

**WORK IN PROGRESS – 4/15/08**

<b>LJB Proposed Revision</b>	<b>Original 2002 Comprehensive Plan</b>	<b>Planning Commission 2008 Version</b>
<p><b>4.0 Land Use Principles and Objectives</b></p> <p><b>INTRODUCTION</b>                      There have been consistent community values about the surrounding physical environment and the desirable small town nature that have endured since the Comprehensive Land Use Plan’s first iteration circa 1969. These have been incorporated into many community activities including all planning/land use documents. A number of long standing issues, such as the role of tourism, have also played a familiar role in many land use decisions. These values and issues have been discussed in previous Comprehensive Plans and are updated in this Plan.</p> <p>While recognizing the consistency of the underlying values, there is also a present reality created by past actions. Land use decisions often require judgments that weigh competing values and desires. In the past these decisions have been made without benefit of clearly articulated principles to guide the process and this has resulted in some decisions, which in hindsight might have been made differently if the underlying principles had been clearly articulated. For this 2008 update to the Comprehensive Plan, a set of nine principles have been developed to help guide future planning and land use decisions, including zoning decisions.</p> <p>After the discussion of the community values, issues and the articulation of implementing principles, the major areas of land use planning are discussed and land use objectives identified.</p>	<p><b>4. PLAN OBJECTIVES</b>                      It is important to recognize that consistent values about the surrounding physical environment and the desirable small town nature have endured for several generations. These have been incorporated into many community activities including all planning/land use documents. In recognizing this consistency we must also face the reality created from actions based on those values. In past efforts, conflicts between specific desires have been identified but rarely addressed adequately. To move beyond that, the following issues and their interdependence are recognized, and some options for resolution are discussed.</p>	<p><b>4.0 Land Use Principles and Objectives</b>                      There are consistent principles about the community’s physical environment and the desire for a small town nature that have endured since the Comprehensive Land Use Plan’s first iteration circa 1969. These principles have not been previously clearly articulated, even though they have been by implication incorporated into many community activities including all planning/land use documents.</p> <p>In recognizing this consistency, we must also acknowledge the reality created by actions based on these unarticulated principles.- These actions have often resulted in conflicts between specific desires and these identified principles, but have rarely been addressed adequately largely as a result of being implied rather than articulated.</p>
<p><b>VALUES AND ISSUES</b>                      In this section the community values and recurring issues underlying and guiding the community’s land use planning and decision-making activities are discussed. With each value or issue, there are interdependencies and trade-offs that enter into land use decisions, and these are also discussed below.</p>		<p>Notwithstanding these principles and their objectives and goals, we must nevertheless acknowledge these caveats:</p>
<p><b>A. Open Space</b>                      The community has consistently expressed that it values preservation of open space, natural topographic and vegetation features, and critical environmental areas. The community has consistently identified the importance of "guaranteed" open space-- land which is legally restricted with regard to development-- and has even used the tools available through Village Government and private organizations to act on that desire. In general, these actions have been perceived as positive and retain continued local support.</p> <p>As important as preservation of open space is to the community, there are trade-offs that include reduction of land available for other uses, reduction in potential property tax revenues and increases in value of adjacent land, making it less affordable to some segments of the population and thereby potentially reducing diversity.</p>	<p>(1) <u>Open Space/Preserved Land, Its Effect on Real Estate Values, Local Economy, etc.</u>                      When open lands are legally restricted from being developed, land is perceived as more scarce. These restricted lands are not included in any inventory of land available for possible development. It is also common for lands adjacent to such restricted land to increase in value since they are next to perpetual open space. An additional negative effect is the reduced property tax revenue from restricted land, since it has virtually no development value.</p> <p>The community has consistently identified the importance of "guaranteed" open space-- land which is legally restricted with regard to development-- and has even used the tools available through Village Government and private organizations to act on that desire. In general, these actions have been perceived as positive and retain continued local support. There is some recognition that a possible negative result of this action is an increase in property values (due to increased market</p>	<p>A. That preservation of open space, natural topographic and vegetation features, and critical environmental areas</p> <ol style="list-style-type: none"> <li>1. restricts land from being developed, creating a scarcity of land available for development,</li> <li>2. increases the value of <i>adjacent</i> land,</li> <li>3. reduces potential property tax revenues from the restricted property.</li> </ol> <p>Nevertheless the community has consistently identified the importance of guaranteed open space – within and especially bordering – our community</p> <ol style="list-style-type: none"> <li>1. regarding the consequences as acceptable to retaining community land-use control</li> <li>2. and regardless of the negative result in increased value and competition for adjacent land.</li> </ol>

