

Sustainable Yellow Springs | Comprehensive Land Use Plan

What is a Comprehensive Land Use Plan?

A Comprehensive Land Use Plan (The Plan) is a statement of the local government's goals, objectives, and policies to guide public and private development. The Comprehensive Land Use Plan is the overarching policy document that guides the development and implementation of zoning and subdivision regulations, location and classification of streets, public facilities, parks and open space, and housing and economic development programs.

The key characteristics of a Comprehensive Land Use Plan are:

1. They are comprehensive. The Plan covers the entire jurisdiction, as opposed to certain limited areas or sections of a community.
2. They are general. A Comprehensive Land Use Plan summarizes high-level policies, goals and objectives, as opposed to a zoning ordinance which regulates the design and use of individual parcels.
3. They are long range. A Comprehensive Land Use Plan looks forward 10 to 20 years.

A Comprehensive Land Use Plan's purpose is generally to: 1) identify the needs of a community; 2) develop goals and policies that directly address those needs; 3) identify and direct the long-term development of land, including uses, parks, streets, open space, public utilities and infrastructure; 4) serve as the legal framework for zoning and subdivision decisions. The Comprehensive Land Use Plan influences nearly all essential community services.

Formulation of a community's zoning ordinance is one important example where general goals and directions outlined in the Plan provide the basis for legislative action. A Comprehensive Land Use Plan is recognized as a legal framework that supports and guides development tools such as the zoning ordinance and subdivision ordinances. Variations in tools such as the zoning ordinance are necessary to meet varying and changing conditions, but clear guidance is required, through the Plan, about when it is appropriate.

Improvements and/or new extensions of infrastructure should be in accordance with overall growth expectations established in the Plan. Annual spending and resource allocations should be supported by the goals outlined in the Plan. New community additions, such as a community center, parks, governmental facilities, etc. should also be directed by the Plan. These are just a few of the many examples where the plan is essential in determining appropriate action and in defending the decisions that are based on the Comprehensive Land Use Plan.

The commonly accepted legal tools for plan implementation are twofold: zoning and subdivision regulations. In addition to zoning and subdivision regulations, other tools such as an annexation policy, mutual land use agreements between political subdivisions, and code enforcement protocol can be very influential in achieving the Plan's goals.

The broad-based purpose of this Plan is: 1) to describe options that will help secure a positive quality of life for residents; 2) to allow active participation and influence changes that are inevitable; 3) to state explicitly the commonly held goals for the Village's future; and 4) to establish means of implementing those goals.



The Village should periodically review the growth assumptions, goals, and policies outlined in this Plan (every 10 to 15 years) to maintain the Plan's relevance, or whenever significant changes to the development pattern of the Village, such as when large annexations occur.

The Plan



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Sustainable Yellow Springs | Comprehensive Land Use Plan

Community Trends

Population trends within Yellow Springs have fluctuated over the past 20 years. The 2000 Census indicated that 3,874 persons called Yellow Springs home. Between 2000 and 2010, there was a 1.0% decline in population to 3,497 persons, while the number of households increased by 0.3% to 1,675 households. The increase in the number of households, coupled with the overall population decline, indicates households within the Village continue to get smaller, which mirrors a national trend.

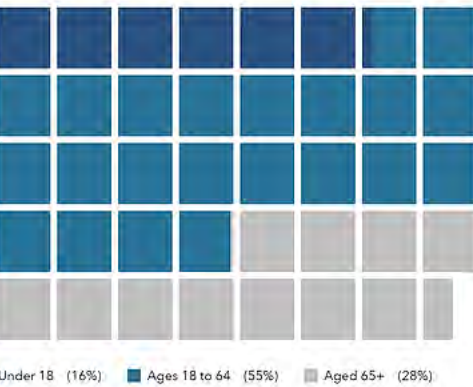
Between 2010 - 2020, Census estimates indicate both the population and number of households increased at a very modest and manageable pace to 3,610 persons within 1,756 households.

The Yellow Springs community is older than most. The median age is 51.4 and 28% of the population is over 65 years old.

POPULATION TRENDS AND KEY INDICATORS

Yellow Springs Village, OH

POPULATION BY AGE



3,610

Population

1,756

Households

2.02

Avg Size Household

51.4

Median Age

\$71,565

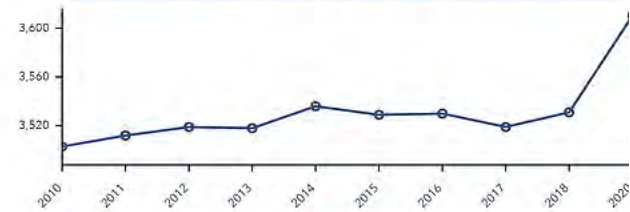
Median Household Income

\$232,255

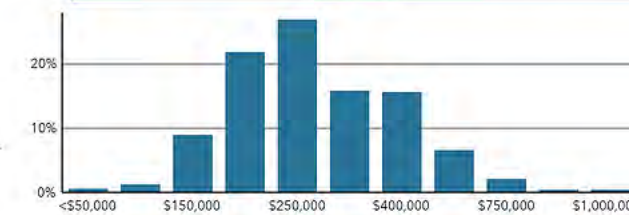
Median Home Value

2020 Race and Hispanic Origin (Esri)	
2020 White Population (Esri) (%)	77%
2020 Black/African American Population (Esri) (%)	11%
2020 Asian Population (Esri) (%)	2%
2020 American Indian/Alaska Native Population (Esri) (%)	1%
2020 Pacific Islander Population (Esri) (%)	0%
2020 Other Race Population (Esri) (%)	1%
2020 Population of Two or More Races (Esri) (%)	9%
2020 Hispanic Population (Esri) (%)	3%

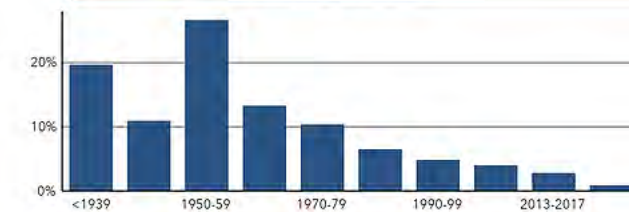
Historical Trends: Population



Home Value



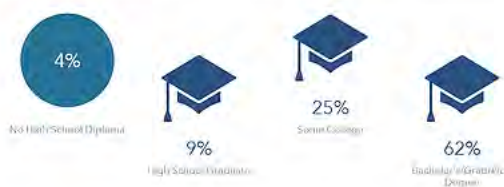
Housing: Year Built



Population Trends



EDUCATION



This infographic contains data provided by American Community Survey (ACS), Esri, Esri and Bureau of Labor Statistics. The vintage of the data is 2014-2018, 2020, 2025. © 2020 Esri

Yellow Springs residents are highly educated. 62% of its residents have a bachelor's degree or higher, and only 4% have no high school diploma. The median household income is \$71,565 and the median home value is estimated to be \$232,255. These high home values are concerning to some community members who worry that younger workers and residents are being priced out of the village.

Over the next five years to 2025, Yellow Springs is estimated to modestly grow its population to 3,694 persons. While the population is estimated to grow over the next five years, the 2025 population is still estimated to be less than the population in 2000.

Land use policies should reflect the changing demographics of the Village. For example, as household size declines, coupled with high home prices, there will likely be a higher demand for smaller homes on smaller lots. Density policies should reflect these changes and desires. An aging population may require a different public infrastructure approach as individuals become less reliant on personal automobiles. Sidewalks may need to be widened to accommodate a variety of users, from pedestrians and small children to individuals with electric scooters.

