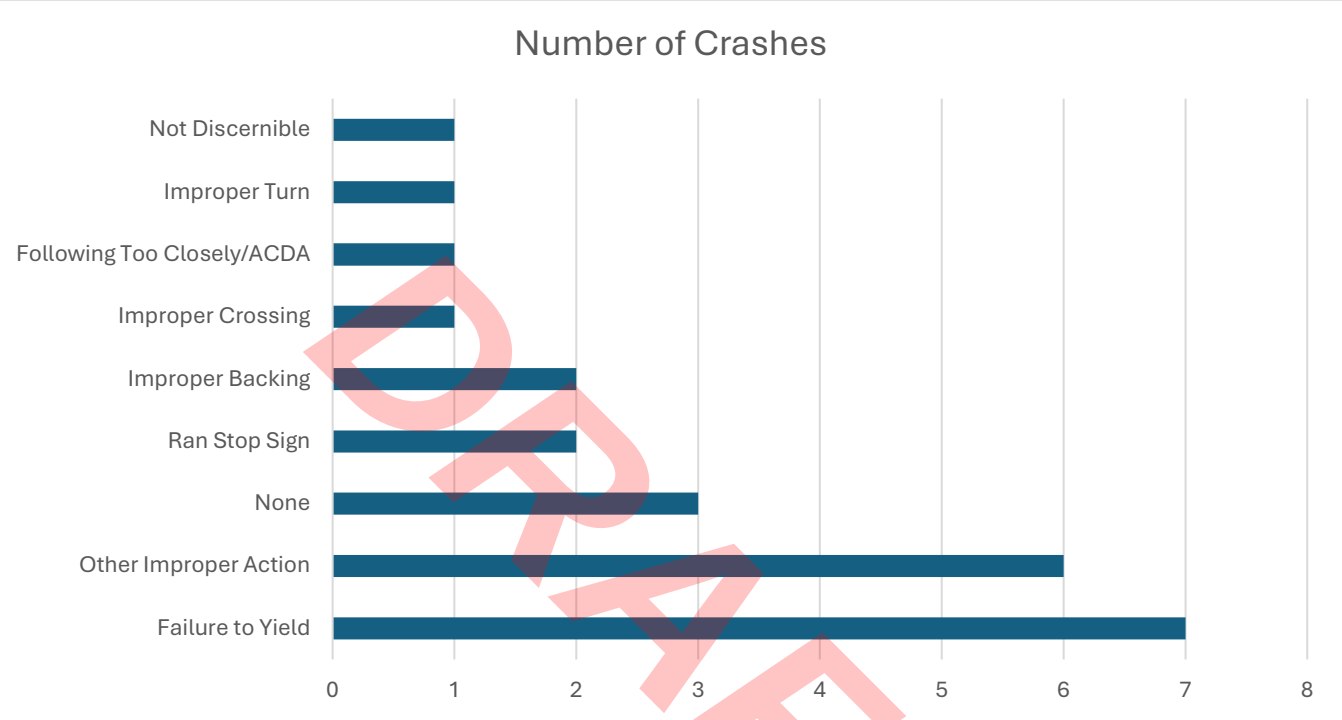


**Figure 22. Contributing factor for crashes**

### *Contributing Factor Definitions*

The following definitions describe the actions, behaviors, and circumstances that may be identified as contributing factors in a roadway crash. The definitions are written in plain language to support consistent interpretation by both technical and nontechnical readers.

**Failure to Yield:** A contributing factor in which a motorist, bicyclist, or other road user enters or crosses a roadway without allowing traffic with the right-of-way to proceed. For example, a road user may fail to yield at an uncontrolled intersection or mistakenly treat a two-way stop as a four-way stop and enter the path of through traffic.

**Other Improper Action:** A contributing factor used to identify an improper action that is not addressed by any of the more specifically defined contributing factors.

**None:** Indicates that no contributing factor was identified for the crash.

**Ran Stop Sign:** A contributing factor in which a motorist, bicyclist, or other road user enters an intersection without stopping as required by a posted stop sign. This may include failing to stop entirely or proceeding through the intersection without first yielding to other road users with the right-of-way.

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**Improper Crossing of Roadway ("Jaywalking"):** A contributing factor in which a pedestrian or person using a motorized or non-motorized personal conveyance crosses a roadway outside a designated crosswalk or otherwise crosses improperly. This may occur while the person is walking, jogging, running, or continuing another activity across the roadway.

**Improper Backing:** A contributing factor in which a motorist, bicyclist, or other road user moves backward in a manner that is unsafe, prohibited, or performed without adequately checking for other road users, vehicles, or objects.

**Following Too Closely:** A contributing factor in which a motorist follows another motor vehicle or road user at a distance that does not allow enough time or space to respond safely to a sudden change in movement, speed, or behavior.

**Improper Turn:** A contributing factor in which a motorist, bicyclist, or other road user makes or attempts a turn that is unsafe, prohibited, or improperly executed.

**Not Discernible:** Indicates that the available information or evidence was insufficient to determine whether a specific action contributed to the crash.

### Crashes vs. Population Over Time

Crash trends were evaluated in relation to population changes over the 10-year study period. In general, crash frequency declines as population decreases. The Village of Yellow Springs exhibited functions in line with this trend, where crash frequency decreased with the decline in population. This pattern suggests that in Yellow Springs crash occurrence may be influences by population and traffic exposure rather than roadway deficiencies and operational issues.

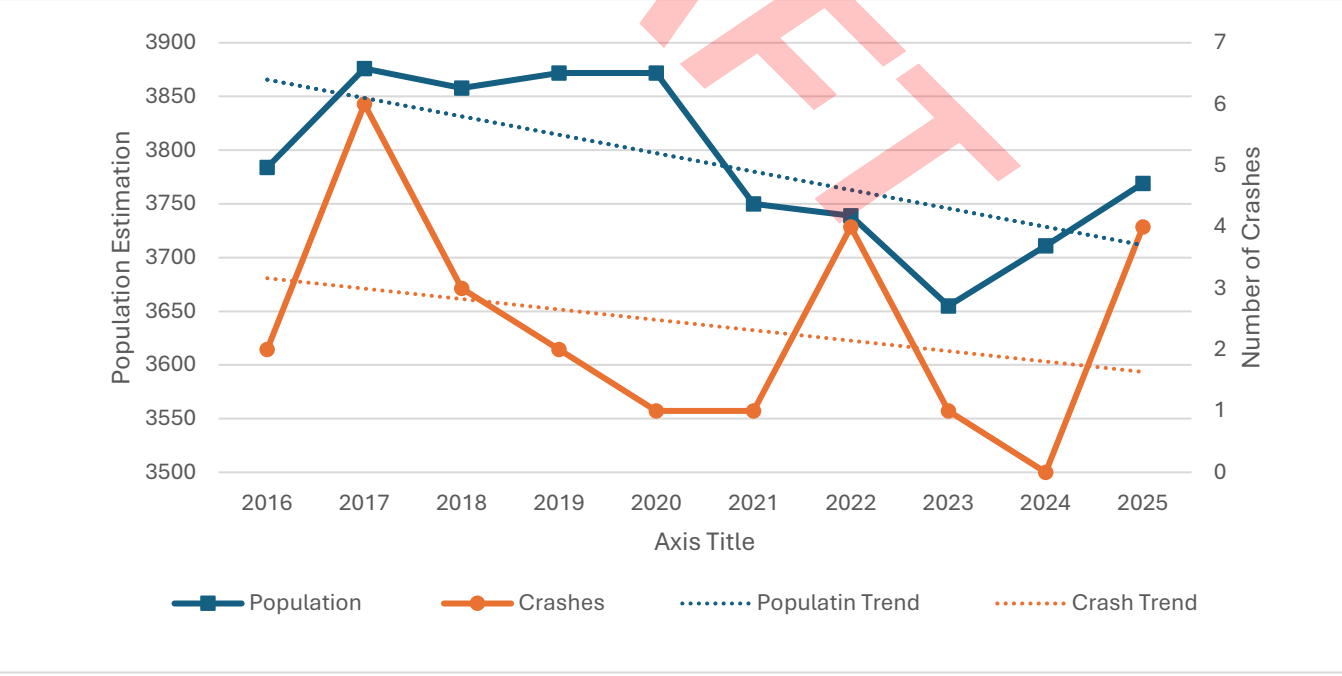


**Figure 23. Crash and population trends over time**

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## 20-Year Crash Forecast

A crash forecast was developed to estimate the number of pedestrian and bicyclist crashes that could occur in Yellow Springs over the next 10 years. The figure below shows projected crashes from 2020–2035 using three potential annual reduction scenarios: 1 percent, 2 percent, and 5 percent. The 1 percent and 2 percent reduction scenarios result in similar outcomes, with projected crashes decreasing to approximately 1-2 crashes per year by 2035. The 5 percent reduction scenario shows a greater decline, with about 1 crash per year projected by 2035.