	values) and high competition for surrounding land.	
	<i>Several other communities have faced the same situation as they worked to guarantee open spaces. Identifying and monitoring the success of their efforts, and tailoring successful approaches for Yellow Springs, should be pursued.</i>	
<p><b>B. Economic Vitality</b> It is essential for a self-reliant community to have the knowledge, skills, resources and vision to identify changing economic conditions, locate needed technical assistance and initiate action in such a way that protects the Village character and distributes local economic benefits equitably.</p> <p>The global, national and local economic pictures are constantly changing and the Village must continue to define and maintain its role within the confines of those pictures. An unbalanced reliance upon one element of the economy, tourism for instance, is risky and should be avoided. Public and private support for new ventures spanning many areas of the marketplace must be maintained and enhanced wherever and whenever possible.</p> <p>The community believes in planned growth and must continue to look seriously at how business and industry contribute to ongoing economic health.</p>	<p>(2) Economic Vitality That Does Not Conflict With Managed Growth Efforts</p> <p>It is essential for a self-reliant community to have the knowledge, skills, resources and vision to identify changing economic conditions, locate needed technical assistance and initiate action in such a way that protects the Village character and distributes local economic benefits equitably.</p> <p>The global, national and local economic pictures are constantly changing and the Village must continue to define and maintain its role within the confines of those pictures. An unbalanced reliance upon one element of the economy, tourism for instance, is risky and should be avoided. Public and private support for new ventures spanning many areas of the marketplace must be maintained and enhanced wherever and whenever possible.</p> <p>The community believes in planned growth and must continue to look seriously at how business and industry contribute to ongoing economic health.</p>	<p>B. That economic vitality is essential</p> <ol style="list-style-type: none"> <li>1. in so far as it is possible to create a self-reliant, economically self-sustainable community <ol style="list-style-type: none"> <li>a. with the vision to identify changing economic conditions</li> <li>b. that can locate and attract the technical assistance and action necessary to protect the community's character</li> </ol> </li> <li>2. that local, national, and global economic forces constantly change and do affect our local economy – forces over which we have no control whatsoever – but which we must nevertheless account for <ol style="list-style-type: none"> <li>a. avoiding an unbalanced reliance on any one element of our economic base, including: <ul style="list-style-type: none"> <li>• tourism</li> <li>• manufacturing</li> <li>• retail</li> <li>• education</li> </ul> </li> <li>b. as to do so is risky (and to be avoided)</li> </ol> </li> </ol>
	<i>The Village should take proactive measures to ensure this economic health, such as establishing a cooperative economic development agreement.</i>	
<p><b>C. Healthy Downtown</b> It is clear that one major role of the downtown is to serve the commercial needs of the community. It is also important to recognize and preserve its role of providing a pleasing place for social interaction. Presently, the downtown is a vibrant mixture of commercial, social and cultural activities. This environment is treasured by the community and methods of supporting and encouraging that role should be pursued.</p> <p>It is also crucial to recognize and preserve the downtown's character as an "anchor" in the community with regard to its depiction of the Village's heritage and history, and to ensure the ongoing stability and permanence of those components that make up that character while recognizing and protecting the rights of downtown business and property owners. Unique, locally-owned and operated businesses contribute to the identity of the downtown and should be recognized for that and encouraged. National franchises and businesses need to be made aware of this and encouraged to design their Yellow Springs locations in ways that allow them to blend into the existing fabric of the downtown and avoid changes that significantly alter the total ambiance.</p>	<p>(6) Supporting a Healthy Downtown</p> <p>It is clear that one major role of the downtown is to serve the commercial needs of the community. It is also important to recognize and preserve its role of providing a pleasing place for social interaction. Presently, the downtown is a vibrant mixture of commercial, social and cultural activities. This environment is treasured by the community and methods of supporting and encouraging that role should be pursued.</p> <p>It is also crucial to recognize and preserve the downtown's character as an "anchor" in the community with regard to its depiction of the Village's heritage and history, and to ensure the ongoing stability and permanence of those components that make up that character while recognizing and protecting the rights of business and property owners downtown. Unique, locally-owned and operated businesses contribute to the identity of the downtown and should be recognized for that and encouraged. National franchises and businesses need to be made aware of this and encouraged to design their Yellow Springs locations in ways that allow them to blend into the existing fabric of the downtown and avoid changes that drastically alter the total ambiance.</p>	
<p><b>D. Healthy Business Districts</b> While the downtown area is unique and has special qualities that the</p>		<p>F. That healthy "business" districts are present, including:</p> <ol style="list-style-type: none"> <li>1. the Central Business District zoning area</li> </ol>

<p>community values, there is also a recognition that the limited size of the downtown area means that it cannot serve all the economic activity needs of the community. Therefore, the economic vitality of the community also requires that all the “business districts” remain healthy. These districts are:</p> <ol style="list-style-type: none"> <li>1. the Central Business District zoning area</li> <li>2. the General Business District zoning area along US 68 (Xenia Avenue) south</li> <li>3. the industry, commercial, and educational zoned areas at the intersection of Dayton Street and East Enon Road</li> <li>4. the light industry area to the north of the Central Business District, formerly including a “lumber yard,” and now including Millworks and John Hudson’s metal sculptuary business,</li> </ol> <p>Land use planning and land use decisions should support that all the districts are maintained to:</p> <ol style="list-style-type: none"> <li>1. preserve each as an “anchor” for its respective (but different) role in providing places for community interactions that are commercial, social, and cultural,</li> <li>2. ensure their stability and permanence while recognizing the rights of business and property owners,</li> <li>3. ensure that unique, locally owned and operated businesses continue to contribute to the community’s identity,</li> <li>4. encourage businesses coming into the community to design their locations and operations to “blend” into these interactions, stability, and permanence of the community’s retail and commercial centers.</li> </ol>		<ol style="list-style-type: none"> <li>2. the General Business District zoning area along US 68 (Xenia Avenue) south</li> <li>3. the industry, commercial, and educational zoned areas at the intersection of Dayton Street and East Enon Road</li> <li>4. the light industry area to the north of the Central Business District, formerly including a “lumber yard,” and now including Millworks and John Hudson’s metal sculptuary business,</li> </ol> <p>and are all maintained to</p> <ol style="list-style-type: none"> <li>1. preserve each as “anchors” for their respective (but different) roles in maintaining places for community interactions that are commercial, social, and cultural,</li> <li>2. ensure their stability and permanence while recognizing the rights of business and property owners</li> <li>3. ensure that unique, locally owned and operated businesses continue to contribute to the community’s identity</li> <li>4. encourage businesses coming into the community to design their locations and operations to “blend” into these interactions, stability, and permanence of the community’s retail and commercial centers.</li> </ol>
<p><b>E. Local Control and Acceptable Level of Public Services</b>  The community has long exercised local control of public services such as utilities, police protection and a locally operated, independent school system. Historically there have been overt demonstrations of this commitment, including the use of local resources and revenue. Local control has enabled the Village to choose to provide higher quality services that are more expensive than less extensive services elsewhere.</p> <p>Continuing to provide locally controlled services will require an on-going community commitment to maintaining a revenue base sufficient to keep these services affordable. Otherwise a higher cost of living develops -- higher utility rates, for example -- which makes it harder to maintain an economically diverse population.</p>	<p><b>(3) An Acceptable Level of Public Services, An Independent School System, Associated Costs</b></p> <p>The community has long exercised local control of public services such as utilities, police protection and a locally operated, independent, village school system. Historically there have been overt demonstrations of this commitment, including the use of local resources and revenue. Local control has enabled the Village to choose to provide higher quality services that are more expensive than less extensive services elsewhere. One result is the revenue base needs to be maintained and expanded to maintain the affordability of the services. This obviously creates a higher cost of living -- higher utility rates, for example -- which threatens the existence of an economically diverse population.</p>	<p><b>C. That essential public services must be maintained at acceptable, cost-effective, sustainable levels. These public services include:</b></p> <ol style="list-style-type: none"> <li>1. Water treatment and distribution, including potable drinking water that meets Ohio EPA standards and is capable of providing adequate fire flows</li> <li>2. wastewater collection and treatment that meets Ohio EPA discharge requirements</li> <li>3. storm water collection and management</li> <li>4. street maintenance, repair, and reconstruction</li> <li>5. electric distribution, including power generation agreements (through AMP-Ohio or otherwise) that seek stable vs. market pricing for electric power purchased for distribution to our customers/consumers</li> <li>6. locally-based community law enforcement (policing)</li> <li>7. parks and recreation facilities and programs, including <ol style="list-style-type: none"> <li>a. Gaunt Park and its swimming pool</li> <li>b. the Bryan Community Center and its facilities and programs</li> <li>c. the other designated park areas owned by the Village</li> </ol> </li> <li>8. a public library building, owned and maintained by the Village, but operated by the Greene County Library District</li> <li>9. an independent, locally governed public school system that is augmented by private pre-, parallel, and post- educational institutional entities</li> </ol>