The Plan

Draft plan comments

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Community Planning Priorities

The Village of Yellow Springs has a long history of progressive planning policies meant to improve the quality of life within the Village. Its clear residents have much pride in the Village, and want to ensure the high quality of life enjoyed in Yellow Springs is available to all residents.



Based on the public engagement process, and the past visioning efforts, the following Planning priorities emerged:

1. Continue to protect the surrounding agricultural and rural nature of the area.
2. Provide a diversity of living options within the Village
3. Improve economic diversity and access to jobs
4. Protect key environmentally sensitive areas within the Village and surrounding areas
5. Embrace the values of Yellow Springs when evaluating projects and policies
6. Maintain the character of Yellow Springs as a small, sustainable Village
7. Encourage a diverse transportation infrastructure that supports mobility for all ages
8. Continue to provide high-quality public services to its residents, businesses, visitors and other stakeholders.

Additionally, while developing this Plan, residents were asked to verify the nine principles for land stewardship identified in 2010 were still relevant to the Village. Overwhelmingly respondents agreed that these principles outlined below are still relevant, with some modifications, and should be reflected in the future land use plan.



1. Redevelopment and infill locations are favored over development of greenfield locations.

To the extent growth - such as population increase and business growth—takes place in the future, it is preferable to accommodate this investment in locations that are underutilized and/or already have needed infrastructure. This will take place in a deliberate and careful manner that considers other community needs like quantity and proximity to green space and parks. Development in greenfield areas will be the exception, not the rule, and will be a result of very careful and strategic decision-making

2. Natural features and resources (streams, woodlands, farms, etc.) are preserved and, if not, then conserved.

The community currently has extensive land in its natural state that is permanently protected from development. The natural resources are critical to the identity of the community and should be preserved. Land use for farming represents both important economic, aesthetic and environmental benefit to the community. In cases where preservation is not possible (e.g. no control over land ownership or higher community purpose) conservation is the preferred alternative. Where direct conservation efforts are not feasible, the Village will provide support for conservation or seek out assistance for conservation options.



3. Future development—including redevelopment— will happen in a manner that strengthens the physical character (scale, building forms, site placement, etc.) of the Village.

To the extent future development takes place in Yellow Springs, it will respect the scale, form, and site placement that reinforces village character (as opposed to city, suburban or rural character). This applies to infill,

redevelopment or greenfield development. This does not imply that only development “strengthens physical character.” The natural environment is a strong element of physical character. It means that when development takes place it needs to “behave” in a manner that respects the essential physical character of the Village, including historical context.

4. Development outside the Village respects the rural character of the township.

To the extent growth takes place outside of Yellow Springs, but within Miami Township, it will respect the scale, form, and site placement that reinforces rural character (as opposed to city, suburban, or village character). This means that if and when development takes place, it needs to “behave” in a manner that respects the essential physical character of the township, including generally undeveloped open spaces, agricultural focus, and the “beauty and serenity” of the countryside.

5. Quality design is emphasized for all uses to create an attractive, distinctive public and private realm.

The aesthetic qualities of private and public developments strengthen the uniqueness and appeal of the community. This includes areas under control of government entities (e.g. streetscapes, community facilities, etc.) and private development. Areas are planned and designed in a way that preserves their overall usability, affordability, and sustainability. Similarly, these areas should also be attractive in a way that contributes to a common identity in the community, while allowing for creative differences, innovation, and freedom and diversity of design.

6. Places are created with an integrated mix of uses that contribute to the community’s identity and vitality.

To the extent that future development and redevelopment occurs, the places are created with multiple uses—residential, commercial, and institutional, among others—in close proximity to each other, perhaps on the same parcel and or in the same structure. Close attention is given to the compatibility of those uses, as well as efficiency of the use of space. Uses are arranged in a manner that maximizes pedestrian activity and supports community viability.

7. Diverse housing choices are found throughout the community, including in relatively higher density development within the Village of Yellow Springs.

New residential development is diverse in type (single-family and multi-family, detached and attached, etc.) as well as diverse in cost, with special emphasis on affordability. Existing housing stock in Yellow Springs is primarily single-family detached dwellings. Enhanced diversity will include relatively higher densities that will be consistent with physical design attributes consistent with village character (as opposed to city, suburban, or rural character). The housing choices are physically organized to strengthened neighborhood qualities like diverse, multi-generational residents living in close proximity to one another.

8. Parks, open space, and recreational areas are incorporated as part of future development.

Parks and recreational opportunities protect sensitive natural resources, including wildlife habit. Although the community enjoys considerable parks, open space and recreational areas, a more equitable geographic distribution of such resources is sought.

9. Places are connected and accessible throughout the community by transportation methods other than automobiles.

Destinations within the Village and throughout the township are safely and attractively connected for pedestrians and bicyclists. The general development pattern within the village is conducive to this intent and should be reinforced with future development and redevelopment. Overall, a network of non-automobile choices connects the community, for all levels of ability.

The Comprehensive Land Use Plan, and Future Land Use Map, takes into consideration the priorities and desires expressed during the 2010 visioning process, as well as community engagement efforts in updating this Plan.



The Plan

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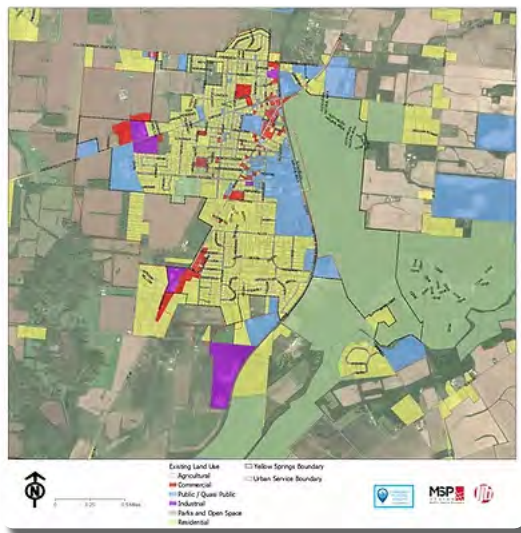
Sustainable Yellow Springs | Comprehensive Land Use Plan

Land Use

Yellow Springs will develop and evolve in an ecologically and economically sustainable manner, through thoughtful, measured development activities.

Existing Land Use

The existing land uses within the Village reflect its largely residential roots and commitment to parks and open space. The current land uses within the Village are illustrated on the figure to the left and the map below.



The community engagement efforts formulating this Plan largely reinforced the community's commitment and agreement with the nine land use principles identified in 2010, with minor updates that reflect the ten-year span since the values were developed.

One of the key outcomes from past planning efforts is the desire for Yellow Springs to remain a Village (a population of less than 5,000 persons). Demographic projections anticipate growth rates of less than 1% annually, so it is unlikely the Village will grow in any dramatic manner over the next ten years.

However, there is also a desire for the Village to accommodate some residential growth in an affordable manner. The cost of housing has outpaced inflation, and there is a growing concern that residents and employees are being priced out of the Village.

[Click here for Land Use Maps](#)

Additionally, there is a desire to diversify the economic base in two ways. First, broaden the tax base so the costs of municipal services are spread across a larger customer base. Secondly, there is a desire to diversify the economic sectors (types of jobs). A diverse economy is more resilient to the swings of the economic cycle and positions the Village to better navigate downturns.