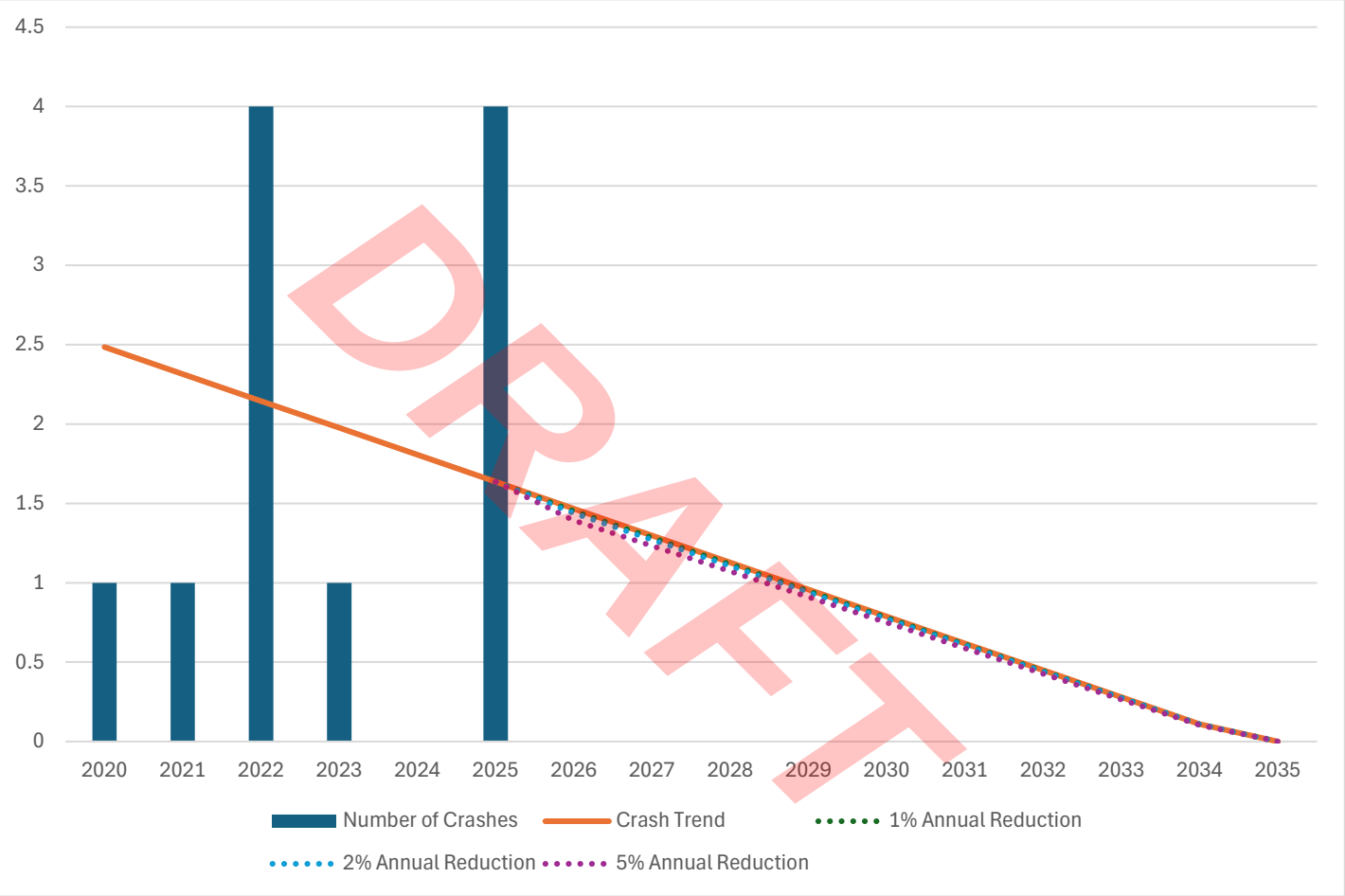


**Figure 24. 20-year crash forecast for Yellow Springs**

# HIGH RISK NETWORK

## Assessing where crash risk is the highest

A High-Risk Network identifies roadway segments where fatal and serious injury crashes are concentrated today and where future crashes are most likely to occur. By combining crash data with roadway characteristics, this approach helps communities take a proactive approach to safety and prioritize improvements in the locations with the greatest potential to reduce severe injuries and save lives.

A system safety analysis was performed using the facility profile analysis (FPA) methodology to identify and screen for high-risk roadway characteristics and geometry on the village's roadways. This provides a proactive approach to identifying safety needs regardless of a given facility's recent crash history. The FPA methodology identifies unique combinations of roadway design and contextual attributes associated with elevated potential for crashes. All roadway segments were scored in terms of average weighted crash density among similar facilities and assigned a crash risk tier rating of critical, high, medium, low, or minimal based on these scores. The facility profile analysis was conducted using crashes involving bicyclists and pedestrians from 2016 to 2025, and crashes were weighted based on severity: fatal crashes were weighted as 4, serious injury crashes were weighted as 3, minor injury crashes as 2, suspected injury crashes were weighted as a 1 and property damage only crashes a 0. The segments within the critical, high, and medium tier are designated as Yellow Springs's High-Risk Network (HRN).

In addition, following completion of the analytical process, identified locations along high-traffic roadways were manually refined by a transportation professional to account for corridor-specific conditions and judgment. This supplemental review helped ensure the final network accurately represents locations with the greatest potential safety concerns.

### Systemic Screening Factors

One of the key outcomes of the facility profile analysis process is the identification of roadway facility attributes that correlate with high crash frequency. These attributes are known as systemic screening factors. Combinations of these factors can help flag roadway facility profiles associated with higher crash frequencies. Notably, the presence of these factors does not necessarily indicate a causal relationship, nor that individual factors must be the target of treatments. For example, though the presence of nearby vulnerable road users (VRU) generators may be a factor that correlates with elevated VRU crash frequencies, this does not mean that these generators should be removed. Instead, facilities near such generators may require additional support through safety investments and strategies.

Screening factors and roadway facility profiles should be studied from a practical and policy-driven perspective to determine what components may be reasonable targets of safety improvements and which should be viewed primarily as non-causal correlations.

**Table 5** lists the roadway segment attributes that were identified as candidate factors for consideration in the analysis.

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**Table 5. Systemic Screening Factors**

| Screening Factor | Description |
|---|---|
| **Functional Classification** | Higher Functional Class, Lower Functional Class |
| **Lane Count** | Two or Fewer Lanes, Multi-Lane |
| **Lane Width** | Narrow (≤11 ft), Wide (>11 ft) |
| **AADT** | Under 1,000, 1,000 to 10,000, 10,000+ |
| **Speed Limit** | ≤30 MPH, 35-45 MPH, 50+ MPH |
| **Bicyclist Level of Traffic Stress** | Low BLTS (score ≤2), High BLTS (score >2) |
| **Active Transportation Activity Level** | High AT (≥75th percentile), Medium AT (≥50th percentile), Low AT (≥25th percentile), Minimal AT (<25th percentile) |
| **Transit Stop Proximity** | Near Transit Stop, Not Near Transit Stop |
| **School Proximity** | Near School, Not Near School |
| **Park Proximity** | Near Park, Not Near Park |
| **General Primary Land Use** | Residential, Commercial, Industrial, Green Space, Institutional, Other |
| **Percent of Households with Income Below 2x Poverty Level** | Rounded to the nearest 10% |
| **Percent of Households with Zero Vehicles** | Rounded to the nearest 10% |
| **Percent of Population Aged 65 and Older** | Rounded to the nearest 10% |
| **Percent of Population Aged Below 18** | Rounded to the nearest 10% |

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### Analysis Results

The high tier was defined as roadways that are single lane and surrounded by predominantly commercial land uses; roadways that fit that description make up 54% of roads within Yellow Springs and make up 92.5% of the weighted crashes of vulnerable road users. The complete composition of the facility profile tiers and the metrics are recorded in **Table 6** and **Table 7**, respectively.

**Figure 27** displays the complete High-Risk Network. The segments highlighted are roadways where the characteristics match any of the tiers described in the relevant facility profile tiers and serve as a proactive representation; as such, these segments may have no existing crash history but do carry crash risk due to their road characteristics and/or surrounding features and demographics.

**Table 6. Facility Profile Definitions**

| Facility Profile Tier | Facility Profile Definition | | | | | |
|---|---|---|---|---|---|---|
| | *Predominant Surrounding Land Use* | *Lane Count* | *AADT* | *Population Below 2X Poverty Level* | *Transit Stop Proximity* | *Zero Vehicle Households* |
| **Critical** | Commercial | Multi-Lane | | | | |
| **High** | Non-Commercial<br>Commercial | Single Lane | 1,000+ | > 45% | | |
| **Medium** | Non-Commercial | | 10,000+ | ≤ 45% | | |
| **Low** | Non-Commercial | | < 1,000 | | Near a Transit Stop | |
| | Non-Commercial | | 1,000 - 10,000 | ≤ 45% | | |
| | Non-Commercial | | < 1,000 | | Not Near a Transit Stop | > 15% |
| **Minimal** | Non-Commercial | | < 1,000 | | Not Near a Transit Stop | ≤ 15% |

**Table 7. Facility Profile Metrics**

| Facility Profile Tier | Facility Profile Metrics | | | | |
|---|---|---|---|---|---|
| | *Avg. Weighted Crashes per Mile* | *Miles* | *Weighted Crashes* | *Miles Share* | *Weighted Crashes Share* |
| **High** | 12.8 | 2.9 | 37 | 54% | 92.5% |
| **Low** | 2 | 1.5 | 3 | 27% | 7.5% |
| **Minimal** | 0 | 1 | 0 | 19% | 0% |

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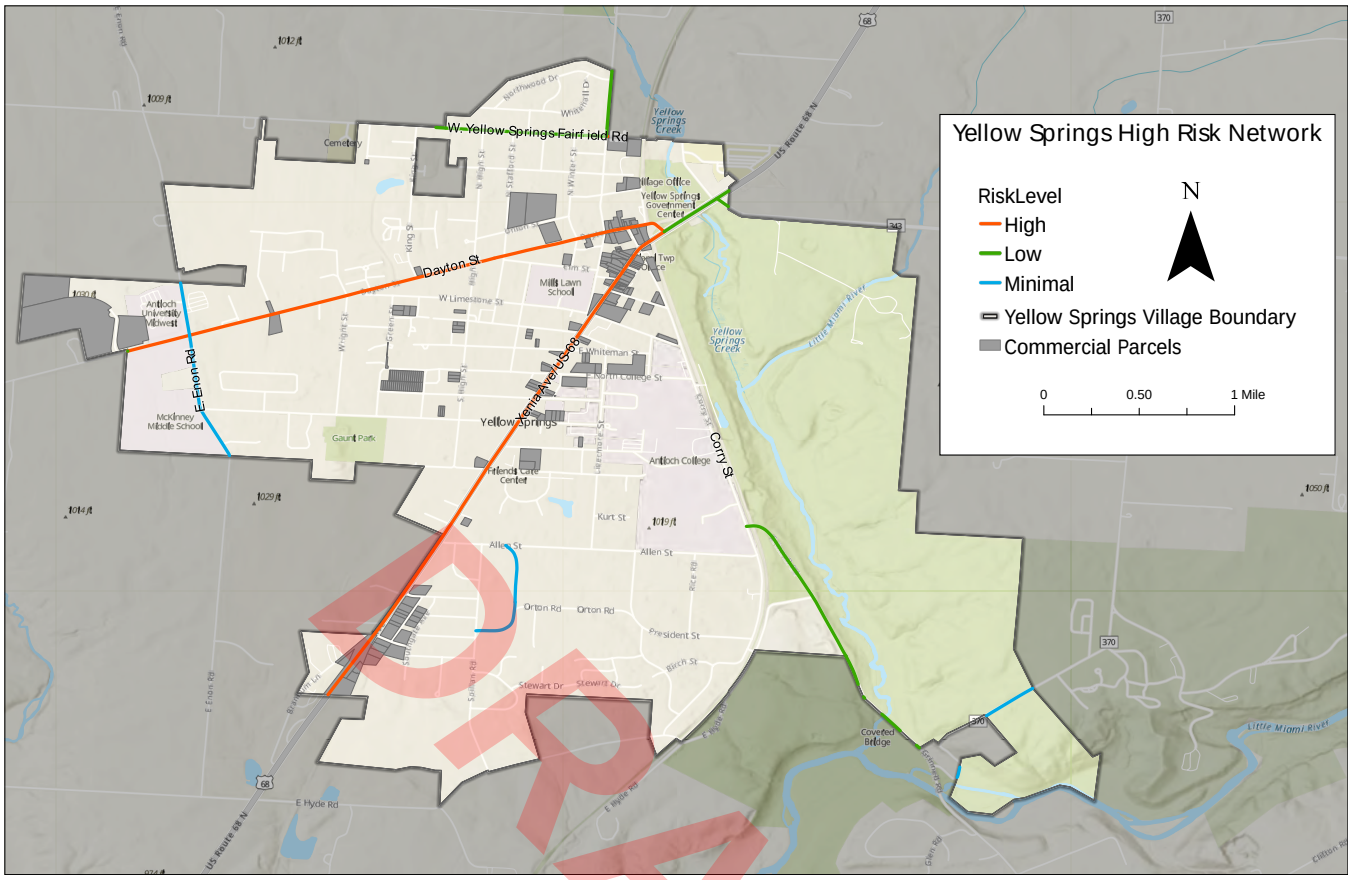


**Figure 25. High Risk Network**

- Approximately 92.5% of weighted pedestrian and bicycle crashes occurred on high-risk roadways. These facilities primarily consist of major connector routes that provide access to destinations outside the community and typically carry higher traffic volumes and speeds. This finding underscores the importance of targeted safety investments along these corridors, where pedestrians and cyclists may be exposed to elevated crash risk.
- Although Critical Tier roadways represent about 54% of the total roadway mileage, they account for 92.5% of weighted pedestrian and bicycle crashes. This share of crashes shows that these corridors experience a disproportionate of weighted crash rate per mile compared to low risk roadways, emphasizing their importance as priority locations for safety improvements and multimodal infrastructure enhancements.