		<p>Providing these services has historically and will continue to require a community commitment to</p> <ol style="list-style-type: none"> <li>1. providing a higher quality of these and other services that may be either both more expensive or less extensive than elsewhere</li> <li>2. maintaining a revenue base sufficient to keep these services affordable. Otherwise such a higher cost of living develops that it threatens the existence of an economically diverse population and requires an on-going analysis of costs vs. benefits and creditable reaffirmations of the community's continued willingness to pay for the services.</li> </ol>
	<p><i>The issue is complex. Information about the actual costs associated with individual services should be continually reviewed, if only to give people a chance to affirm continued willingness to pay for such services. In the past Village Council established a Utility Rates Task Force to review utility costs and the impacts on various segments of the Village population. An ongoing review of the costs and benefits for various public services should be performed and the resulting information made available to the public. In the past, the community has been willing to pay for the independence provided by local control of public services. This position should be monitored continually and addressed when and if necessary.</i></p>	
<p><b>F. Diversity</b> The community continues to find that it is desirable to maintain a population that is economically, ethnically, politically, culturally, educationally, professionally diverse with the full range of age groups. As in the past, Villagers recognize the value of being a part of a diverse community. The wide array of resources that result from such diversity is a treasured asset. Constructive efforts must be pursued to ensure that a wide variety of lifestyles are part of the community. These efforts will involve both public and private entities. Land use decisions can also impact the accessibility of the community to certain groups, e.g. the young, the elderly and disabled, thereby reducing diversity.</p>	<p>(4) Diversity of Lifestyle As in the past, Villagers recognize the value of being a part of a diverse community. The wide array of resources that result from such diversity is a treasured asset. Constructive efforts must be pursued to ensure that a wide variety of lifestyles are part of the community. These efforts will involve both public and private entities.</p>	<p>D. That diversity continues to be desirable</p> <ol style="list-style-type: none"> <li>1. economically</li> <li>2. ethnically</li> <li>3. politically</li> <li>4. educationally</li> <li>5. professionally</li> <li>6. and including age, disabilities and other demographics</li> </ol> <p>As a wide array of resources for solving community matters results, every effort should therefore be pursued to ensure that diversity continues, efforts that</p> <ol style="list-style-type: none"> <li>1. involve both private and public entities</li> </ol>
	<p><i>On-going attempts to address this issue might include analysis of the changing demographics of the Village population, followed by identifying "target" populations for specific efforts.</i></p>	<ol style="list-style-type: none"> <li>2. require an on-going analysis of the community's demographics in order to identify and attract missing "target" populations to the community</li> </ol>
<p><b>H. Staying Small</b> Although the community has clearly expressed the desire to stay "small" numerous times in the past, this may not be possible or even desirable when balanced with other desires of the community and in the face of being an economically sustainable community.. The Village might be perceived as a living organism that needs movement, growth and change in order to survive. It may more appropriate to modify the desire to "stay the same" into actions that identify valued assets, services, programs and amenities of the community and express a willingness to incorporate changes and growth that preserve and</p>	<p>(5) Staying Small Although the community has clearly expressed the desire to stay the same size numerous times in the past, this may not be possible or even desirable. The Village might be perceived as a living organism that needs movement, growth and change in order to survive. It is more appropriate to modify the desire to "stay the same" in to actions that identify valued assets, services, programs, and amenities of the community and express a willingness to incorporate changes and growth that preserve and enhance those assets.</p>	<p>E. That staying "small" is an expressed community desire, although it may be neither possible nor even desirable when balanced with other desires of the community and in the face of being an economically sustainable community.</p> <p>It may instead be more appropriate to engage in actions that seek to preserve community values</p> <ol style="list-style-type: none"> <li>1. physical</li> <li>2. social</li> <li>3. economic</li> </ol>