The future land use map and development principles and strategies articulated within this draft are based on this overall vision: The Village will maintain its commitment to diversity, equity, sustainability, environmental stewardship and a high quality of life for all who live, work and play in Yellow Springs.

Based on that vision the following values are articulated in the future land use plan and map, and thoroughfare and active transportation maps:

1. The Village will develop and evolve in an ecologically and economically sustainable manner, through thoughtful, measured development activities

Use	Acres	Percentage
Residential	630.62	36.54%
Industrial	36.90	2.14%
Public / Quasi-Public	197.54	11.45%
Commercial	66.51	3.85%
Agricultural	106.32	6.16%
Parks / Open Space	522.05	30.25%
Transportation	166.01	9.62%
Total:	1725.94	100.00%

2. Infill development and redevelopment will be encouraged over greenfield development
 3. All development activities will occur within the established urban service area boundary
 4. Places will be connected, and complete streets principles will apply to the transportation network
 5. Parks and open space shall be integrated or accommodated into new developments
 6. Future land uses should reflect the values of the community and build on the strengths of the Village
 7. Diverse housing options will be promoted within the Village
 8. Economic development activities will reflect the strengths of the Village, promote wealth creation for all residents, and contribute to the economic sustainability of the Village
 9. Historically, culturally, and ecologically important areas will be actively preserved from adverse land uses.
-

Future Land Use

The Future Land Use map serves as a general outline for the future uses of land and development patterns of the Village. The map is meant to serve as a guide for future land development and zoning applications. While the map generally follows parcel lines, the boundaries may be fluid in their application to best meet the needs of the Village, neighborhoods, and the immediate neighbors. The Future Land Use map is a guide for the future development of land within the village and land potentially annexed into the village within the Urban Service Boundary, consistent with the Comprehensive Land Use Plan.

General Categories

General land use categories are applied to currently developed and undeveloped land within the village boundary based on Village needs, transportation access, utilities, and surrounding land uses.

Low-Density Residential: This land use is comprised of larger one- or two-family residential uses on larger lots with a density of 4 – 6 units per acre. The development pattern is singularly residential and reflects a more rural design aesthetic including deeper setbacks and wider side yards.

Medium-Density Residential: This land use is comprised of smaller one- or two-family residential uses on smaller area lots, and small apartment buildings. The density is typically 6 – 10 units per acre. The development pattern is more traditional with connected streets, rather than cul-de-sacs, shallower setbacks, and narrower side yards.

High-Density Residential: This land use contains high-density residential or mixed uses on smaller lots. The density is typically between 10 – 16 units per acre. This development pattern may have very shallow building setbacks and is intended to be the highest density residential district.

Downtown Commercial: This district is the traditional downtown business district that accommodates a variety of residential, office, light industrial and entertainment uses. The development pattern represents a traditional downtown with no required building setbacks. Buildings should have active commercial first floor uses with upper level residential permitted. Activities such as sidewalk cafes and other uses that promote pedestrian activities should be encouraged.

Auto-oriented uses (auto repair, gas stations, auto sales, drive-thru) should be prohibited or designed in a manner that does not break up the rhythm of the street and minimizes pedestrian and vehicle conflicts.

General Commercial: General Commercial districts are designed to accommodate those uses that are more auto oriented and are not appropriate for the Downtown Commercial District. This includes motor vehicle sales and service, fueling stations, and those uses that generally require significant parking.

Retail, personal services and entertainment uses should primarily be located in the Downtown Commercial District to ensure a critical mass of active uses downtown.

Institutional Mixed Use: The Institutional Mixed-Use district is designed to accommodate large, multi-building and multi-use developments that function in a campus-like manner, such as the Antioch Campus. This district accommodates a mixture of office, education, residential, and other uses that are accessory to the overall use of the property.

Public Use: The public use district is those uses that are typically open to the public or publicly supported such schools, places of worship, government buildings, etc.

Light Industrial: Light Industrial uses include manufacturing, distribution, assembly of goods, parts or finished goods. Light industrial uses are wholly enclosed in a building and have no outdoor storage of equipment, materials, or parts.

Light Industrial: Light Industrial uses include manufacturing, distribution, assembly of goods, parts or finished goods. Light industrial uses are wholly enclosed in a building and have no outdoor storage of equipment, materials, or parts.

Medium Industrial: Medium Industrial uses include the manufacturing, assembly or distribution of parts, equipment, and other materials. Medium Industrial uses may include limited outdoor staging of finished products for distribution or shipment. The outdoor storage of equipment or materials should be discouraged or minimized.

Parks and Open Space: Parks and Open-Space Districts are lands that serve a recreation or conservation purpose and are owned by a governmental entity or non-profit agency. The purpose of the district is to facilitate the recreational and open space nature of the land, and minimize uses that may negatively impact its recreational, natural or cultural importance.

Transitional Future Land Use Districts

Transitional Future Land Use Districts are those areas located outside of the Village boundary, but within the Urban Service Area Boundary and could support multiple land uses depending on market forces and Village needs. The purpose of these districts are to provide policy guidance to developers and stakeholders on the range of land uses that are desirable and acceptable to the Village; and conversely, those uses that should be avoided because of their negative impact on surrounding properties, or the environmental and economic sustainability of the Village.

The proposed range of uses within the districts were determined based on these factors:

- The proximity to environmentally sensitive areas such as the Village drinking water well and recharge areas
- The economic and housing development needs of the Village
- Existing land uses within the village and the desire to strengthen the Village's economic base and not introduce uses that could threaten the economic viability of downtown
- The existing uses in close proximity to these districts

These districts are key gateways into the Village, and future developments should be designed in a manner that creates an attractive entrance into the Village.

West Transitional Future Land Use District

The West Transitional Future Land Use District is generally located near the intersection of Dayton-Yellow Springs and Enon Roads, outside of the Village boundary, but within the Urban Service Area. The existing land uses surrounding this district are a mixture of industrial, office, public use and residential. The area has access to public utilities and is outside of the wellfield capture zone.

The suggested future land use areas include:

- Light Industrial / Office. This broad category include uses such as light manufacturing, education and research, office, assembly, food production or processing, and other

agricultural uses that are compatible in a built environment.

- Light Industrial / Residential Transition. This area is suitable for either light industrial uses as outlined above, or medium- or high-density residential development. The site is adjacent to land zoned industrial and residential. Future development in this area should recognize the existing surrounding land uses and be designed in a manner that compliment those uses. The development should integrate recommendations of the Active Transportation Plan and complete streets policies.

Future land uses to discourage or prohibit:

- Retail and Entertainment. Retail, food and entertainment, and personal service establishments may detract from, and potentially harm the critical mass of the downtown area.
- Heavy Industry. Heavy industry tends to require large areas of outdoor storage, which could detract from this key gateway into the village. Additionally, while the area is outside of the wellfield capture zone, there is no assurance that chemical pollutants will not infiltrate the groundwater.

Design considerations

These sites are key gateways and future developments should be designed to create an attractive entrance into the Village. Buildings should orient toward Enon or Dayton-Yellow Springs Road. All service, loading and storage areas should be screened from view along both roads. Large street-facing facades should be broken up through wall articulation, widows, or other methods that are visually appealing.