# LIVABILITY

## Understanding Yellow Springs' quality of life

Livability is the sum of the factors that add up to a community's quality of life. Factors include the natural and built environments, social conditions, economic conditions, and public health. Ohio is one of the least healthy states in the country, falling behind on physical activity. This is due in part to the lack of adequate options for walking and bicycling for both transportation and physical activity. In addition, auto-oriented lifestyles increase emissions and harm air quality. Finally, transportation costs can be a burden to Ohioans; replacing automobile trips with walking and bicycling trips creates more economic stability for families. Active transportation networks provide greater choices and positively impact quality of life.

### Community health assessment (CHA)

The 2023 Greene County Community Health Assessment (CHA) identified several priority areas affecting residents' health and quality of life, including access to care, mental health and addiction, healthy behaviors, and maternal and infant health. The assessment serves as a guide for local governments, healthcare organizations, nonprofits, and community partners to improve health outcomes, reduce disparities, and enhance overall quality of life throughout Greene County, including Yellow Springs.

### Community Health Improvement Plan (CHIP)

Greene County participates in Ohio's Creating Healthy Communities (CHC) program, an initiative supported by the Ohio Department of Health that focuses on preventing chronic disease through community partnerships and policy, systems, and environmental changes. The program works to expand access to healthy foods, improve opportunities for walking and biking, and create healthier places where people live, work, and play. These efforts help reduce long-term health risks such as obesity, diabetes, heart disease, and hypertension while supporting active, connected communities.

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| Village Council Goal | Action Taken/Progress |
|---|---|
| Develop a clear, data-driven housing strategy. | No updates |
| Advance priority Village-led housing initiatives. | The updated definition of 'affordable housing' has been added to the text amendment priorities for 2027. |
| Develop and run a thoughtful strategic planning process and complete a Council and staff supported plan. | Strategic planning selection committee is prepared to make a recommendation to Council. The draft contract is close to being finalized. |
| Align capacity and goals for current and proposed projects to assure manageable workload and improve outcomes | Staff met with NIC and MTFR to align processes and workflow. |
| Identify and implement cost cutting strategies while tracking progress on a return to a balanced budget by 2028 | No updates |
| Deepen our shared understanding of the budget and clearly identify what is considered a need. | No updates |
| Strengthen policies and tools for rental housing management | No updates |
| Prioritize environmental sustainability and energy efficiency into housing-related decisions. | Staff will meet with the Chairs of the Environmental Commission and Planning Commission next week. |
| Evaluate zoning code vis-à-vis housing goals. | No updates |
| Evaluate and advance Lawson Place Apartments as a Village owned housing asset. | No updates |
| Explore policy tools to encourage property utilization and reduce vacancies. | No updates |
| Clarify role of Village in economic development, including expectations for intergovernmental communication to support long-term planning. | Staff and Council continue to work on role clarification regarding economic development with YSDC. |

| | |
|---|---|
| Consider policies affecting pop-ups, markets, and microenterprises. | Not started |
| Review CRA and TIF policies and consider legislation if needed. | Staff have prepared a recommendation for CRA for the upcoming housing retreat. |
| Develop a crisis plan and a Village-wide communications plan to improve community information and engagement. | Not started |
| Assess Village sidewalk policy. | Staff is reviewing multiple proposals dealing with sidewalks. |
| Revisit existing parking plans. | No updates |




# 2026 Mayor's Court Report to Council

| | January | February | March | April | May | June | July | August | September | October | November | December | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total Charges from PD | 14 | 12 | 14 | 22 | 10 | 111 | 26 | 7 | 22 | 54 | | | **292** |
| Charges sent to MC | 11 | 11 | 9 | 13 | 6 | 96 | 16 | 5 | 13 | 35 | | | **215** |
| Percentage of charges sent to MC | 79% | 92% | 64% | 59% | 60% | 86% | 62% | 71% | 59% | 65% | | | **70%** |
| | | | | | | | | | | | | | |
| Total Incidents | 13 | 12 | 11 | 16 | 8 | 102 | 19 | 7 | 18 | 50 | | | **256** |
| Total Incidents to MC | 11 | 11 | 8 | 10 | 6 | 96 | 14 | 5 | 9 | 34 | | | **204** |
| Percentage of Incidents to MC | 85% | 92% | 73% | 63% | 75% | 94% | 74% | 71% | 50% | 68% | | | **80%** |
| | | | | | | | | | | | | | |
| Total Charges in MC | 11 | 11 | 9 | 13 | 6 | 96 | 16 | 5 | 9 | 32 | | | **208** |
| Traffic | 2 | 0 | 5 | 5 | 2 | 4 | 8 | 2 | 7 | 10 | | | **45** |
| Criminal | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | | **3** |
| Parking | 9 | 10 | 3 | 8 | 3 | 92 | 8 | 3 | 2 | 22 | | | **160** |
| | | | | | | | | | | | | | |
| Payments | | | | | | | | | | | | | |
| Traffic/Criminal | $ 220.00 | $ 309.20 | $ 325.00 | $ 345.00 | $ 245.00 | $ 570.00 | $ 555.00 | $ 410.00 | $ 600.00 | $ 985.00 | | | **$ 4,564.20** |
| Parking Tickets | $ 300.00 | $ 635.50 | $ 160.00 | $ 280.00 | $ 200.00 | $ 1,740.00 | $ 1,510.00 | $ 520.00 | $ 110.00 | $ 600.00 | | | **$ 6,055.50** |
| Weddings | $ - | $ - | $ 200.00 | $ 100.00 | $ 100.00 | $ 100.00 | $ 100.00 | $ 100.00 | $ 150.00 | $ 250.00 | | | **$ 1,100.00** |
| **TOTAL** | $ 520.00 | $ 944.70 | $ 685.00 | $ 725.00 | $ 545.00 | $ 2,410.00 | $ 2,165.00 | $ 1,030.00 | $ 860.00 | $ 1,835.00 | $ - | $ - | **$ 11,719.70** |
| | | | | | | | | | | | | | |
| Expenses pd to State/Co | | | | | | | | | | | | | |
| Victims of Crime | $ (9.00) | $ (9.00) | $ (27.00) | $ (18.00) | $ (18.00) | $ (36.00) | $ (36.00) | $ (27.00) | $ (36.00) | $ (54.00) | | | **$ (270.00)** |
| Indigent Defense Support Fund | $ (25.00) | $ (65.00) | $ (70.00) | $ (50.00) | $ (30.00) | $ (110.00) | $ (120.00) | $ (55.00) | $ (100.00) | $ (160.00) | | | **$ (785.00)** |
| Drug Law Enforcement | $ (3.50) | $ (3.50) | $ (7.00) | $ (7.00) | $ (7.00) | $ (14.00) | $ (14.00) | $ (10.50) | $ (14.00) | $ (21.00) | | | **$ (101.50)** |
| Child Safety Restraint | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | | | **$ -** |
| Sealing Records - State | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | | | **$ -** |
| Seat Belt Fines | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | | | **$ -** |
| Indigent Drivers Alcohol Treatment - County | $ (1.50) | $ (1.50) | $ (3.00) | $ (3.00) | $ (3.00) | $ (6.00) | $ (6.00) | $ (4.50) | $ (6.00) | $ (9.00) | | | **$ (43.50)** |
| Collections | $ - | $ (40.50) | $ - | $ - | $ - | $ - | $ - | $ - | $ - | | | | **$ (40.50)** |
| **TOTAL** | $ (39.00) | $ (119.50) | $ (107.00) | $ (78.00) | $ (58.00) | $ (166.00) | $ (176.00) | $ (97.00) | $ (156.00) | $ (244.00) | $ - | $ - | **$ (1,240.50)** |
| | | | | | | | | | | | | | |
| MC Check to Village | $ 481.00 | $ 825.20 | $ 578.00 | $ 647.00 | $ 487.00 | $ 2,244.00 | $ 1,989.00 | $ 933.00 | $ 704.00 | $ 1,591.00 | | | **$ 10,479.20** |
| General Fund | $ 471.00 | $ 795.20 | $ 548.00 | $ 627.00 | $ 467.00 | $ 2,194.00 | $ 1,949.00 | $ 893.00 | $ 644.00 | $ 1,521.00 | $ - | $ - | **$ 10,109.20** |
| MC Computer Fund | $ 10.00 | $ 30.00 | $ 30.00 | $ 20.00 | $ 20.00 | $ 50.00 | $ 40.00 | $ 40.00 | $ 60.00 | $ 70.00 | | | **$ 370.00** |
| | | | | | | | | | | | | | |
| **TOTAL REVENUE** | $ 481.00 | $ 825.20 | $ 578.00 | $ 647.00 | $ 487.00 | $ 2,244.00 | $ 1,989.00 | $ 933.00 | $ 704.00 | $ 1,591.00 | $ - | $ - | **$ 10,479.20** |

# Mayor's Court Report on 2026 YSPD Charges

## Incidents Eligible for Mayor's Court

| | YSPD's Total Incidents | Incidents sent to MC | Incidents Eligible but not Sent to MC | Percentage of Eligible Incidents not sent to MC | Reasons Not Sent to Mayor's Court |
|---|---|---|---|---|---|
| Jan. | 13 | 11 | 0 | 0% | N/A |
| Feb. | 12 | 11 | 0 | 0% | N/A |
| Mar. | 11 | 8 | 0 | 0% | N/A |
| Apr. | 16 | 10 | 0 | 0% | N/A |
| May | 8 | 6 | 0 | 0% | N/A |
| Jun. | 102 | 96 | 0 | 0% | N/A |
| Jul. | 19 | 14 | 0 | 0% | N/A |
| Aug. | 7 | 5 | 0 | 0% | N/A |
| Sept. | 18 | 9 | 0 | 0% | N/A |
| **Oct.** | **50** | **34** | **0** | **0%** | **N/A** |
| Nov. | | | | | |
| Dec. | | | | | |
| Total | 256 | 204 | 0 | 0.000% | |

## Incidents Ineligible for Mayor's Court and Reasons Why Ineligible

| | YSPD's Total Incidents | Incidents Ineligible to be heard in MC | Lives out of area or occurred out of YS Jurisdiction | OVI | Jailed/ violent /felony | Juvenile | Child support | ORC requirement/ enhancement | Sex offense |
|---|---|---|---|---|---|---|---|---|---|
| Jan. | 13 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Feb. | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Mar. | 11 | 3 | 0 | 0 | 1 | 0 | 0 | 2 | 0 |
| Apr. | 16 | 6 | 2 | 0 | 2 | 0 | 0 | 2 | 0 |
| May | 8 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Jun. | 102 | 6 | 0 | 1 | 2 | 0 | 0 | 3 | 0 |
| Jul. | 19 | 5 | 0 | 0 | 1 | 2 | 0 | 2 | 0 |
| Aug. | 7 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| Sept. | 18 | 9 | 0 | 1 | 2 | 1 | 0 | 5 | 0 |
| **Oct.** | **50** | **16** | **0** | **2** | **2** | **0** | **0** | **12** | **0** |
| Nov. | | | | | | | | | |
| Dec. | | | | | | | | | |
| Total | 256 | 52 | 2 | 6 | 12 | 3 | 0 | 29 | 0 |

# Are you a Homeowner in need of home repairs or accessibility modifications?

## You may be eligible for grant funding!

Yellow Springs Home, Inc. is a proud member of the Dayton Home Repair Network, working with various programs made available to local homeowners to fund projects such as **roof replacement, accessibility ramps, furnace replacement, and other health/safety repairs and accessibility modifications.**

Grant eligibility varies by funding source.