<p>enhance those assets.</p>		<ol style="list-style-type: none"> <li>4. political</li> <li>5. and other factors that at least preserve the perception – by ourselves and by others – of being a small town,</li> <li>6. while accepting changes and growth that preserve and enhance these values and that contribute to the economic sustainability of the community.</li> </ol>
	<p><i>This approach can be effected by first identifying those elements of the Village -- physical, social, political, etc.-- that are considered valuable, using a variety of criteria, and then enacting ways to protect and enhance those elements. A variety of methods can be employed, ranging from self-imposed restrictions to specific Village legislation. A survey conducted by the Humanity House class of the Yellow Springs High School attempted to identify those places within the Village that are perceived as valuable. The survey results are included in the Appendix of this Plan.</i></p>	
<p><b>I. Tourism</b>  Many Village residents feel that the topic of tourism is a critical one. Yellow Springs has been a place for visitors since its beginnings, when tourists came to sample the water from the mineral spring. Obviously, more recent additions such as the bike path have influenced the numbers of people who visit the Village, their ages and interests, and the types of activities they are likely to engage in while here. Recognizing that it is difficult to identify direct relationships between "tourism" and specific by-products or effects of tourism, this Plan focuses on issues that may or may not be products of tourism, such as limited parking, the need for additional public facilities, and economic development.</p> <p>There is no evidence of Village consensus on whether or not tourism itself should be encouraged or discouraged, though there seems to be widespread acceptance of the fact that if the Village is charming and interesting, people will want to visit. For that matter, regional and national attention to these attributes of Yellow Springs in the press and other media seems to elicit no small degree of pride. There seems to be a general perception that there are problems needing attention related to increased numbers of cars and people for temporary periods of time mainly in the downtown area, and these problems especially the development of alternative parking areas other than downtown should be identified and dealt with, regardless of who or what may be responsible for their existence. The Village sponsored endeavor to enhance the Cemetery Street Parking area is an example.</p>	<p>(7) Tourism  Many Village residents feel that the topic of tourism is a critical one. Yellow Springs has been a place for visitors since its beginnings, when tourists came to sample the water from the mineral spring. Obviously, more recent additions such as the bike path have influenced the numbers of people who visit the Village, their ages and interests, and the types of activities they are likely to engage in while here. Recognizing that it is difficult to identify direct relationships between "tourism" and specific by-products or effects of tourism, this Plan focuses on issues that may or may not be products of tourism, such as limited parking, the need for additional public facilities, and economic development. There is no evidence of Village consensus on whether or not tourism itself should be encouraged or discouraged, though there seems to be widespread acceptance of the fact that if the Village is charming and interesting, people will want to visit. For that matter, regional and national attention to these attributes of Yellow Springs in the press and other media seems to elicit no small degree of pride. There seems to be a general perception that there are problems needing attention related to increased numbers of cars and people for temporary periods of time mainly in the downtown area, and these problems especially the development of alternative parking areas other than downtown should be identified and dealt with, regardless of who or what may be responsible for their existence. The Village sponsored endeavor to enhance the Cemetery Street Parking area is an example.</p>	<p>G. That tourism (“guests” coming to our community) is supported by some as an “addition” to our economic vitality, but is seen by others as an “inconvenience” to their ability or desire to “shop locally”, inhibiting as it does community members competition for very limited parking spaces with guests to our community causing, anecdotally at least, community members to shop elsewhere for products either not available locally or for products available elsewhere more economically and more conveniently.</p> <p>Nevertheless the community has long been a place for guests, from long ago to sample our “mineral waters” at the Yellow Springs Hotel in the Glen, to now, to utilize our bikepath and its connections to Springfield (and other points north), to our own Ellis Park, and to Xenia, Dayton, and Bellbrook (and other points south), and to shop our Central Business District.</p> <p>There seems to be no community consensus on whether public vs. private funds should be expended on encouraging (vs. discouraging) tourism, recognizing as it does that it is difficult (impossible?) to draw correlations of benefit to our local economy, while recognizing that our uniqueness and the “charm” of our community draws regional, state, and national attention which will result in an increase in the number of visitors to our community and may result in problems which will require increased attention to</p> <ol style="list-style-type: none"> <li>1. an increased number of pedestrians</li> <li>2. an increased number of cars</li> <li>3. a need for an increased number of parking spaces for which provisions need to made to enable guests to “park once,” and then walk or bicycle to our stores and our points of interest</li> </ol>
<p><b>J. Planned Growth</b>  Much of the essence of the existing Village depends on limited change in the surrounding Township. Not only should the Village monitor potential changes within its Urban Service Area, defined as such on the 2006 Urban Service Area Map (Appendix B to this document), but it should also seek to cooperate with Miami Township to address development and find ways to meet the needs of</p>	<p>(8) Planned Growth  Much of the essence of the existing Village depends on limited change in the surrounding Township. Not only should the Village monitor potential changes within its Urban Service Area, defined as such on the 2006 Urban Service Area Map (Appendix B to this document), but it should also seek to cooperate with Miami Township to address</p>	<p>H. That much of our community’s future land use planning (specifically the land areas adjacent to our present corporate boundary and under the land use and zoning controls of Miami Township) depends on cooperative limitations to changes in those adjacent land uses with Miami Township officials and landowners while nevertheless adhering to the Urban Service Area defined by this Comprehensive Land Use Plan (see Appendix A), recognizing the inconsistencies between it and the current Miami</p>

<p>both Village and township residents with planned growth, without the type of uncontrolled growth commonly recognized as sprawl.</p>	<p>development and find ways to meet the needs of both Village and township residents with planned growth, without the type of uncontrolled growth commonly recognized as sprawl.</p>	<p>Township land use designations. It is expected that some of these inconsistencies (and limitations to changes in adjacent land uses) can be reconciled with the currently emerging (delete) Miami Township comprehensive land use plan and zoning code.</p> <p>Nevertheless, we must find ways for the community to mutually satisfy Miami Township interests with our own to prevent “sprawl” – defined as development that</p> <ol style="list-style-type: none"> <li>1. “leap-frogs” over our existing corporate boundary or Urban Service Area boundaries just for the sake of development</li> <li>2. or that infringes on “environmentally sensitive” and/or designated “open space” areas without an “exchange” for preserving these environmentally sensitive and open space areas with concessions in other areas of any proposed development (for example, an increased density allowance).</li> </ol> <p>Even so, there are emerging “regional” land-use plans being developed by the Greene County Regional Planning Commission and the Miami Valley Regional Planning Commission that must be acknowledged as possibly having an influence on our community’s future land use planning.</p>
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**LAND USE PRINCIPLES**

The principles articulated below have been identified for the first time in the 2008 Comprehensive Plan for the purpose of guiding the community's land use planning and decision-making, including zoning decisions.