South Transitional Future Land Use District

The South Transitional Future Land Use District is outside of the Yellow Springs boundary, but within the Urban Service Area boundary. The district contains areas delineated on each side of Xenia Avenue. The largest area is between Enon Road and Xenia Avenue. Currently, the area is primarily agricultural, with low density residential along Enon Road. The second is east of Xenia Avenue at the Village boundary. Both areas are within the wellfield capture zone.

The suggested future land use areas include:

- Office / Research. This category includes uses such as professional offices, research and education, light assembly, or other similar uses that do not use significant amounts of solvents that may pose a threat to the groundwater.
- Residential. A variety of residential densities including low-, medium- and high-density residential are appropriate within this transitional land use district.
- Park Expansion. Land adjacent to Gaunt Park should be reserved for future park expansion opportunities.

Future land uses to discourage or prohibit:

- Retail and Entertainment. Retail, food and entertainment, and personal service establishments may detract from, and potentially harm the critical mass of the downtown area
- Medium and Heavy Industry. This area is within the wellfield capture zone and uses that could pose a hazard to the drinking water system should be prohibited.

Design considerations

- The sites along Xenia Avenue are key southern gateways. Future developments should be designed in a manner that creates an attractive entrance into the Village. Buildings should orient toward Xenia Avenue. All parking areas should be to the side or rear of the buildings. All service, loading and storage areas should be located to the rear of the buildings or be screened from view.

Click [here](#) to view future land use map

Click [here](#) to launch web map application

Draft plan comments:

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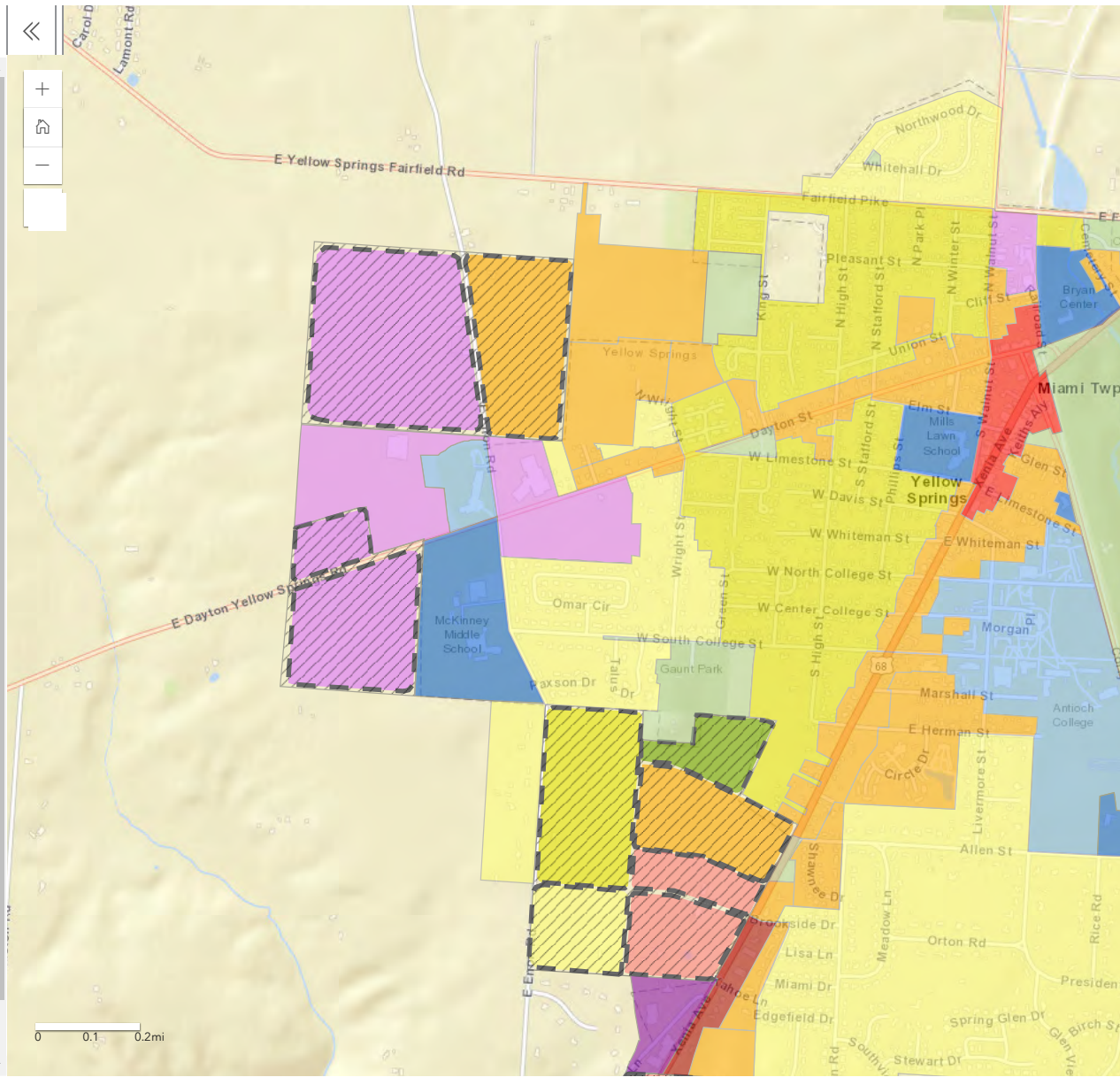
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Legend

- Future Land Use Plan >
- South YS Transitional Future Land Use District >
- Office
- Low/Medium Density Residential
- Park Expansion
- High Density Residential
- Medium Density Residential
- West YS Transitional Future Land Use District >
- Light Industrial
- Light Industrial / Residential Transition
- Conservation Area
- Medium High Density Residential
- Public Use
- Yellow Springs Existing Land Use
- Yellow Springs Zoning
- YS Thoroughfare Plan
- Yellow Springs Zoning
- Yellow Springs Bikeways
- Active Transportation Plan Improvements
- Tecumseh Land Trust Conservation Easements
- Urban Service Boundary



Transportation and Connections



Yellow Springs has a robust transportation network that largely supports all forms and provides mobility options for all ages. However, the Village has identified weaknesses, particularly with respect to non-motorized modes such as gaps in the sidewalk network and needed improvements in the bicycle infrastructure. To those ends the Village has been progressive in addressing these needs. In 2017, the Village adopted a [Complete Streets Policy](#), and in 2019 completed an [Active Transportation Plan](#). The Complete Streets and Active Transportation Plan have been integrated into the Village thoroughfare plan and within the recommendations outlined in this Comprehensive Land Use Plan.



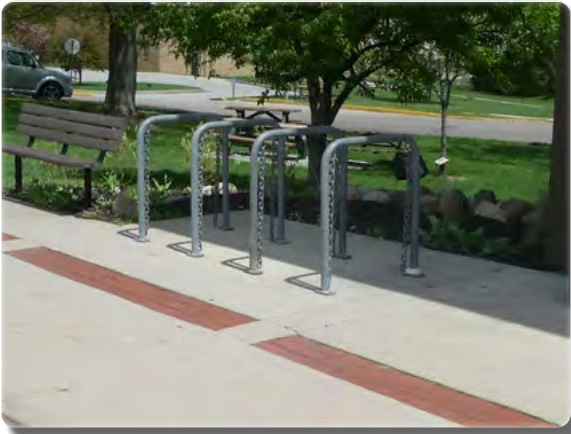
Mobility is a key factor when planning for an aging population. Ensuring senior residents have option beyond the automobile will greatly enhance their quality of life and ability to remain in the Village as they age. The Village needs to plan for an aging population when making decisions about its surface infrastructure. Historically, sidewalks were 48" and designed for two adults to walk side-by-side. When planning for an aging population a 72" (6 feet) walkway may be more appropriate to provide more maneuvering room and adequate space for personal mobility devices such as wheelchairs, walkers and scooters.