**Many homeowners are surprised** to learn that they're eligible for opportunities through our programs.

**Contact the Dayton Home Repair Network for info and to apply:**
(937) 369-0654 | info@daytonenergycollaborative.org
daytonenergycollaborative.org

**Not in need of home repairs?** Help us spread the word to reach those in our community who could benefit from these grants!

the DAYTON HOME REPAIR NETWORK

CountyCorp · Miami Valley Community Action Partnership · Habitat for Humanity of Greater Dayton · Rebuilding Together Dayton · Liberty High School · DAYTON YOUTHBUILD · Yellow Springs Home, Inc. · DAYTON · Dayton Energy Collaborative

by Jayne Brahler for the Yellow Springs Village Council November 2026

# Vertically Stacking Modular Units for Infill

## *An Economical, Fast & Minimally-Disruptive Solution for Yellow Springs' Workforce Housing Crisis*

### DESIGN, ENGINEERING & HOUSING IMPACT

**1. Core Concept & Engineering Method**

• **Volumetric Modular Stacking:** Three-dimensional apartments (pre-wired, plumbed, insulated, and finished) are built indoors off-site, delivered via flatbed, and craned onto flat-top roofs (modeled locally at *The Greene* in Beavercreek).

• **Steel Beam Reinforcement:** A self-supporting steel skeleton drops down to the basement foundation or exterior piers. 100% of new weight bypasses fragile 19th-century masonry walls and transfers directly to the earth.

• **Protects Historic Buildings:** Lightweight steel or Cross-Laminated Timber (CLT) minimizes dead loads. Units arrive 80–90% weather-tight and set over a single weekend,

• **Compressed Timeline:** Off-site fabrication runs concurrently with on-site foundation prep, stripping months off construction and preventing disruption to Xenia Avenue merchants and other ground floor uses.

**2. Addressing the 2026 Bowen Study Gap**

• **Targeted Yield:** Delivers **25 to 40 new infill units** by capturing rooftop "air rights" without consuming raw land.

• **Cost Control & Affordability:** Indoor assembly avoids 15–20% on-site weather/labor cost overruns, allowing units to serve households earning **$25K–$50K** (63.6% of YS renters earn under $50K) and rescuing the **178 households** facing severe rent burdens (>50% income).

• **Rental or Condo Ownership:** Spaces can operate as cross-subsidized rentals or for-sale **condominiums**, letting local teachers, retail staff, and municipal workers build equity and gain upward mobility.

### SOCIAL VALUE, PARKING & LANDLORD ROI

**3. Social Benefits: Community & Inclusion**

• **Civic Integration:** Shifts daily commuters into active, full-time village residents living steps away from schools, parks, and community assets.

• **Eliminates Income Stigma:** Interspersing affordable units subtly above diverse commercial and civic buildings prevents low-income isolation.

• **Supports Workforce Growth:** Enables young working families to plant roots, directly supporting the **13.2% projected growth** in the 25–34 age bracket by 2030.

**4. Shared Parking & Local Economic Multiplier**

• **Parking as a Shared Utility:** Off-site parking charged separately from rent saves tenants rent money, protects downtown parking and **breaks the default-drive habit**.

• **Prevents Car Dependency:** Doorstep parking doubles car ownership (*UCLA Urban Studies*), while "unbundled" off-site parking cuts solo non-commute driving by 40% (*Mobility Lab*) and increases regional transit use (*Smart Growth America*).

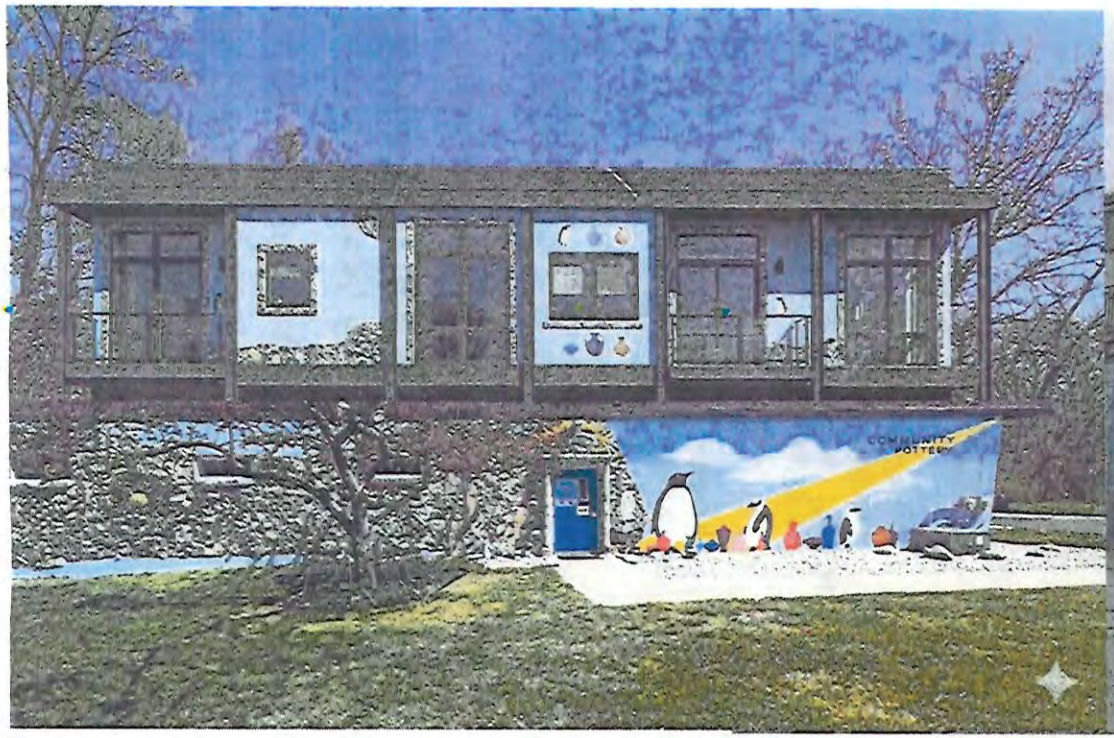
• **Boosts Downtown Merchants:** Parking a 3–5 minute walk away makes walking faster than driving. Proximity raises walking for groceries by **23%** (*UW Urban Freight Lab*), cuts car-based short errands (*U.S. DOT*), and drives foot traffic—which increases **local merchant revenue** (*Transportation Findings June 2021*).

**5. Win-Win for Ground-Floor Landlords**

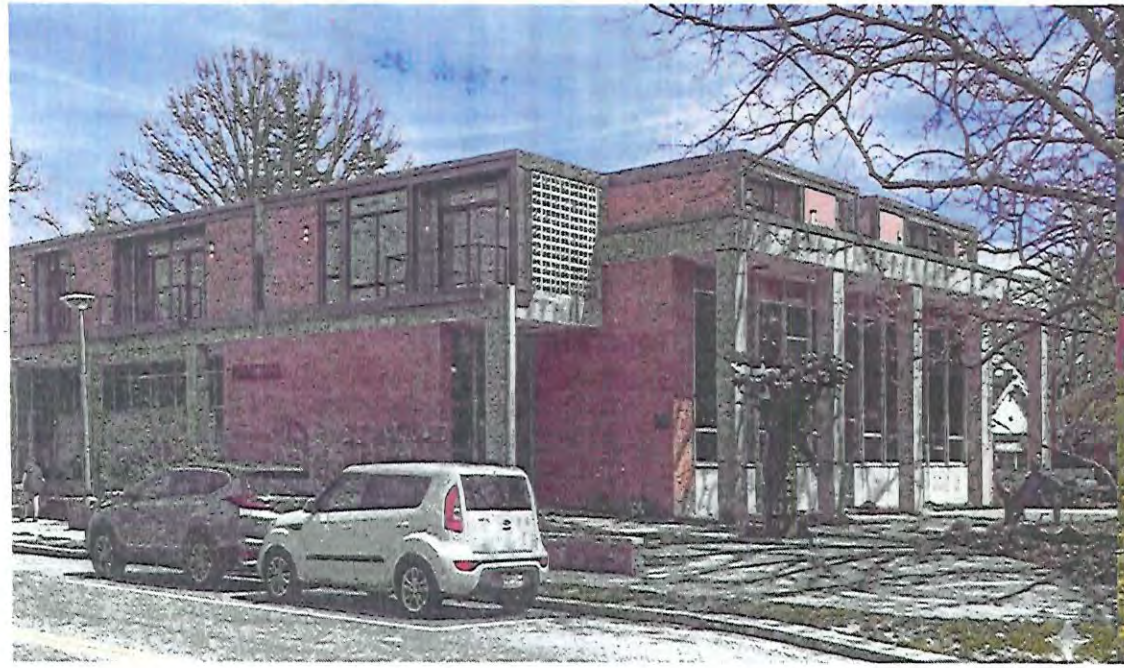
• **$0 Cost Structural Upgrades:** The housing project funds permanent stabilization—bracing bowing brick walls, underpinning foundations, and replacing rotting joists at zero cost to the landlord.

• **New Passive Income:** Landlords keep full ground-floor ownership while collecting monthly **"rooftop rent"** for leasing unused airspace.