**Principle 1 - Make land use provisions and decisions that make possible the restoration, maintenance, and retention of a population, employment, and economic base that is capable of sustaining the community**

**Principle 2. - Make provisions for a range of housing opportunities, costs, and choices that provide safe, quality housing for current and potential residents of all income levels.**

**Principle 3 - Support land use developments in which residents can live, walk, and bicycle to work, to learn, to shop, to worship, and to play.**

**Principle 4 - Encourage collaborative land use development that honors both landowners' rights to a fair return on the value of their land, and the community's desire to determine how and where it wants to grow. Land use decisions should be made in a manner that make land use proposals predicable, fair, and cost-effective by a land use plan and zoning code that is consistent with this Comprehensive Land Use Plan.**

**Principle 5 - Promote compatible mixed-use land use adjacencies that foster synergies (not disharmonies) between residential, commercial, retail, educational, and industrial uses.**

**Principle 6 - Preserve open space, naturally occurring topographic features and vegetation, critical environmental areas, and historic buildings and land uses.**

**Principle 7 - Promote a transportation infrastructure that supports safety, compatibility, and accessibility for pedestrian, bicycle, and motorized vehicles.**

**Principle 8 - Direct new development, should it occur, to areas either already served by existing infrastructure – water, sanitary sewer, electric, and streets – or to areas defined as being within our Urban Service Area, and encourage the township to do the same.**

**Principle 9 - Promote new retail, commercial, and industrial development in areas in the community where these land uses already exist (are already zoned for), and/or to yet undeveloped areas in the community and the Urban Service Area where compatible land use adjacencies already exist**

These are those principles that have and should continue to guide the community's land use planning and decisions (including zoning):

**Principle 1 - Make land use provisions and decisions that make possible the restoration, maintenance, and retention of a population, employment, and economic base that is capable of sustaining the community**

**Principle 2. - Make provisions for a range of housing opportunities, costs, and choices that provide safe, quality housing for current and potential residents of all income levels.**

**Principle 3 - Support land use developments in which residents can live, walk, and bicycle to work, to learn, to shop, to worship, and to play.**

**Principle 4 - Encourage collaborative land use development that honors both landowners' rights to a fair return on the value of their land, and the community's desire to determine how and where it wants to grow. Land use decisions should be made in a manner that make land use proposals predicable, fair, and cost-effective by a land use plan and zoning code that is consistent with this Comprehensive Land Use Plan.**

**Principle 5 - Promote compatible mixed-use land use adjacencies that foster synergies (not disharmonies) between residential, commercial, retail, *educational*, and industrial uses.**

**Principle 6 - Preserve open space, naturally occurring topographic features and vegetation, critical environmental areas, and historic buildings and land uses.**

**Principle 7 - Promote a transportation infrastructure that supports safety, compatibility, and accessibility for pedestrian, bicycle, and motorized vehicles.**

**Principle 8 - Direct new development, should it occur, to areas either already served by existing infrastructure – water, sanitary sewer, electric, and streets – or to areas defined as being within our Urban Service Area, and encourage the township to do the same.**

**Principle 9 - Promote new retail, commercial, and industrial development in areas in the community where these land uses already exist (are already zoned for), and/or to yet undeveloped areas in the community and the Urban Service Area where compatible land use adjacencies already exist**

<p><b>4.1 Housing</b>  <b>Principle 1: Make land use provisions and decisions that make possible the restoration, maintenance, and retention of a population, employment, and economic base that is capable of sustaining the community</b></p> <p><b>Principle 2: Make provisions for a range of housing opportunities, costs, and choices that provide safe, quality housing for current and potential residents of all income levels</b></p> <p><b>Principle 3: Support land use developments in which residents can live, walk, and bicycle - to work, to learn, to shop, to worship, and to play</b></p>	<p><b>4.1. Housing</b></p> <p>While feelings about the adequacy of housing in the Village and Miami Township vary, a common concern does seem to be the Village's ability to respond to gradual changes in housing needs. Previous census figures indicate that there is gradual change that can produce needs for different types of housing – i.e., size, price range, rental vs. owner occupied– but the current census figures suggest a shrinking population, not a rapidly expanding population as previously projected. There is limited available housing, therefore planned moderate growth in housing is needed and should be encouraged.</p> <p>From 1980 to 1995 the physical size of the Village and the population have remained essentially static, while the area covered by housing has increased. From 1995 to 2000 the physical size of the village has grown, the population has decreased, and housing growth has slowed. There are fewer vacant lots, more impermeable surface on lots, and greater need for on-site residential parking due to the increase in autos owned by households. The demand for housing seems to have remained constant regardless of the rate of development, though it is not clear as to whether or not the demands for different types of housing have remained the same.</p> <p>The Village should first analyze the existing mix of housing, changing demands for housing, and how those demands are being met. Trends that would create rapid change should be anticipated, and measures should be taken to ensure that housing policies and laws do not exacerbate those trends.</p> <p>Presently one trend that seems to be more than gradual is the rise in housing costs, due at least partly to increased costs for public services (including an independent school system) and the high market value of property in the Village. It should be recognized that among other things, the desirability of living in Yellow Springs and the lack of housing development causes competition for housing.</p> <p>Village Government bears considerable responsibility for ensuring safe housing. The community has indicated support for Government involvement also in ensuring that Village provides a wide variety of opportunities to obtain housing.</p>	<p><b>4.1 Housing</b>  <b>Principle 1: Make land use provisions and decisions that make possible the restoration, maintenance, and retention of a population, employment, and economic base that is capable of sustaining the community</b></p> <p><b>Principle 2: Make provisions for a range of housing opportunities, costs, and choices that provide safe, quality housing for current and potential residents of all income levels</b></p> <p><b>Principle 3: Support land use developments in which residents can live, walk, and bicycle - to work, to learn, to shop, to worship, and to play</b></p> <p>Opinions about the adequacy of housing in the Village and Miami Township vary, but there is a common concern about the Village's ability to respond to in housing needs. Current census figures continue to suggest a shrinking population, not an expanding population. Nevertheless, there is at least the perception of limited available housing that fulfills these Principles, and that therefore planned moderate growth in housing that facilitates the achievement of these Principles and should be encouraged.</p> <p>To test the validity of this perception there should be an ongoing</p> <ul style="list-style-type: none"> <li>A. assessment of the existing mix of housing types and costs</li> <li>B. assessment of the changing demands for housing types and costs</li> <li>C. assessment of how these demands are or are not being met by the existing mix</li> <li>D. assessment of the household incomes/economic capacity necessary to afford the housing types in the mix.</li> </ul> <p>These assessments should account in so far as it is possible to do so</p> <ul style="list-style-type: none"> <li>A. for emerging trends that would create rapid change</li> <li>B. for the rise in housing costs due in part to increased taxes, public service costs (including an independent local school system) as well as for increases in “construction” and “land” costs,</li> </ul> <p>while recognizing that the desirability of living in Yellow Springs also contributes both to increased housing costs and competition for what is or becomes available. As a result land use planning and decisions should ensure that policies and laws do not inhibit, but foster, the achievement of these Principles, and make it possible for those who want to, including those who work but don't yet live here, to live here.</p>
	<p><b>Goal:</b> Provide an adequate choice of housing options to serve a socially and economically diverse population. To help meet this goal,</p> <ul style="list-style-type: none"> <li>o Identify housing needs by physical elements -- desired size, amenities, location, etc.</li> <li>o Identify housing needs by economic and social elements -- price, finance options, neighborhood location in relation to other services/uses, etc.</li> <li>o Identify means for creating housing stock that would fulfill the needs of those who presently work in the Village but do not live here due to cost and limited options.</li> </ul>	