Yellow Springs will support and implement its Active Transportation Plan

Yellow Springs adopted an Active Transportation Plan in 2019 to help facilitate the improvement of its non-motorized transportation infrastructure. This multi-year plan outlines various investments and improvements to its bike ways, multi-use trails and sidewalks.

"Active Transportation" is an umbrella term for all the ways people can get around without using a motorized vehicle. The most common forms of active transportation are walking and bicycling, but especially in communities like Yellow Springs that have a larger proportion of older residents, people using wheelchairs or other assistive devices merit special consideration.

Click above to launch the Active Transportation Map



The term does not limit these activities to their recreational function, but instead considers them as healthy, sustainable and practical ways to commute, run errands, connect to transit and carry out daily tasks, potentially reducing the need for private car ownership and improving the environment. In this document, the words “bicyclist” and “pedestrian” include users of scooters, tricycles, and other similar mobility devices.

The vision of the Village of Yellow Springs Active Transportation Plan is to develop a high-quality, integrated surface transportation infrastructure system that contributes to improved quality of life by promoting safety, recreation, environmental sustainability, health, equity/inclusion, and economic development in the pursuit of maintaining and enhancing the Village’s vibrant and connected community for people of all ages and abilities. The Active Transportation Plan will strengthen the transportation bonds that connect Village residents to each other and bridge active transportation gaps that divide the Village from its neighbors.

The Active Transportation Plan provides the Village with an actionable road map for improving community mobility, with a focus on health and sustainable travel modes. The Active Transportation Plan components – policy, program and capital project recommendations – work in tandem to create a more complete and equitable transportation system for all users.

[The complete Active Transportation Plan can be found here.](#)

To better align land use with the Active Transportation Plan recommendations, the Village should undertake the following:

- Adopt an updated thoroughfare map that incorporates the Active Transportation Plan infrastructure improvements
- Evaluate the zoning and subdivision regulations to determine where best to strengthen those design and land use requirements which would encourage biking and walking
- Continue to seek outside funding to implement the active transportation plan, sidewalk improvements, ADA accessible curb ramps.

Yellow Springs will support and implement its Complete Streets Policy.

In 2017, The Village of Yellow Springs adopted a Complete Streets Policy which envisions:



"The transportation network in the Village of Yellow Springs will become measurably better connected, safer and more accessible for all users of the public right-of-way, regardless of their mode of transportation, age or abilities, as transportation projects throughout the Village are designed and constructed using Complete Streets principles. This effort to make our transportation system more complete will take advantage of opportunities presented by necessary reconstruction and expansion of the system whenever practicable."

This policy defines Complete Streets by this outcome:

"All current and projected users of the public right-of-way should be able to safely and conveniently reach their destinations along and across a street, road or trail, regardless of their physical ability or chosen mode of transportation, in order for that street or road to be considered complete."



All users include pedestrians, cyclists, transit and school bus riders, individuals with disabilities, motorists, freight haulers, service personnel and emergency responders as well as a wide range of ages from young children to seniors. Specific attention should be paid to vulnerable populations in contexts where they may need to travel. Studies show, for example, that a large majority of cyclists feel safe only if travelling on a "protected" bike lane or trail separated from traffic. This is especially true for younger riders and families.

While some streets and roads may require changes to the right-of-way to better accommodate non-motorized users, many low volume streets and roads will require minor changes, such as signage or restriping, or no changes at all, especially if speed limits are low and enforced (see "Context Sensitive").



The purpose of this policy is to encourage improvements to the transportation network so that more transportation corridors in the Village of Yellow Springs meet this definition, and to encourage future designs that accommodate all users, thereby creating an increasingly safe, connected and accessible transportation network for all modes and users.

Recommendations:

- Ensure all new subdivision streets are designed with "complete streets" principles in mind. Including bike and pedestrian connections between the new development and adjacent neighborhoods

The majority of streets in Yellow Springs serve local traffic and have a 50-foot right-of-way; although some have only a 40-foot right-of-way. Many streets have a pavement width of 20 feet or less and walkways on only one side of the street.

Historically, street network hierarchies focused on the movement of vehicles, and all other modes (pedestrians, bicycles, scooters, etc.) were secondary. A complete and effective street network must recognize not only the functions of various streets but ensure that all users are accommodated in design and construction. Yellow Springs is a compact Village whose traffic is mostly local; thus a complex hierarchy of streets is unnecessary.

Local Streets

Local streets carry local traffic, mainly residential uses and provide frontage for service and access to lots. These streets should be designed to carry the least amount of traffic at the lowest speed. The geometric design should be such that safety and connectivity is promoted and one that contributes to an overall desirable residential neighborhood design. To promote connectivity, cul-de-sacs and dead-end streets should be avoided. Residential developments should be designed so that all or most housing units front on this type of street.

Design standards should include:

1. Local streets are designed for average daily traffic volumes of less than 500 vehicles at a design speed of 25 mph.
2. A minimum 50-foot right-of-way.
3. Two moving lanes with minimum width of 10 feet each.
4. Parking lane with width of 8 feet is optional.
5. Curbing is required with a parking lane, optional otherwise.
6. Sidewalks (min. 5 feet) and tree lawns should also be required for all new subdivisions. Sidewalks should be provided on both sides of the street, unless a larger shared use path is developed on one side.

Collector Streets

Collector streets serve as conduits between local and arterial streets. These streets typically carry higher volumes of residential traffic at higher speeds than local roads. Residential collectors expected to carry considerable volume should be designed so that they are not used as short cuts between neighborhoods. Not all developments will require residential collectors but, as a general rule, developments over 150 dwellings will typically contain collectors. Design standards include:

1. Average daily traffic volume up to 3000 vehicles at a design speed of 30-35 mph.
2. Usually in a 50 to 60-foot right-of-way.
3. Two moving lanes with a width of 12 feet each.
4. One or two parking lanes
5. Curbing is required.
6. two 5-foot sidewalks, or one multi-use path
7. Tree lawns with minimum width of 6 feet on each side of street.

Arterial

Arterial streets convey traffic into and out of the community, and to and from major activity centers within the community such as commercial, industrial and retail areas. Design standards include:

1. Average daily traffic volume above 3000 vehicles at a design speed of 35 to 45 mph.
2. Usually in a 60 to 65-foot right-of-way.
3. Two moving lanes with a width of 12 feet each.
4. Two 8-foot parking lanes with curbing.
5. One separated bike lane or shared use path
6. Two 5-foot sidewalks (only one sidewalk is required if a shared use path is constructed)
7. Tree lawns with minimum width of 6 feet on each side of street.

Special Purpose Streets

Alley: This is a service road providing secondary access to lots. It is considered the same functional level as a residential access street with different standards. The amount of activity on alleys should be minimized and their layout should discourage use as shortcuts. These should be designed to discourage through traffic and no parking should be permitted. The pavement must be a minimum of 12 feet wide and 15 is preferred, and the minimum distance between structures on either side should be 20 feet.

Cul-de-Sac: This is a street with single access for ingress and egress with a circular turn-around at its terminus. To improve connectivity, cul-de-sacs should be avoided. Cul-de-sacs can have different design standards, depending on the uses they serve.