. AI-generated examples of vertically stacked modular apartments or condos by Jayne Brahler for the Yellow Springs Village Council Nov 2026







## Judy Kintner, Clerk of Council

**From:** noreply@revize.com
**Sent:** Tuesday, November 10, 2026 12:45 PM
**To:** Carmen Brown, Council
**Cc:** Judy Kintner, Clerk of Council
**Subject:** NOTICE: Village Council Contact Form Submission

first_name = Keith
last_name = Mefferd
email = [redacted]
phone = [redacted]
subject = Submitting questions to Monday's listening session
message = Hello, Carmen. I saw a notice on YS Connect about the listening session on Nov 16th which begins during my working hours. The notice seemed to say we can submit questions in advance but did not provide guidance on how to do so. Can you help? I am becoming very interested in the affordable housing demand and, I think we are aligned in that the focus must be on affordable LIVING expenses, meaning very efficient homes, etc. not just cheap entry.
packet = Yes
Client IP = 2600:1009:b1b6:1482:8b49:1f9:3ca5:a31e

To: Members of yellow Springs Village Council
Yellow Springs Village Manager

Date: November 2, 2026

The Yellow Springs Citizen Action Group conducted a survey of Village sidewalks during the week of October 26-30 and I would like share our findings. Please also submit these findings as formal complaints from Marie Miller 428 West Limestone Street, YSO.

In general, we have found that the grinding work done in the past few years has been very effective and is a cost effective repair method to smooth out raised edges, lips, or uneven joints in concrete slabs. We hope you will continue to use this method moving forward. This year we found minimal pieces of sidewalk needing grinding, and have enclosed a list.

The major concern observed were tree roots lifting up concrete slabs, cracks, holes, and displaced sidewalks (enclosed list). We did observe some areas where new sidewalks went around trees rather than cutting the tree down.

We hope this data will be helpful and demonstrate the need for for additional dollars being allocated to the sidewalk fund so that it will be safer for all pedestrians and individuals using mobility devices.

Thank you,
Mitzie Miller
Mitzie Miller, Citizen Action Group

**Yellow Springs Citizen Action Committee**
**Survey of sidewalks in Yellow Springs, Ohio**
**October 30, 2026**

**Sidewalks needing Grinding**
335 West Davis Street
110 East Whiteman
106 East Whiteman
1635 Randall Road
1605 Southview
196 Dayton Street
Corner of East Enon and West South College
775 West South College

**Tree Root causing sidewalk issues (buckling)**
577 West South College
603 West South College (near driveway where bike accident occurred 2 years ago and was previously reported 3 years ago.
860 Dayton Street
327 Dayton Street
331 Dayton Street
317 Dayton Street (2 areas)
In front of Methodist church (Dayton street)
204 Dayton street (on Walnut street side)
139 Dayton Street
324 South Stafford (reported 3 years ago)
340 Elm Street- issue is on Dayton street sidewalk which is backyard of this address)
106 East Whiteman
213 East Whiteman

**Damaged Sidewalks with holes, cracks, and or raised**
Corry street shops (Village artisan side) Dayton street 3 sections need replacing
409 South Stafford
775 West South college (hole near driveway)
351 Elm street (cracked sidewalk)
585 West South College (cracks near maple tree)
Apartment sidewalk in front of West Center College to High street
214 Dayton Street (hole in sidewalk)
113 Winter street (hole on sides of sidewalk with grate over it)
146 Dayton Street (in front of Laundromat)
213 Dayton street (cracked sidewalk)
241 Xenia Ave (raised sidewalk marked by caution tape- previous work order submitted by VM - work not completed by contractor)

**Curb Cut/missing Sidewalk**
223 West Davis and Stafford Street (curb cut and sidewalk needs finishing reported 3 years ago)
316 High Street (missing sidewalk)
West North College and Phillips at stop sign (needs curb cut)
East Enon- Paxton Drive (curb cut needed both sides)

790 West South College (near crosswalk missing sidewalk on East Enon Rd)
Kenneth Hamilton Way (finish sidewalk to crosswalk at Dayton Street)
351 Elm street - missing sidewalk (total replacement of slab needed due to water/sewer line work)
House next to 115 Edgefield (house with overgrown flowers and cone marking no sidewalk)
105 North High - Dayton Street side has a sidewalk issue



























SENT BY PAPANIA 11-13-26

UNDERSTANDING ECONOMIC CHANGE IN YOUR COMMUNITY

# Costs and Revenues of Residential Development: A Workbook for Local Officials and Citizens



PENNSTATE

College of Agricultural Sciences
Cooperative Extension

The impact of residential development on public services often is of major interest to local government and school district officials, and to local residents. By bringing new residents into the community, residential development can affect the demand for public schools, road construction and maintenance, police, and other public services. Local officials need to understand and predict these impacts when planning for future service demands and budget needs, as well as when discussing subdivision plans and proposals with developers.

Planners and economists have devised a variety of methods to estimate the impacts of development. One of the most common, called the Per Capita Multiplier method, is relatively easy to learn and use. Even though it is less sophisticated than some other methods, it is useful for better understanding complicated issues. The Per Capita Multiplier method assumes that new residents will demand services and provide revenues in the same way that existing residents do, and that the community's current experience is a good indicator of what will happen as a result of the development.

This workbook is intended to help you conduct an economic analysis of a specific proposed residential development in your own community, using the Per Capita Multiplier method of analysis to predict the impacts on your school district and township or borough government. Because it is an economic analysis, the workbook focuses only on the potential economic impacts of development, ignoring other considerations such as the environment, traffic or commuting patterns, historical or cultural sites, and quality of life. Workbook results are intended to be part of a larger discussion about the overall impact of the development. The discussion questions throughout the workbook are an integral part of the study process and are necessary to help interpret and put the results into proper context.

The steps in this workbook are intended to be performed sequentially, using numbers estimated in previous steps. Data for the calculations should be available from your school district and municipal government, and from the developer proposing the residential development (see Table 1 for a list of the information you'll need to complete the workbook). School district and municipal data are also available at http://cax.aers.psu.edu/residentialimpact/, but are a year or so older than what you can get directly from your school district and local government.

Available on-line at http://cax.aers.psu.edu/residentialimpact/

- Data
- Interactive workbook

Table 1. What You Will Need to Complete the Workbook

**Time: About 2 hours**

**Data:**

- **Number of units in the development, grouped by number of bedrooms. (e.g., 20 three-bedroom homes and 25 four-bedroom homes)**
- **Expected average sales price of the new units, by number of bedrooms (e.g., $100,000 each for the three-bedroom homes and $120,000 each for the four-bedroom homes)**
- **Current number of students in your school district**
- **Current number of residents in your township or borough**
- **School district budget for the previous year**
- **Township or borough budget for the previous year (including all funds)**
- **School district real property equalized tax rate (measured in terms of market values)**
- **School district earned income tax rate**
- **Township or borough real property equalized tax rate (measured in terms of market values)**
- **Township or borough earned income tax rate**

## What is the Per Capita Multiplier Method?

The Per Capita Multiplier method is based on the idea that local governments and school districts spend much of their money and collect much of their revenue in direct proportion to the size of the local population. As the population increases, revenues and expenditures are expected to increase by the same proportion. Current spending and revenues in the community thus are good indicators of what may happen in the future.

This approach makes several major assumptions, including (1) that the level of public services will remain unchanged (in other words, that new residents will not demand a greater level of a service than is currently provided, such as increased police patrols or different types of courses in the public school); (2) that new public service needs can be accommodated with existing public infrastructure, without requiring major capital investment (in other words, that existing school buildings can accommodate the new children in the development, or that existing roads can handle the increased traffic resulting from the development); and (3) that each additional resident will generate the same level of costs to the jurisdiction as each existing resident currently generates (in other words, if it currently costs the municipal government $85 per person to provide police services, providing police services to new residents will cost about the same amount). This latter assumption clearly would be inappropriate if existing public infrastructure could not accommodate the development, and new school buildings, roads, sewer or water lines, or other infrastructure would have to be built.

The Per Capita Multiplier method is a two-step process. The first step involves determining how much the local government spends and collects per person. This is simply the total budget for a service divided by the number of local residents. For example, if a community of 1,000 people were to spend $100,000 on police protection, then the expenditures on police would be $100 per person ($100,000 ÷ 1,000 people = $100).

The second step, estimating the overall economic impact of the residential development, involves multiplying these per capita estimates by the number of new residents. For example, if the same 1,000-person community were to gain 100 additional residents from the new residential development, total local expenditures on police services would be predicted to increase by $10,000 ($100 per person x 100 persons = $10,000).

Because the Per Capita Multiplier method is so simple, it has some limitations. First, because the multipliers are based on current averages, they do not reflect the capacity of existing facilities to accept new users. For example, the average Pennsylvania school district currently spends about $7,600 each year to educate one student. Based on this average, the Per Capita Multiplier method suggests that a 100-student increase would raise an average school district's expenditures by $760,000 per year. But if existing schools do not have the capacity to accept the additional students, then new facilities must be built, generating costs much greater than those reported by this simple method.

A second shortcoming of the method is that it fails to capture the importance of change over time. For example, estimates based on past averages may not capture recent technological changes that allow local governments to provide services more efficiently.

The method also assumes that new residents will have the same tastes and needs as current residents. This may or may not be true. For example, a new retirement development that brings many elderly to the region may increase the need for special services such as transportation or "meals on wheels." A luxury housing development might bring to the area a number of high-income families with great expectations for after-school activities and other community services. In these cases of unique development, special needs must be considered.

Finally, the Per Capita Multiplier method examines only economic impacts of development. It does not account for non-monetary impacts of change, such as environmental impacts, social impacts, and the like. Because of these shortcomings, it is important to consider factors beyond this simple measure when trying to fully understand the local changes brought about by residential development. Thus, communities must recognize that while the Per Capita Multiplier method can provide useful information, it should not be the only tool used when making policy decisions.

## Impact of Residential Development

### Number of New Residents

The impacts of residential development depend upon the number of new residents who will move into the community as a result of the development. In general, the more residents, the greater the overall impact. To do an economic impact study, you must estimate the increase in new residents and the associated increase in the number of students in local schools.

A developer typically can tell you how many units (such as single-family homes or apartments) of different sizes will be in the development, but may be unable to say how many people of different ages will live in those units. A good way of predicting the number of new residents is to consider the number of bedrooms in the units; in general, the more bedrooms in a house or apartment, the more people who will live there. Steps 1 and 2 use U.S. Census averages for new homes in Pennsylvania to suggest how many new residents you can expect from a development. Note that these estimates include normal time that units are vacant. If you have more precise information about the proposed development (it may be a retirement community or specifically targeted toward young families with children), adjust the averages as appropriate.

### Step 1. Number of New Residents

Write in the number of new units of each size, then multiply those numbers by the average number of residents in that unit. Add the totals from the various unit sizes to calculate the total expected number of new residents in the development.

1

**Step 1. Calculate Number of New Residents**

| Number of Bedrooms | Number of New Units of that Size | Average Number of Residents Per Unit* | New Residents |
|---|---|---|---|
| 1 | | x 1.01 | = |
| 2 | | x 1.58 | = |
| 3 | | x 2.46 | = |
| 4 | | x 3.25 | = |
| 5 or more | | x 3.08 | = |
| | | **Total New Residents:** | (add all above, copy to steps 6–9, 17b, 18, and 19b) |

* Averages were calculated from 1990 Pennsylvania Census data.