	<p><b>Goal:</b> Ensure that housing suitable for a variety of incomes is available on a continual basis.</p> <ul style="list-style-type: none"> <li>○ Implement changes in housing provisions based on continual monitoring of existing stock, including vacancy rate, type of occupancy, conversions, etc.</li> <li>○ At present affordable housing for middle income families is needed.</li> <li>○ Implement moderate priced dwelling unit ordinance and re-evaluate 50 foot lot zoning.</li> </ul>	
<p><b>4.2 Commerce</b>  <b>Principle 1 - Make land use provisions and decisions that make possible the restoration, maintenance, and retention of a population, employment, and economic base that is capable of sustaining the community</b></p> <p><b>Principle 5: Promote compatible mixed-use land use adjacencies that foster synergies (not disharmonies) between residential, commercial, retail, and industrial uses</b></p> <p><b>Principle 9: Direct new retail, commercial, and industrial development to areas in the community where these land uses already exist (are already zoned for), and/or to yet undeveloped areas in the community and the Urban Service Area where compatible land use adjacencies already exist</b></p>	<p><b>4.2. Commerce</b></p> <p>One factor that distinguishes Yellow Springs from other communities of 4,000 is the diversity of its commercial activities. Orientation of these activities ranges from retail to professional to research. Size of these businesses range from individuals to hundreds of employees. This diversity provides a wide variety of job opportunities and growth potential. It also helps ensure that the rise and fall of any particular component of commerce does not have an undue impact on the health of the local economy. Another important byproduct of this diversity is the contribution to the community of the variety and expertise of the individuals connected to these ventures.</p> <p>Based on past and present concerns expressed by community members, one goal for future commercial activity in the Village should focus on the development and utilization of an economic strategy that conserves resources, increases local productivity. This would include emphasizing human development (skills, knowledge, talents), expanding local control of resources (water, land, etc.), increasing internal investment capacity (providing capital to underwrite projects).</p> <p>By custom designing zoning provisions, Yellow Springs can have more than one retail district in the Village, each with its special character and purpose. The downtown, with its concentration of various uses in a relatively small area, is aimed at serving pedestrian traffic. It is recommended that auto dependent businesses such as drive-through and large land users such as automobile showrooms be compelled through zoning to locate other than downtown. Such zoning would not create significant hardship on existing businesses but would still accommodate their needs for space. Allowing such businesses elsewhere in the Village would not adversely affect the central business district. This assumes that the Village is willing to offer an alternative location to any downtown businesses experiencing difficulties because of limited space. One potential location for larger space users is the existing business district along US 68 at the southern edge of the Village. Another is the northwest corner of the Dayton-Yellow Springs and East Enon Roads intersection, although special attention to the site design would be important.</p> <p>In order to avoid retail development in strip centers throughout the Village, retail activity should be clustered, and not simply allowed to develop wherever space and prime street frontage allow. Such clustering should be limited to increasing around the two primary retail areas already existing -- the central business district and the area south of Brookside Drive along the east side of Xenia Avenue.</p>	<p><b>4.3 Commerce</b>  <b>Principle 1 - Make land use provisions and decisions that make possible the restoration, maintenance, and retention of a population, employment, and economic base that is capable of sustaining the community</b></p> <p><b>Principle 5: Promote compatible mixed-use land use adjacencies that foster synergies (not disharmonies) between residential, commercial, retail, and industrial uses</b></p> <p><b>Principle 9: Direct new retail, commercial, and industrial development to areas in the community where these land uses already exist (are already zoned for), and/or to yet undeveloped areas in the community and the Urban Service Area where compatible land use adjacencies already exist</b></p> <p>These principles enable a diversity of commercial enterprises, including</p> <ul style="list-style-type: none"> <li>A. retail</li> <li>B. professional</li> <li>C. medical</li> <li>D. research</li> <li>E. industrial/manufacturing</li> <li>F. and other commercial enterprises</li> </ul> <p>These enterprises have long sustained community by creating job opportunities and the potential for job growth,</p> <ul style="list-style-type: none"> <li>A. that helps to ensure that none – in growth, or especially in decline – has an undue effect on the community’s economics</li> <li>B. while each sector’s expertise has contributed to community solutions that have and should focus on an economic strategy <ul style="list-style-type: none"> <li>1. of conservation of resources</li> <li>2. of local productivity (that emphasizes skills, knowledge, and talents)</li> <li>3. of an increase in investment capital to finance growth that stays in the community</li> </ul> <i>including</i> already existing, local commercial enterprises</li> <li>C. that <i>are</i> supported by a Land Use Plan (Appendix B) and zoning provisions <ul style="list-style-type: none"> <li>1. for a Central Business District (CBD) predicated on a concentration of commercial pedestrian-related enterprises (and their accompanying parking requirements – whether for bicycles or motorized vehicles)</li> <li>2. for a General Business District (US 68-Xenia Avenue from approximately Brookside Drive to the south corporate limits) – largely predicated (but not exclusively) – on motorized vehicular access for <ul style="list-style-type: none"> <li>a. vehicular dealerships</li> <li>b. vehicular services</li> </ul> </li> </ul> </li> </ul>