Stub Street: This is a portion of a street that is intended to connect to the future development of adjacent. A stub street should be designed to the same standards as a completed street, with temporary design elements, such as a temporary turn-around, as necessary.

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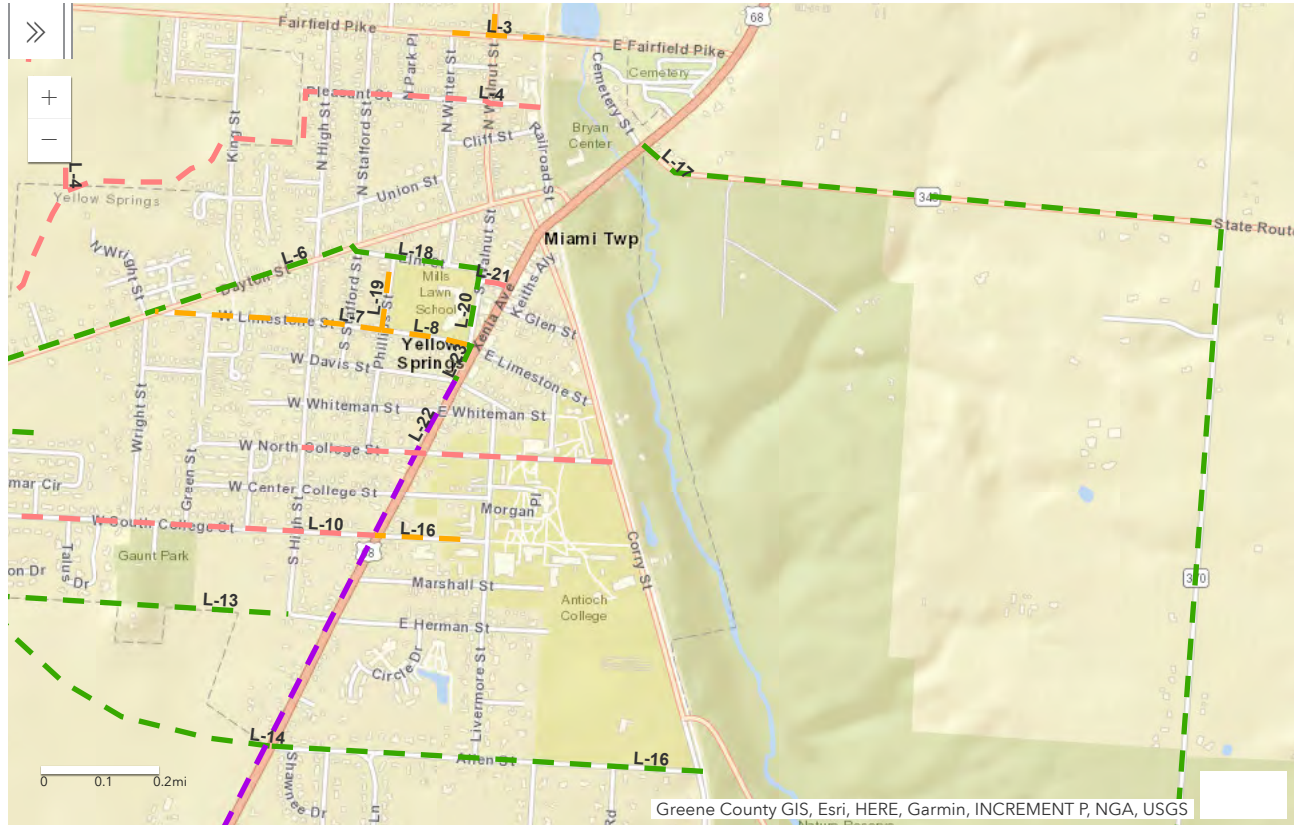
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Sustainable Yellow Springs | Comprehensive Land Use Plan

Active Transportation Map



[View larger map](#)



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Housing and Neighborhoods

Yellow Springs will promote retention, rehabilitation and development of diverse types of rental and home-ownership housing to meet current and future needs with focus on low-income, workforce and senior households to result in mixed-income, environmentally sustainable neighborhoods.



Housing Needs

When discussing needs of the Village, housing availability and housing affordability are often raised. Residents recognize Yellow Springs is an expensive community and there are concerns that current and future residents are being priced out of the Village. High housing costs may also impair future economic development opportunities if employees cannot afford to live in the Village.

To address these concerns, the Village undertook a [housing study](#) in 2018 which determined the following needs:

Rental housing for low income seniors and families

The largest number of renter households in Yellow Springs make less than \$35,000, representing 57.7% of all renter households in the Village. This income segment is projected have the largest growth rate among renter households. Since much of this growth will be among seniors, and nearly one-fourth of all children in Yellow Springs lives in poverty, it will be important to develop rental housing for low-income seniors and families.

Workforce housing

Yellow Springs lacks available and good quality rental housing that is affordable to many workforce households (generally priced between \$750 and \$1,500 per month). A large number of daily workers commute into Yellow Springs. Developing workforce housing is an opportunity to attract young, blue collar workers and young professionals interested in living in Yellow Springs. The development of affordable workforce housing should be supported.

Low Maintenance Senior-Oriented Housing

As Yellow Springs ages, developing housing designed to meet the needs of its aging population becomes more important. This includes housing for current senior renters not adequately housed and for senior homeowners seeking to downsize into a more maintenance-free living alternative, such as condominiums and/or rentals.

Modern Market Rate Rental Housing

Few modern market-rate rental alternatives exist within Yellow Springs for renters earning more than \$75,000 annually. The number of renters in this segments is projected to increase by nearly 40% and developing well-designed market-rate (\$1,500 / month) housing will enable Yellow Springs to attract and retain such groups as young professionals and independent seniors.

Entry Level and Higher End Modern For Sale Housing

The for-sale housing market is extremely tight, putting Yellow Springs at a competitive disadvantage with surrounding communities to retain and attract many households. Yellow Springs should support the development of modern for-sale housing, at a variety of price points, but emphasis should be on entry-level housing priced below \$150,000 and product priced above \$225,000.

Special Needs Housing

Housing within Yellow Springs does not meet the long-term demands of special needs populations, which include homeless and persons with disabilities. Housing policies and priorities within Yellow Springs should require some level of development of housing that serves these special needs populations. The housing needs assessment determined Yellow Springs could support the following housing over the next five years:

- Subsidized Rental Housing (Senior & Family) 100 units
- Low-Income Rental Housing 80 units
- Affordable workforce rental housing 70 units
- Market-rate rental housing 60 units
- Senior Care Housing 15 (beds)
- Entry-Level For-Sale Homes 40 units
- Moderate-Income For-Sale Homes 30 units
- High-Income For-Sale Homes 120 units

Housing Priorities and Strategies



Based on the housing market study, and the priorities expressed by the community, Yellow Springs should undertake the following strategies:

- Promote residential infill development on vacant lots that have public utilities
 - Identify and market Village-owned surplus lots that are best suited for residential development
 - Work with the County Treasurer to identify and acquire vacant, tax delinquent lots that may be suitable for residential development
- Actively support policies and initiatives to promote the development of small lots
 - Develop a "how to" guide for residents interested in developing Accessory Dwelling Units
- Review development codes to determine if the goals of promoting infill and affordable housing are impeded by regulation that increase the costs of development
 - Review if existing zoning requirements add costs to housing developments or reduce density, such as excessive parking requirements, minimum lot sizes or setbacks.
 - Amend zoning regulations to actively support "missing middle" housing types to encourage housing diversity. Missing middle housing refers to three- and four-unit buildings that are commonly constructed and provide additional housing options.
- Explore state and local programs that reduce the costs of new housing construction, particularly affordable rental housing
 - Explore establishing a Community Reinvestment Area (CRA) District on certain undeveloped land within the Urban Service Area, including the Glass Farm. A CRA can enhance affordability, particularly for rental housing, by providing an exemption of real property taxes for a set period of time. The CRA district terms and conditions are determined by the Village.
- Encourage preservation and upkeep of existing housing stock





- Explore low interest financing or state and county sources to assist low- and moderate-income homeowners to repair and upgrade their homes.
- Proactively enforce property maintenance codes to prevent existing housing from going into disrepair.
- Explore partnerships with local housing developers and real estate professionals to create additional housing opportunities within the Village.
 - Continue to support the efforts of Yellow Springs Home Inc.
 - Engage the Home Builders Association of Dayton to assist in marketing potential sites to interested homebuilders
 - Develop a Request for Proposals (RFP) process to gauge interest from local developers to develop the Glass Farm site.
 - Actively market the Village as a community that desires new housing development, consistent with the Village's growth policies and commitment to sustainability
- Explore housing programs and initiatives that will retain and attract diverse residents to the Village
 - Continue to work with the Yellow Springs Chamber to market the village to prospective residents
 - Educate potential buyers about available purchase incentive programs such as the Ohio Housing Finance Agency's Grants for Grads or Downpayment Assistance Program.

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Glass Farm Site

Glass Farm is a 42-acre site located in the northwestern quadrant of the Village, though not all of the site can be developed. The eastern portion is preserved from development through an 11-acre conservation easement, and the western 6 acres is devoted to a Village solar array. Portions of the remaining 25 acres could be developed for a range of housing types.

Three development concepts were prepared, and community indicated a higher level of residential density is desired for the site. In addition, a few key design considerations emerged from the comments:

- The existing conservation area must be preserved, and any development must consider and account for stormwater runoff so as to not impact the conservation area
- Any development should reflect the design values of Yellow Springs, including elements such as front porches, community space, and varying elevation and floor plan designs
- The development must provide pedestrian connections and incorporate the recommendations of the Active Transportation Plan
- The development must include a mixture of affordable housing units.



The Glass Farm site does have development challenges related to its location and site characteristics. First, the developer will need to extend utilities to the site or incorporate the Glass Farm into a larger phased development. Secondly, much of the glass farm is comprised of hydric soils and building sites will likely need some level of augmentation to create stable building pads. These site characteristics are not unique to Yellow Springs but will increase the cost of development.

To explore the feasibility of developing the Glass Farm site the Village should consider the following actions:

- Engage the Dayton Home Builders Association to convene an informal round table discussion with local builders and developers to gauge their interest in this site. Developers can provide realistic feedback on the site constraints and types of development incentives that may be necessary.
- If there is interest from the development community, the Village should develop and issue a non-binding Request For Proposals (RFP) to develop the Glass Farm. The RFP should articulate the vision for the site, as well as expectations on affordability, density, and character. A successful respondent should be granted an exclusive due diligence period to determine actual site development costs, housing types and prices, and negotiate with the Village. If negotiations are unsuccessful, the only cost to the village is time spent with the developer.
- Designating the site, and surrounding vacant land, as a Community Reinvestment Area (CRA). The CRA is a state administered economic and community development tool to encourage development through real property tax exemption. The program allows the local government to determine program parameters tailored to the community.





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Economic Development

Yellow Springs will support existing businesses and actively recruit strategic businesses that diversify the economic base and provide economic opportunities for our residents



Increasing economic resilience and broadening the economic base (the number and variety of jobs) helps diversify the local economy and its ability to weather economic downturns. An economy too heavily concentrated in one sector can be overly hurt during an economic downturn.

Additionally, broadening the local economy distributes the cost of public services over a wider base. This includes the cost of public utilities, schools, and other governmental services that are paid through property tax revenue, income taxes and utility fees.

Economic resiliency emerged as a key issue and priority in 2010 and “Strengthening the Economy” was one of the key initiatives outlined in the Vision document. This same theme was emphasized by the community in 2020.

Economic data shows that efforts to diversify the Yellow Springs economic base is trending in the right direction. In the five-year period between 2012 and 2017 (the most recent data) Yellow Springs added over 350 jobs for a total job count of approximately 1,965 jobs.

The three largest job sector increases between 2012 and 2017 were:

- Professional, Scientific and Technical Services - 138 jobs
- Accommodation and Food Services - 97 jobs
- Educational Services - 96 jobs

Support existing businesses through strategic investment



In general, most job growth within a community is the result of existing businesses expanding and growing. Yellow Springs will continue to support its existing business by:

- Ensuring Yellow Springs is responsive and friendly to the needs of our local businesses.



Click for Economic Development Map

- Investing in the public services and utilities necessary for businesses to flourish.
- Improving broadband and telecommunication connectivity and capacity needed today and tomorrow.

Support and strengthen downtown

Downtown Yellow Springs is a truly authentic thriving destination that serves the community and region. The downtown has the highest concentration of jobs and efforts should be undertaken to not only preserve its function but expand its economic and social influence within the Village. To that end, Yellow Springs will support and strengthen the downtown area by:



- Review minimum off-street parking requirements in the downtown area to reduce barriers to business and residential expansion. Many communities are rethinking their approach to required parking minimums to reduce development costs, and they recognize there is often ample on-street parking.
- Explore the creation of a Designated Outdoor Refreshment Area (DORA) to encourage outdoor dining, improve flexibility for special events, and better enable social distancing in the time of COVID-19. A DORA allows the Village to designate a specific area and time, where adults may consume alcohol beverages outdoors and off-premises from a restaurant or tavern. This could open up areas like Beatty-Hughes Park or vacant lots for temporary seating.
- Explore additional on-street parking, or more efficient off-street parking solutions in the downtown area. Additional on-street parking spaces could be gained on Corry, Elm, Phillips and Limestone Street. Additional off-street spaces could be gained by reconfiguring the John Bryan Center parking lot, constructing a small lot at Beatty-Hughes Park, and under-used parking area at Corry and Limestone Street (owned by Antioch College). [See examples here.](#)
- Identify areas that may be suitable for new building construction or reuse. Examples include the soon to be vacant fire station, the vacant lot at Dayton and Railroad



Street, and opportunities exist at Mills Lawn if the Yellow Springs School District consolidates into one campus.

- Evaluate expanding the Downtown commercial (Central Business District) zoning northward to include the Millworks Business Park and adjacent I-1 Mixed Industrial land and better connect Yellow Springs - Fairfield Road.