## Step 2. Number of New School-Aged Residents (Pupils)

Use the same process to calculate the number of school-aged residents your community can expect from the development. The numbers in the "Average Number of School-Aged Residents per Unit" column are based on Pennsylvania averages of new homes. Adjust these numbers downward if the development includes age-restricted housing for senior citizens, who will not have school-aged children.

2

**Step 2. Calculate Number of New School-Aged Residents**

| Number of Bedrooms | Number of New Units of that Size | Average Number of School-Aged Residents Per Unit* | New School-Aged Residents |
|---|---|---|---|
| 1 | | x 0.03 | = |
| 2 | | x 0.153 | = |
| 3 | | x 0.47 | = |
| 4 | | x 0.89 | = |
| 5 or more | | x 1.23 | = |
| | | **Total New School-Aged Residents (Pupils):** | (add all above, copy to Steps 5, 17a, and 19a) |

* Averages were calculated from 1990 Pennsylvania Census data.

## Increased Costs From the Development

An increase in the number of residents in your community will increase the demand for services from your school district and municipal government. The amount each institution currently spends, per student or per resident, often is a good indicator of how its costs will increase. The following steps use your estimates of the number of new residents (from Steps 1 and 2) and existing per student or per capita spending (which will be calculated in Steps 3 and 4) to estimate the new public spending that may result from the residential development. The increases in each major budget category are then summed to calculate the total cost impact.

## Step 3. Per Pupil School District Spending

Calculate current per pupil spending by dividing total current school district spending by the number of pupils currently in the district (both numbers should be available from your school district).

3

**Step 3. Calculate Per Pupil School District Spending**

| Expense Category | Current Spending | Current Number of Pupils in District | Current Per Pupil Cost |
|---|---|---|---|
| Instructional Spending in District | $ | ÷ | = $<br>(copy to Step 5) |

## Step 4. Per Capita Municipal Government Spending

In the table below, a variety of common and major local government services are listed. For each, divide the total amount your local government spends by the number of current residents to calculate the cost per resident (these numbers should be available from your township or borough). Calculate the total All Other Spending by subtracting Roads, Police Services, and Government Administration from the Total Municipal Spending.

4

**Step 4. Calculate Per Capita Municipal Government Spending**

| Expense Category | Current Total Spending | Current Number of Residents in Municipality | Current Per Capita Cost |
|---|---|---|---|
| Total Municipal Spending | $ | | |
| 1. Roads | – $ | ÷ | = $<br>(copy to Step 6) |
| 2. Police Services | – $ | ÷ | = $<br>(copy to Step 7) |
| 3. Government Administration | – $ | ÷ | = $<br>(copy to Step 8) |
| 4. All Other Spending | $<br>(subtract lines 1, 2, and 3 from Total Municipal Spending) | ÷ | = $<br>(copy to Step 9) |

## Step 5. School Cost Increases

School expenses are the largest local public expenditure in most Pennsylvania communities. Educating children is expensive, so the impact of new development on schools is one of the most important issues for you to consider. The following table assumes that there is room in your community's existing schools to accommodate any school-aged children in the new development, and that major new expenditures (such as building new schools or expanding an existing school) will not be necessary. In Step 5, multiply the number of new pupils (estimated in Step 2) by the current cost per pupil in your school district (estimated in Step 3). Copy the result to the table in Step 10.

5

**Step 5. Calculate School Cost Increases**

| | | | | |
|---|---|---|---|---|
| | x | $ | = | $ |
| Number of New Pupils<br>(copy from Step 2) | | Cost Per Pupil<br>(copy from Step 3) | | Increased Cost<br>(copy to Step 10) |

## Step 6. Road Cost Increases

For many Pennsylvania township governments, roads are the largest expense. Costs include routine maintenance, plowing, filling potholes, and repaving. New residents will increase the number of vehicles driving on municipal roads, increasing the need for maintenance and repairs on existing roads. Also, additional road mileage created by the development may need to be plowed and maintained during the winter. The potential economic cost of road impacts is estimated in Step 6. Note that these calculations assume that existing roads will not need to be expanded, nor will new roads be built at taxpayer expense.

Another common way of considering the impact of development on roads is to estimate the increased number of vehicles driving on them. This can help you better understand whether existing roads will need to be expanded and whether the increased traffic will have a major impact on existing traffic patterns. Even though such an estimate is not essential for calculating the potential economic impact of the residential development, it can be very useful when interpreting the results. A worksheet for these calculations appears in Appendix A.

6

**Step 6. Calculate Road Cost Increases**

| | | | | |
|---|---|---|---|---|
| | x | $ | = | $ |
| Number of New Residents<br>(copy from Step 1) | | Cost per Resident<br>(copy from Step 4, line 1) | | Increased Cost<br>(copy to Step 10) |

## Step 7. Police Services Cost Increases

Police services typically are one of the largest expenditures in municipalities that have their own police force. More residents in the community can lead to an increase in the number of police response calls and patrols.

When performing this calculation, note that relying upon per capita estimates can ignore differences between types of residential development; new apartments housing primarily young people (such as those often built in college towns), for example, generally require a different level of police service than do senior citizen apartments. If the development you're studying likely will make atypical demands for police services (such as apartments for college-aged people, or senior citizen housing), adjust the estimates up or down, accordingly.

**Step 7. Calculate Police Services Cost Increases**

| | | | | | |
|---|---|---|---|---|---|
| | x | $ | = | $ | |
| Number of New Residents (copy from Step 1) | | Cost per Resident (copy from Step 4, line 2) | | Increased Cost (copy to Step 10) | |

## Step 8. Government Administration Cost Increases

Simply running a local government costs money, for items such as supervisors' or managers' salaries, office space and upkeep, equipment maintenance, tax collection, and insurance. An increase in new residents can increase administrative costs, because additional people will require assistance from their municipal office, the tax rolls will be larger, more licenses and permits will be filed, and so forth.

**Step 8. Calculate Government Administration Cost Increases**

| | | | | | |
|---|---|---|---|---|---|
| | x | $ | = | $ | |
| Number of New Residents (copy from Step 1) | | Cost per Resident (copy from Step 4, line 3) | | Increased Cost (copy to Step 10) | |

## Step 9. All Other Cost Increases

The impact on all other municipal expenditures also should be calculated in a similar way. Use Step 9 to calculate the expected increase in all other township or borough costs.

9

**Step 9. Calculate All Other Cost Increases**

| | | | | |
|---|---|---|---|---|
| | x | $ | = | $ |
| Number of New Residents (copy from Step 1) | | Cost per Resident (copy from Step 4, line 4) | | Increased Cost (copy to Step 10) |

## Step 10. Total Cost Increases

Calculate the total estimated increased costs from the residential development you are analyzing by adding up the information you calculated in the previous steps. In Step 10, copy the "Increased Costs" you estimated from Steps 5 through 9. Then, add all the numbers to calculate the total estimated cost increase in your community.

10

**Step 10. Calculate Total Cost Increases**

| Expense Category | Increased Cost |
|---|---|
| School District | |
| 1. School Costs (from Step 5) | $ (copy to Step 21, line 2) |
| Township or Borough | |
| 2. Roads (from Step 6) | $ |
| 3. Police Services (from Step 7) | + $ |
| 4. Government Administration (from Step 8) | + $ |
| 5. All Other Costs (from Step 9) | + $ |
| 6. Total Township or Borough Increased Costs | $ (add lines 2 through 5, copy to Step 21, line 5) |

## Increased Revenues From the Development

Many of the revenue impacts are estimated in the same way as the cost impacts. The number of new residents (from Step 1) is multiplied by current per person revenues to estimate how much new revenue will result from the residential development.

## Step 11. Per Pupil School District Revenues

In Step 11, calculate total school district tax revenues *other than real property and earned income taxes,* and total nontax revenue. Because the real property tax and earned income tax impacts of the development will be analyzed separately in Steps 13–16, subtract both of these tax revenues from All Tax Revenue in Step 11 to calculate total taxes from other local sources. Use information from the school district budget to complete the Step 11 calculations.

**Step 11. Calculate Per Pupil School District Revenues**

| Revenue Category | Current Total Revenues | Current Number of Pupils in School District | Current Per Pupil Revenues |
|---|---|---|---|
| All Tax Revenue | $ | | |
| Real Property Tax Revenue | – $ | | |
| Earned Income Tax Revenue | – $ | | |
| All Taxes EXCEPT the Real Property and Earned Income Taxes | $<br>(subtract Real Property and Earned Income Tax Revenue from All Tax Revenue) | ÷ | = $<br>(copy to Step 17a) |
| All Nontax Revenue | $ | ÷ | = $<br>(copy to Step 19a) |

## Step 12. Per Capita Municipal Government Revenues

As with the school district calculations, new revenues from the real property tax and earned income tax will be estimated using a different method, so subtract them in your calculations in Step 12. Use information from the municipal budget to complete the calculations in Step 12.

12

**Step 12. Calculate Per Capita Municipal Government Revenues**

| Revenue Category | Current Total Revenues | Current Number of Residents in Municipality | Current Per Capita Revenues |
|---|---|---|---|
| All Tax Revenue | $ | | |
| Real Property Tax Revenue | – $ | | |
| Earned Income Tax Revenue | – $ | | |
| All Taxes EXCEPT the Real Property and Earned Income Taxes | $<br>(subtract Real Property and Earned Income Tax Revenue from All Tax Revenue) | ÷ | = $<br>(copy to Step 17b) |
| All Nontax Revenue | $ | | |
| State Aid for Roads (“Liquid Fuels”) | – $ | | |
| Other Revenue | $<br>(subtract State Aid for Roads from All Nontax Revenue) | ÷ | = $<br>(copy to Step 19b) |

## Step 13. Real Property Tax Base Increases

By adding new buildings to the school district and municipality, the residential development will also add to the real property tax base, increasing real property tax revenues. To estimate the impact on real property tax revenues, you must first calculate how much the tax base will increase because of the development.

In Step 13, multiply the number of units of different sizes by the average expected sale price of those units (this information should be available from the developer). If the development will have ten three-bedroom homes, each with an expected average sale price of $100,000, for example, the increase in the tax base will be $1,000,000 (10 X $100,000 = $1,000,000). Then, add the totals across all unit sizes.

13

**Step 13. Calculate Real Property Tax Base Increases**

| Number of Bedrooms | Number of Units of that Size | Average Expected Sale Price of Units of that Size | Increase in Tax Base |
|---|---|---|---|
| 1 | | x $ | = $ |
| 2 | | x $ | = $ |
| 3 | | x $ | = $ |
| 4 | | x $ | = $ |
| 5 or more | | x $ | = $ |
| | | **Total Increase in Real Property Tax Base:** | $<br>(add all above, copy to Steps 15a and 15b) |

## Step 14. Household Earned Income Increases

By bringing more residents into the school district and municipality, the residential development will increase the total amount of earned income in the community, thereby increasing earned income tax revenues. Use Step 14 to estimate the increase in total earned income in your community that will result from the development. Multiply the number of units of each size by the average household earned income for units of that size, and then add across all unit types. The averages used in Step 14 are based on Pennsylvania Census information about residents of new homes. If you have additional information about who is expected to purchase the new homes (upper-income families, for example), adjust these numbers upwards or downwards as appropriate.