	<p>The existing commercially zoned area fronting on Route 68 south of Brookside Drive is a composite of various commercial and industrial activities, but also includes sizable undeveloped acreage along Southgate Avenue zoned mostly Planned Unit Development. General use of this area should be by commercial enterprises that require relatively large areas not available in the central business district or that do not fit with the pedestrian scale of downtown.</p> <ul style="list-style-type: none"> <li>○</li> </ul>	<ul style="list-style-type: none"> <li>c. drive-thru food services</li> <li>d. hotels, motels</li> <li>e. <i>health care</i>, industrial/manufacturing, and other commercial activities</li> </ul> <p>D. and other large space commercial activities that rely on extended, close proximity parking for their viability. Although the General Business District is currently predicated on vehicle access, land use planning, zoning, and community policy should also require easy access provisions to this District by pedestrians and bicyclists</p> <ul style="list-style-type: none"> <li>1. for commercial, industrial, and educational districts at the Dayton Street and East Enon Road intersection, and to the north of the Central Business District,</li> <li>2. and for “convenience” commercial activities in PUD and other developments that offer local (and other) commercial activities opportunities to extend their services to residents and others within the development,</li> </ul> <p>E. that nevertheless avoids commercial activity development wherever space and street frontage just happen to be available by clustering it in the already designated areas, including</p> <ul style="list-style-type: none"> <li>1. the Central Business District</li> <li>2. the General Business District</li> <li>3. the Dayton Street and East Enon Road intersection</li> <li>4. the light industry area north of the Central Business District</li> <li>5. and in PUD and other development convenience areas</li> </ul> <p>F. and that seeks commercial land use developments that</p> <ul style="list-style-type: none"> <li>1. supports a diversity of successful commercial activities</li> <li>2. encourages assistance to existing local commercial activities and local entrepreneurial efforts</li> <li>3. can enable and encourage commercial activities from elsewhere to relocate here</li> <li>4. rewards conservation of resources, and environmental, economic, and other sustainable factors</li> <li>5. with density, open space, and other land use concessions</li> </ul> <p>G. <i>while recognizing</i> that we are but a <i>small</i> part of a very competitive regional economy that may require compromise on our part to retain, much less attract, commercial activities to our community.</p>
	<p><b>Goal:</b> Identify and support the diversity and health of successful commercial activities.</p> <ul style="list-style-type: none"> <li>○ Focus economic renewal efforts on assisting existing local businesses and encouraging local entrepreneurial efforts.</li> <li>○ Develop a policy to actively recruit environmentally sustainable businesses.</li> </ul> <p><b>Goal:</b> Develop and implement an economic strategy that supports local sustainability.</p> <ul style="list-style-type: none"> <li>○ Create and maintain an asset inventory that recognizes elements to be protected and enhanced by new additions to the commercial picture.</li> </ul> <p><b>Goal:</b> Maintain the role of the two existing business districts. respect the individual roles they play in the Village’s economy.</p> <ul style="list-style-type: none"> <li>○ Review regulations to ensure they recognize and support individual differences (purposes and needs) of each type of business.</li> </ul>	

	<p><b>Goal:</b> Recognize that local resources are the foundation for guiding economic health and growth. Land capacities and community goals should guide economic development.</p> <p><b>Goal:</b> Recognize that economic growth relies upon continued diversity and equity and that increasing the number and variety of income sources can allow residents to balance economic growth with the local environmental capacity.</p> <ul style="list-style-type: none"> <li>o Acknowledge the interdependency between the regional economies and the Village.</li> </ul>	
<p><b>4.3 Industry</b>  <b>Principle 1 - Make land use provisions and decisions that make possible the restoration, maintenance, and retention of a population, employment, and economic base that is capable of sustaining the community.</b></p> <p><b>Principle 3 - Support land use developments in which residents can live, walk, and bicycle to work, to learn, to shop, to worship, and to play.</b></p> <p><b>Principle 5: Promote compatible mixed-use land use adjacencies that foster synergies (not disharmonies) between residential, commercial, retail, educational, and industrial uses.</b></p> <p><b>Principle 9: Direct new retail, commercial, and industrial development in areas in the community where these land uses already exist (are already zoned for), and/or to yet undeveloped areas in the community and the Urban Service Area where compatible land use adjacencies already exist.</b></p>	<p><b>4.3. Industry</b></p> <p>In his book "Industries for Small Communities", Arthur E. Morgan highlighted a diverse group of industries founded in Yellow Springs during the early part of the 1900's. A few have thrived in place to this date, some have moved to other communities and thrive there, while others have closed due to economic conditions or the death or retirement of an owner. Obsolescence of products or services may have claimed others. Mr. Morgan described home-grown businesses and industries that were an integral part of the community fiber and spirit. The industrial spirit of that era thrives yet today.</p> <p>More recently, Village Council has responded to citizens concerns over perceived loss of businesses and the lack of opportunity for businesses to grow in Yellow Springs by commissioning Task Forces to study the problem. One Task Force activated in 1989 recommended that the Village be more involved with financial considerations necessary for business retention through the use of Economic Development Funds and that Village Council make better use of any State economic resources designed to support local business retention policies. Village Council authorized the disbursement of funds to several small businesses for economic development and was able to influence one of our major industries to consolidate their production capability here.</p> <p>A follow-on study was conducted in 1993 by a Business Retention Task Force. This body concluded that Village Council had not been sufficiently responsive to the recommendations from the 1989 study. One of the many valuable recommendations was that Village Council create a Business Retention Policy within six (6) months. Village Council did so by passing a resolution that identifies staff persons who are responsible for meeting with local businesses and collecting data pertinent to local business needs. This policy recognizes the importance of all business entities -- industrial, retail, service, private consultation, artistic, etc.-- as contributing to the economy, diversity, and independence of the Village, and to opportunities for its inhabitants. (See Appendix for adopted Business Retention Policy)</p> <p>It is important to recognize Health Care as an industry. The Village is fortunate to be home to some of the area's finest healthcare facilities and practitioners, including medical doctors, dentists, chiropractic providers and an excellent long-term care nursing center, who's facilities also include assisted living and independent living units.</p>	<p><b>4.3 Industry</b>  <b>Principle 1 - Make land use provisions and decisions that make possible the restoration, maintenance, and retention of a population, employment, and economic base that is capable of sustaining the community.</b></p> <p><b>Principle 3 - Support land use developments in which residents can live, walk, and bicycle to work, to learn, to shop, to worship, and to play.</b></p> <p><b>Principle 5: Promote compatible mixed-use land use adjacencies that foster synergies (not disharmonies) between residential, commercial, retail, educational, and industrial uses.</b></p> <p><b>Principle 9: Direct new retail, commercial, and industrial development in areas in the community where these land uses already exist (are already zoned for), and/or to yet undeveloped areas in the community and the Urban Service Area where compatible land use adjacencies already exist.</b></p> <p>Industry has long been a part of the community's economic fabric. Many task force committees in the past assigned to evaluate how to continue, resurrect, and perpetuate this historically vibrant part of the community whether stimulated by</p> <ul style="list-style-type: none"> <li>A. local entrepreneurial ingenuity</li> <li>B. incubation (like by Antioch College's science and engineering disciplines, neither of which now exist, which created Morris Bean, Vernay, and YSI), concluding that       <ol style="list-style-type: none"> <li>1. the Economic Revolving Development Loan Fund (ERDLF) should be strategically used to foster commercial, industrial, and retail businesses that create local jobs</li> <li>2. State and Federal economic development funds should be applied for to secure the community's sustainability</li> <li>3. both of which can contribute to sustaining local enterprises -- commercial, retail and industrial -- that are contributors to the community's business economy, diversity, and independence, including the health care services of the           <ol style="list-style-type: none"> <li>a. Friend's Care Community</li> <li>b. Wright State Health Care Center (the former Yellow Springs Clinic)</li> <li>c. and of the independent practitioners of medical, dental, mental health and eye care services to community members</li> </ol> </li> </ol> </li> </ul> <p>Regardless, industrial land use plans and decisions should <i>provide for supporting already existing local industries, enabling them to grow, and stay in</i></p>