Provide opportunities for job creation and growth in targeted economic sectors and areas of the Village

In addition to growing from within, Yellow Springs is committed to attracting businesses in sectors that are compatible with Yellow Springs values and culture. To attract new businesses, the Village will:

- Adopt a future land use map that allows economic growth but protects the groundwater system and the economic importance of downtown Yellow Springs.
- Actively recruit and develop business relationships in sectors that are generally compatible with the values of Yellow Springs such as:
 - Agricultural related businesses
 - Technology and information
 - Education and knowledge
 - Green technologies
- Develop an economic development plan and strategy



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Parks, Recreation and Culture

Yellow Springs values its commitment to open space, conservation, recreation, culture and the arts



Yellow Springs values conservation, open space, recreation, and the arts. With the annexation of Glen Helen, the Village has over 500 acres (nearly 30% of all land uses) dedicated to parks, conservation or open space uses. Park and recreational opportunities exist in abundance throughout and adjacent to the Village including:

- Ellis Park
- Gaunt Park
- Bryan Center
- Duncan Park
- Beatty-Hughes Park
- Hilda Rahn Park
- YS Toddler Park
- YS Skate Park
- YS Women's Park
- Little Miami Bike Trail
- Glen Helen Nature Preserve
- Mills Lawn playground
- Antioch College Tennis Courts
- Yellow Springs High Schools Track and Athletic Fields
- John Bryan State Park
- Clifton Gorge
- Little Miami Scenic Trail

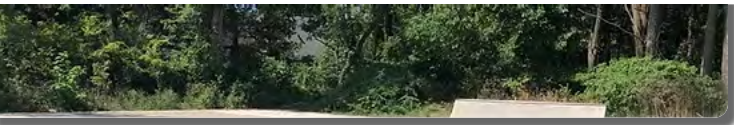
Each of these facilities varies in size, purpose, amenities, utilization, and ownership. The ownership and maintenance responsibility within the Village of these parks, playgrounds and open space is mainly shared among four agencies: The Village of Yellow Springs, Yellow Springs Schools, Antioch College and Glen Helen Association. Through maintenance and upkeep efforts, each of these agencies contribute to the physical well being of every resident.

Recommendations:

1. Review Park Land Dedication Requirements
Currently, regulations require a 5% dedication of land for parks, playgrounds or open space for subdivisions of 50 acres or more; and a 15% set-aside for Planned Unit Developments. There are currently no undeveloped tracts of land remaining in the Village that are above the 50-acre threshold and available for development.

The Village should review its Park Land Dedication requirements to:

- Determine if the 50-acre threshold for park dedication is too high and should be lowered so smaller subdivisions are required to dedicate park land.
- Establish a fee-in-lieu of park land dedication. Where appropriate, rather than develop additional parkland or open space, developers could pay into a fund reserved for paying the costs of upgrading adjacent



or nearby parks. A fee-in-lieu may be appropriate when a new park or open space is not in the best interest of the community, such as where there are nearby parks, or the dedication severely reduces the number or affordability of the potential housing units.

2. Update the Park Master Plan

The last park plan was completed in 1998 and many of the recommended improvements have been completed. The Village and its stakeholders should update the Parks Master Plan, so its parks and recreational offerings stay relevant and provide the amenities desired by current and future residents.



3. Develop a Dog Park

One of the top priorities indicated by the community is the development of a dog park within the Village. Dog parks can greatly add to the social interaction within a community, but they must be designed and operated in a deliberate manner to avoid becoming an irritation to surrounding residents.

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Community Character and Design

Yellow Springs is a community that prides itself on its commitment to sustainability and the high quality of life of its residents. Land use policies can significantly affect the physical character and sense of place of a community. Key land use policies that impact community character and design include:

- Growth management and conservation practices
- Infrastructure investments and design standards
- Historic preservation
- Zoning and development regulations
- Open space and recreational opportunities



Yellow Springs has very proactive policies designed to maintain and improve community character and urban design. The recommendations below are designed to build on that commitment to a quality community.

Growth Management and Conservation

Yellow Springs and Miami Township have consistently been regional leaders in growth management and environmental conservation. The collective commitment of Yellow Springs and Miami Township to environmental stewardship, planned growth and sustainable investments is a rare partnership found between a municipality and its adjacent township. The urban service area boundary concept is even more rare in the state of Ohio.



Both communities should continue their support of the USB and continue to support the farmland conservation efforts outside of the USB. This is particularly true of land west of the village which is facing development pressures from Fairborn and within Bath Township.

Both jurisdiction should:

- Continue to recognize and adhere to the Urban Service Area boundary growth limits. Nearly 360 acres remains undeveloped between the village corporation limits and the Urban Service Boundary, which is ample land to accommodate the growth needs of the village for the next few decades.
- Continue to support the TLT conservation efforts outside of the Urban Service Boundary. In the near term, development pressures that could reduce prime farmland will be largely concentrated on the western portions of Miami Township in closer proximity to the City of Fairborn. However, as larger lot subdivisions are constructed, and public infrastructure continues to be extended eastward, those pressures may move closer to Yellow Springs. The village should continue to support farmland preservation and conservation efforts, particularly in the north west quadrants of Miami Township.



Historic Preservation

Yellow Springs has a National Register Historic District that covers a large swath of downtown. This district not only reflects the historic importance of the downtown area, but also opens up the potential for



property owners to obtain historic tax credits for the rehabilitation of their property. Additionally, a number of buildings on the Antioch College campus are also listed. While these buildings are listed on the National Register, being listed provides no protection from demolition or significant alteration.

Yellow Springs should consider establishing a local Historic District Overlay to better protect those historic resources. Historic district overlay zoning regulations can vary in intensity from simply requiring a public conversation before a building is demolished, all the way to regulating exterior modifications and alteration. The level of regulatory oversight can be tailored to the needs and appetite of the community.

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Public Facilities and Utilities

Yellow Springs has a history of long-term public utility and infrastructure planning. Over the past 30 years the community has consistently opted to be self-reliant and retain public ownership of the water, sewer, and electric utilities. Environmental and economic sustainability are often key considerations when determining future public utility and infrastructure investments.

Electric Service

Yellow Springs has owned, operated, and maintained its own electric distribution system for many years. The enterprise utility supports its own maintenance and capital improvement investments. In general, the electric system is in good condition, however some business owners expressed concerns about adequate power availability. Larger commercial and industrial developments will need to be evaluated to ensure there is adequate electrical service.



Yellow Springs has a commitment to environmental stewardship both in its land development policies and also its public utility investments. Yellow Springs has one of the largest solar utilization rates for a municipality of its size, and the Village continues to push forward the issues of environment, equity, and equality. To that end, Yellow Springs should continue to invest in its solar infrastructure. Land that is less suitable for residential or commercial development should be prioritized, such as the former Vernay site.

Water and Sewer

The Wastewater Treatment Plant is designed to treat 1.2 million GPD. Currently about 650,000 GPD is treated daily. This 550,000 gallon "surplus" should be adequate to accommodate modest growth.



Like most communities, the Village is dealing with the effects of aging infrastructure. The most pressing issue is stormwater infiltration into the sanitary sewer system.

Water infiltration during significant rain events causes a spike in the amount of water sent to the wastewater treatment plant, occasionally exceeding its processing capacity. In wetter months, the plant treats approximately 880,000 GPD, compared to 300,000 GPD during dryer summer months.

However, the Village has been working to remediate these issues. It recently began a sewer lining program, focusing on the downtown area, which has the oldest infrastructure. These improvements will mitigate infiltration issues and eliminate or greatly reduce surges at the wastewater treatment plan during periods of heavy rainfall. This is an important project since climate change



is expected to result in stronger, more frequent storm events.

Additionally, the Village should continue to encourage downspouts and sump pump disconnections from the sanitary sewer system. While this was a common practice, changes to environmental regulations coupled with increased demands on the waster water treatment system, mean these connections directly impact the effluent discharge that occurs during heavy rain events.

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