14

**Step 14. Calculate New Household Earned Income (1998 Dollars)**

| Number of Bedrooms | Number of New Units of that Size | Average Household Earned Income per Unit* | New Household Income |
|---|---|---|---|
| 1 | | x $17,049 | = $ |
| 2 | | x $30,502 | = $ |
| 3 | | x $45,212 | = $ |
| 4 | | x $77,186 | = $ |
| 5 or more | | x $79,691 | = $ |
| | | **Total New Household Income:** | $<br><br>(add all above, copy to Steps 16a and 16b) |

*Average household earned income is based on Pennsylvania Census information.

## Step 15. Real Property Tax Revenue Increases

Real property tax revenues are one of the most important local taxes for school districts, townships, and boroughs. Estimating the impact of the residential development on real property tax revenues involves multiplying the value of the new buildings (which is the increase in the tax base, calculated in Step 13) by the current real property tax rate.

Be aware that the real property tax can be described either in terms of assessed values (used by local officials), or in terms of market values. The amount of tax owed is the same, but discussing the tax on a property's market value basis (known as an "equalized rate") makes it easier to compare tax rates across county boundaries. Because the residential development information most likely will be in terms of market values (i.e., "for how much will these units sell?"), make sure you use equalized tax rates to calculate the real property tax increases. These should be available from your school district and township.

If the tax rate information you receive is in "mills" (one-tenth of a percent or one-thousandth of the actual value), you will need to convert these to decimal equivalents. If the equalized tax rate is 20 mills, for example, the decimal equivalent is 0.02 (20 mills ÷ 1,000 = 0.02).

In Step 15a and Step 15b, multiply the increase in the real property tax base by the school district's and municipality's equalized tax rate (expressed as a decimal).

### Step 15a. Calculate School District Real Property Tax Revenue Increases

| | | | | |
|---|---|---|---|---|
| $ _____ | x | _____ | = | $ _____ |
| Increase in Real Property Tax Base (copy from Step 13) | | School District Equalized Millage Rate (expressed as a decimal) | | Increased Real Property Tax Revenues (copy to Step 20) |

### Step 15b. Calculate Increased Township or Borough Real Property Tax Revenues

| | | | | |
|---|---|---|---|---|
| $ _____ | x | _____ | = | $ _____ |
| Increase in Real Property Tax Base (copy from Step 13) | | Municipal Equalized Millage Rate (expressed as a decimal) | | Increased Real Property Tax Revenues (copy to Step 20) |

## Step 16. Earned Income Tax Revenue Increases

The earned income tax is the second major tax for most Pennsylvania school districts, townships, and boroughs. More residents usually means more earned income in the jurisdiction, and thus more earned income tax collected.

In Step 16a and Step 16b, calculate the increase in earned income tax by multiplying the increase in total household earned income (from Step 14) by the school district's and municipality's earned income tax rate. Make sure you write the tax rate as a decimal; a 1 percent earned income tax rate should be written as "0.01".

**Step 16a. Calculate School District Earned Income Tax Revenue Increases**

| | | | | | |
|---|---|---|---|---|---|
| $ | | x | | = | $ |
| Increase in Total Household Earned Income (copy from Step 14) | | School District Earned Income Tax Rate | | | Increased Earned Income Tax Revenues (copy to Step 20) |

**Step 16b. Calculate Municipal Earned Income Tax Revenue Increases**

| | | | | | |
|---|---|---|---|---|---|
| $ | | x | | = | $ |
| Increase in Total Household Earned Income (copy from Step 14) | | Municipal Earned Income Tax Rate | | | Increased Earned Income Tax Revenues (copy to Step 20) |

## Step 17. All Other Tax Revenue Increases

Other local tax collections will be affected by the residential development. In Step 17a and Step 17b, calculate the expected increase in all other tax revenues by multiplying all other tax revenues per capita (from Step 11 and Step 12) by the number of new residents expected.

**Step 17a. Calculate All Other School District Tax Revenue Increases**

| | | | | | |
|---|---|---|---|---|---|
| | | x | $ | = | $ |
| Number of New Pupils (copy from Step 2) | | | School District Revenue per Pupil (copy from Step 11) | | Increased Revenue (copy to Step 20) |

**Step 17b. Calculate All Other Municipal Tax Revenue Increases**

| | | | | | |
|---|---|---|---|---|---|
| | | x | $ | = | $ |
| Number of New Residents (copy from Step 1) | | | Municipal Revenue per Resident (copy from Step 12) | | Increased Revenue (copy to Step 20) |

## Step 18. State Aid for Roads ("Liquid Fuels") Increases

A major source of revenue for many townships and boroughs is state aid for roads. These funds are originally collected by the state via the gasoline tax and are then distributed to municipalities and counties using a population- and road-mileage-based formula. The state aid is often called "Liquid Fuels," because it results from the state tax on liquid fuels.

In Step 18, multiply the number of new residents from the development by the resident portion of the state formula, which in 1998 was $10.08 per resident. Note that this is an approximation that ignores the road mileage portion of the formula.

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**Step 18. Calculate State Aid for Roads Increases**

| | | | | |
|---|---|---|---|---|
| | x | $ 10.08 | = | $ |
| Number of New Residents (copy from Step 1) | | ("Liquid Fuels" Revenue per Resident) | | Increased Revenue (copy to Step 20) |

## Step 19. All Other Revenue Increases

Other local revenues likely will increase due to the residential development. This includes revenues such as state aid for schools, departmental earnings, licenses and permits, and sewer and water fees. In Steps 19a and 19b, calculate the increase in all these other revenues by multiplying the number of new residents by the revenues per capita (from Step 11 and Step 12).

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**Step 19a. Calculate All Other School District Revenue Increases**

| | | | | |
|---|---|---|---|---|
| | x | $ | = | $ |
| Number of New Pupils (copy from Step 2) | | School District Revenue per Pupil (copy from Step 11) | | Increased Revenue (copy to Step 20) |

**Step 19b. Calculate All Other Municipal Revenue Increases**

| | | | | |
|---|---|---|---|---|
| | x | $ | = | $ |
| Number of New Residents (copy from Step 1) | | Municipal Revenue per Resident (copy from Step 12) | | Increased Revenue (copy to Step 20) |

## Step 20. Total Revenue Increases

The total estimated revenue increase from the residential development can be calculated by adding up the information you calculated in the previous steps. In Step 20, copy the "Increased Revenues" you estimated from Steps 15 through 19. Then, add all the numbers to calculate the total estimated revenue increase for your school district and your township or borough resulting from the residential development.

20

**Step 20. Calculate Total Revenue Increases**

| Revenue Category | Increased Revenues |
|---|---|
| Schools | |
| 1. Real Property Tax (from Step 15a) | $ |
| 2. Earned Income Tax (from Step 16a) | + $ |
| 3. All Other Taxes (from Step 17a) | + $ |
| 4. Other Revenue (from Step 19a) | + $ |
| 5. Total Increased School District Revenues | $<br>(add lines 1 through 4, copy to Step 21) |
| Township or Borough | |
| 6. Real Property Tax (from Step 15b) | + $ |
| 7. Earned Income Tax (from Step 16b) | + $ |
| 8. All Other Taxes (from Step 17b) | + $ |
| 9. State Aid for Roads (from Step 18) | + $ |
| 10. Other Revenue (from Step 19b) | + $ |
| 11. Total Increased Municipal Revenues | $<br>(add lines 6 through 10, copy to Step 21) |

## Overall Impact

Now that you've calculated the new costs and revenues that could occur as a result of the residential development, you can estimate the overall economic impact of that development. Will it cost more than it provides financially to the community, or will it provide more than it requires back?

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## Step 21. Comparing Costs and Revenues

Estimate the net fiscal impact on your school district and on your township or borough by subtracting the total new costs you've estimated from the total new revenues. Sometimes a residential development affects school districts differently than it does municipalities, so do not be surprised if the results differ. For example, the development you're studying may prove costly to your school district while actually providing new revenues to your township or borough.

On line 7, add the net impacts on the school district and on the municipality to estimate the overall fiscal impact of the residential development. This combination of school district and municipality impacts represents the perspective of local taxpayers, who generally pay taxes to both jurisdictions. From a local taxpayer viewpoint, a positive impact on the township or borough may be irrelevant if the same development also will cause a greater negative impact on their school district.

**Step 21. Compare New Costs to New Revenues**

| Category | Value |
|---|---|
| School District | |
| 1. Total New Revenues (from Step 20, line 5) | $ |
| 2. Total New Costs (from Step 10, line 1) | – $ |
| 3. Net Impact on School District | $<br>(subtract line 2 from line 1) |
| Township or Borough | |
| 4. Total New Revenues (from Step 20, line 11) | $ |
| 5. Total New Costs (from Step 10, line 6) | – $ |
| 6. Net Impact on Township or Borough | $<br>(subtract line 5 from line 4) |
| 7. Net Fiscal Impact from the Development | $<br>(add lines 3 and 6) |

## Interpreting Your Results

When considering an economic impact analysis such as the one you've just conducted, it is essential that you place the results in context of other issues not directly included in the economic analysis, such as environmental impacts, cultural heritage, historical sites, amenity values, and quality of life. A development with low-income housing may have an overall negative fiscal impact, for example, but still might be very appropriate for the community if low-income residents are having a difficult time finding an affordable place to live. Conversely, if a proposed development would provide net revenue for your community, yet destroy a central historical site or your township's last remaining piece of open space, it might not be good overall for your community.

The Per Capita Multiplier method of fiscal impact analysis used in this workbook considers only the operating costs of a development and ignores possible major infrastructure costs such as new roads (or additional lanes to existing roads), school buildings, or upgrades in sewerage or water treatment facilities. Often, these infrastructure costs are the source of most local concern about development, so they require careful consideration. If the proposed residential development you are studying will have a major impact on local infrastructure, your results must be placed in context with these costs.

## Discussion Questions

1. What does your analysis suggest about how the residential development will affect your local school district and your township or borough?

2. The method of analysis in this workbook ignores major infrastructure costs. Can your community's existing infrastructure (such as public sewerage, water, roads, and schools) accommodate the increased usage resulting from the residential development, or will your community need to upgrade some of these services as a result?

3. If infrastructure will need to be upgraded due to the residential development, who will pay for the needed changes? What share will the developer or new residents pay for, and what will have to be paid by current residents?

4. If your analysis suggests that the residential development will have a negative fiscal impact (i.e., it will cost more than it provides back), who will bear the costs?

5. What non-economic benefits and costs may this development have that are not included in this economic impact analysis? How would these other factors affect your evaluation of the development? List these other important factors in Step 22.

## Step 22. Important Non-Economic Factors to be Considered

22

## References


Burchell, R., W.D. Listokin, and W.R. Dolphin. *The New Practitioner's Guide to Fiscal Impact Analysis.* New Jersey: Center for Urban Policy Research. 1985.

Kelsey, T.W. *Calculating a Cost of Community Service Ratio for Your Pennsylvania Community.* Extension Circular. Cooperative Extension, The Pennsylvania State University. 1998. 24 pages.

Kelsey, T.W. *Fiscal Impacts of Different Land Uses: The Pennsylvania Experience.* Extension Circular 410. Cooperative Extension, The Pennsylvania State University. 1997. Four pages.

Shields, M., T.W. Kelsey, and S.M. Smith. *Using CIM-PSU to Understand the Effects of Change on Your Community.* Extension Circular. Department of Agricultural Economics and Rural Sociology. Cooperative Extension, The Pennsylvania State University. 1999. 20 pages.

# Appendix A: Another Way of Considering Impacts on Roads

The residential development's estimated impact on road maintenance costs, calculated in Step 6, assumes that existing roads can handle the increased traffic without having to be widened or expanded. But how can you determine whether this is true? Traffic engineers often use a standard set of formulas to estimate the amount of increased road usage that can result from a residential development. The formulas calculate the number of new "trips" that will occur along the road. A "trip" means a vehicle traveling one way along the road; driving from one's home to the local grocery store and back involves two trips (one from home to the store, and the second from the store back to home). The number of new trips indicates how much additional traffic will be generated by the development.

Use the numbers in the following table to estimate the number of new trips that may result from the residential development in your community. For each unit type, multiply the number of new dwelling units of that type by the average weekday trips from that dwelling type. Then add up the totals from each unit type to estimate the total increase in average weekday trips that could result from the development.

When you consider this development, think carefully about where this increased traffic is likely to occur; on which roads will the new residents be driving to shop, to school, and to work, for example? Could these existing roads handle such an increase in traffic without becoming congested?

**Calculate Average Weekday Trips Resulting from the Development**

| Unit Type | Number of Dwelling Units | Average Weekday Trips per Dwelling Unit | Increase in Average Weekday Trips |
|---|---|---|---|
| Single-Family Detached | | x 10.06 | = |
| Low-Rise Apartment | | x 6.60 | = |
| High-Rise Apartment | | x 4.20 | = |
| Mobile Home Park | | x 4.81 | = |
| Retirement Community | | x 3.30 | = |
| | | **Total Increase in Average Weekday Trips** | (add all above) |

Sources: Stanford M. Lembeck, and *Trip Generation,* 4th ed., Institute of Transportation Engineers, 1987.

# Appendix B: Other Local Impact Models Available from Penn State Cooperative Extension

Penn State Cooperative Extension offers a variety of local impact models. These are available through your county Penn State Cooperative Extension office or by contacting Martin Shields, assistant professor of agricultural economics, at (814) 865-0659 or mshields@psu.edu.

### 1. IMPLAN Input-Output Model

IMPLAN (IMpact analysis for PLANning) is an input-output model of county economies, based on survey data of industry purchasing patterns. It was originally developed by the U.S. Forest Service and is now in use in hundreds of communities across the nation. IMPLAN estimates the local employment and income impacts of change in each of more than 525 industry sectors. It can be used to estimate the local job and income impacts of some change in the local economy, such as a plant closing, and the multiplier effects of that change. It is also useful for understanding the role and importance of different sectors of the local economy.

### 2. Community Impact Model—Penn State (CIM-PSU)

CIM-PSU (pronounced "Sim-PSU") is a fiscal impact model of Pennsylvania county economies and is built around IMPLAN estimates of local employment and income impacts. To the IMPLAN analysis it adds estimates of changes in local commuting patterns, population size, school enrollments, government and school district revenues and expenditures, and employment and income. CIM-PSU is designed for examining the local impact of economic changes such as plant closings or openings and the economic importance of specific local business sectors (such as agriculture or manufacturing).

For more information on CIM-PSU, see *Using CIM-PSU to Understand the Effects of Change on Your Community.* Extension Circular. Penn State Cooperative Extension, University Park, PA. 1999.

### 3. Cost of Community Service Study

The American Farmland Trust has helped popularize a method of looking at revenues and costs resulting from different land uses, called Cost of Community Services (COCS) studies. The studies compare the revenues coming from a particular land use to the cost of providing public services to that land use. Because the method deals with broad definitions of land uses and looks at land uses at one point in time, the results cannot be used to infer the impacts of new development or land use change in your community. The studies are useful, however, because they help people understand that land uses do matter.

For more information or to view results from COCS studies in Pennsylvania, see *Fiscal Impacts of Different Land Uses.* Extension circular 410. Penn State Cooperative Extension, University Park, PA. 1997, or *Calculating a Cost of Community Services Ratio for Your Pennsylvania Community.* Extension Bulletin. Penn State Cooperative Extension, University Park, PA. 1998.

Prepared by Timothy W. Kelsey, associate professor of agricultural economics, and Martin Shields, assistant professor of agricultural economics, with the assistance of Gregory Vaserstein.

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**For local tax data and an interactive workbook to assist you with your analysis, visit** http://cax.aers.psu.edu/residentialimpact/ **on the World Wide Web.**



**Judy Kintner, Clerk of Council**

**From:** Jerry Papania [redacted]
**Sent:** Thursday, November 12, 2026 1:49 PM
**To:** Judy Kintner, Clerk of Council
**Subject:** For Distribution to Council
**Attachments:** PennState2.pdf

To: Village Council
From: Jerry Papania
Subject: Analysis of Residential Development Projects
Date: November 12. 2026

As the housing discussion moves forward I believe it important to approach the issue in an analytical and transparent manner. Costs and benefits of additional housing stock in the Village need to undergo a rigorous analysis before project approval. Past decisions by Village Administration regarding this issue have been unduly influenced by opinions not supported by facts. Decisions should be made by considering the impact on the community as a whole rather than pursuing an intended outcome.

An example is approval of the proposed Windsor Apartments project. Council's desire to provide affordable housing units substantially influenced the approval of these projects. Nevertheless, there was apparently no negotiation with the developer and a small percentage of affordable units were mandated. The "affordable" criteria apparently escaped the understanding of Council. Applying what I understand to be the criteria for affordable rent contained in the agreement, the "affordable" monthly rent for these units will be $1720! (Yellow Springs MHI of $85,292 X 80% X 30% / 12). Additionally, award of a CRA tax abatement will result in the developer pocketing approximately $6MM in property taxes that would normally be paid to the YS School District and approximately $750K that would normally be paid to each the Village and Miami Township. It is inevitable that future tax increases to cover expenses will be required that could have been offset without the tax abatement.

Another example is the approval of the Spring Meadows developments. These approvals occurred with the Yellow Springs Wastewater Treatment Plant and electrical substation at near capacity. All YS taxpayers and utility users are now faced with financing a multi-million dollar upgrade to these facilities. Approval of future development should include impact fees to ensure that development projects carry the weight of increased demand on public infrastructure and services. With taxes and utility fees exceeding all communities in the Miami Valley the cost of living in YS is a challenge for many community members.

Attached is "Costs and Revenues of Residential Development: A Workbook for Local Officials and Citizens" from Penn State University. It is somewhat dated and based on the Per Capital Multiplier Method which is less sophisticated than some other methods. An advantage is that it is relatively easy to learn and use. I'm sure that there are other more sophisticated methodologies available for use in evaluating the financial impacts of residential development. Keep in mind that 70% of YS wage earners work outside the Village and will likely pay only half of the 1.5% YS income tax rate. Also recognize that YS offers a limited amount of goods and services required by residents. Those with the necessity or ability to travel outside of YS likely spend a major portion of their disposable income outside the Village thus minimizing the economic multiplier normally experienced by local business.

In closing I strongly urge Council to pursue development decisions based on detailed analysis of what is in the best interest of the community as a whole rather than pursuing an outcome championed by well-intended supporters.

Yellow Springs Village Council,

I would like to bring to your attention a situation concerning a shared property line with my business property at 477 Yellow Springs Fairfield road and The village's vacant lot next to the electric power substation.

I have recently found out that the village is intending to fence the property.

The situation / problem for me is that the property line appears to be only a foot or two from my buildings.
And additionally I planted a nice row of arborvitaes shortly after I purchased the property in 2017. I had assumed that the property line was approximately 8 ft further away from the actual line. There is a row of four power poles that I was assuming were approximately the property line, and I planted the trees 5 ft inside of that assumed line.

The previous owner had been mowing that area. And I had taken over mowing it as well and have been mowing it for the last 10 years. It has been kind of a de facto property line for quite a while, even before I acquired the property.

I have recently been informed that the village electric crew is updating the power lines; (putting them underground) and removing those poles and putting a fence in, and needs to cut down that nice row of now established arborvitae trees in order to mow quickly with a riding mower.

I am seeking a solution with the village that will save these beautiful trees and give me a proper access to work on and maintain my two buildings, .ie room for ladders and scaffold and to do further landscaping.
Additionally there is an underground septic tank that is over the property line and has been there for over 50 years. The main building was built in 1970. I definitely need access to this for pumping.

I purchased this property from Ron and Don Lewis who had inherited it from their father "Red" Lewis who owned and operated a municipal pipe

laying and road construction company locally. When I purchased the property the main building was being used as a warehouse and was not being maintained very well. Since I have a background in construction and building (over 30 years as a Yellow Springs construction business, Azur Contracting, approximately 1986 to 2016) it was a good project for me to undertake in my transition to a retirement career as an artist.

I have upgraded with new windows and insulation, painting and interior renovation. It has been my dream and goal to continue to upgrade and beautify the building and property and be able to hand it off someday as kind of a unique work of art as well as a functioning business/commercial property.

When I purchased the property in 2017 I established an LLC for it, with the name Studio Azur. With the goal of having my own art studio and gallery (Azur Creations) as well as housing other artists' studios.
The main building currently, and for some time, has housed three established Yellow Springs artists' studios: Yellow Springs pilates studio, Robert Paschell's t-shirt printing studio, and Gaia Oasis massage therapy studio. Additionally the property is home to storage and rental parking spaces for Foxtrot Landscaping Services and a couple other Yellow Springers.

I have been a Yellow Springer since my family moved here in 1974 when I was 14 years old. I feel that Yellow Springs has had a very positive and creative influence on me and has shaped me into the person I am today, a funky eclectic artist, retired builder and friend to many here in our lovely unique town/village.

I am a believer that for every problem / situation there are multiple solutions. I would like to propose a solution that I purchase 10 ft of this vacant lot of village land to help me and future owners of the property have a decent setback for the buildings for maintenance, landscaping and previously described reasons.

This would bring the property more into code compliance (currently a 15 ft setback is required) and still leave the village with 95% of its property for future expansion of the power substation.
I would very much appreciate your consideration, input and feedback. I would be happy to give a tour of the situation on site to anyone interested in a little more clarification.

Bruce E. Parker
937-767-9455
11-04-2026