		<p><i>the community, and attract new industries to locate, expand, and thrive in the community by affording to both:</i></p> <p>A. state-of-the-art (high speed, wide bandwidth) telecommunications</p> <ul style="list-style-type: none"> <li>• phone</li> <li>• cable</li> <li>• internet</li> </ul> <p>B. <i>while encouraging environmentally sustainable building, design practices, and manufacturing practices,</i></p> <p>C. <i>and recognizing the need to keep local commercial, industrial, retail , and health care activities in the community.</i></p>
	<p><b>Goal:</b> Provide the economic climate and support for existing industries to continue successfully and for new industries to develop and thrive.</p> <ul style="list-style-type: none"> <li>○ Ensure that Village Council continues to foster activities and maintain policies most beneficial to supporting a healthy business economy.</li> <li>○ Promote continued development of state-of-the-art telecommunications systems and other technologies. The objective is to make telephone companies, cable television companies providers and public utility commissions aware of customers' needs for reduced rates and improvement in local communications. and to emphasize our needs for fiber optics, interactive television, high speed data transmission, and other technologies as they develop.</li> <li>○ Encourage Limit industrial expansion to encompass environmentally sustainable industries.</li> <li>○ The Village should continue to aggressively address the need for new industry and commerce as well as support existing commercial and industrial activity. In particular, accommodation for small, growing businesses needs to be made. While there is obvious potential for new commercial/industrial development on the northwest side of town, consideration of enhancing existing commercial/industrial sites as well as remaining open to new zones is also appropriate. Establishment of a Economic Development Agreement with Miami Township was achieved in 2002.</li> </ul> <p><b>Goal:</b> Recognize local business and industrial activity as an integral part of the community.</p> <ul style="list-style-type: none"> <li>○ Recognize that cooperation among Village Government, Industry, and Antioch College was a key to success in the past and is essential to a healthy economic future for Yellow Springs.</li> <li>○ Improve communication among Village Government, local industries, Yellow Springs Schools, and Antioch College and University.</li> <li>○ Exchange information on a regular basis which may be beneficial to the long or short range plans of all participants. Village Government and industry should meet formally at least once a year and support other mechanisms for information exchange.</li> <li>○ Help ensure that local industries remain competitive while paying their fair share of utility costs by establishing utility rate structures that do not penalize large users. Utility rates should be implemented which recoup costs on a readiness-to-serve basis at the capacity required without inflating the actual utility rate as usage increases.</li> </ul> <p><b>Goal:</b> Recognize and promote the current high quality of health care facilities that exist in the Village and support appropriate growth of such</p>	

	facilities.	
<p><b>4.4 Education</b>  <b>Principle 1 - Make land use provisions and decisions that make possible the restoration, maintenance, and retention of a population, employment, and economic base that is capable of sustaining the community</b></p> <p><b>Principle 3 - Support land use developments in which residents can live, walk, and bicycle to work, to learn, to shop, to worship, and to play.</b></p> <p><b>Principle 5 - Promote compatible mixed-use land use adjacencies that foster synergies (not disharmonies) between residential, commercial, retail, educational, and industrial uses.</b></p>	<p><b>4.4. Education</b>  In 2002, there are seven educational institutions in Yellow Springs. It is difficult to predict the future populations of these institutions, but all are critical to the well being of Yellow Springs. Antioch has virtually always been a part of Yellow Springs and has had significant positive impacts on the development of Yellow Springs. Today it is one of the community's largest employers. While the public school population has generally declined over the last twenty-five years, the quality of the educational system and support from the community has increased. Day care demands continue to increase. The Antioch School remains a stable alternative to public primary education. Any planning efforts should be considered in light of their potential impacts on these institutions to attract and retain students.</p> <p>(1) <u>Antioch University</u> (ANTIOCH COLLEGE, ANTIOCH UNIVERSITY-MCGREGOR, AND UNIVERSITY ADMINISTRATIVE OFFICES)  location: eastern side of Village  area: approximately 60 acres  surroundings: mainly residence "A", "B", and Glen Helen  number of students and faculty: 1293  number of full time equivalent employees: 366</p> <p>(2) The Antioch School  location: eastern side of Village  area: approximately 6 acres  surroundings: residence "A" and Glen Helen  number of students and faculty: 75  number of full time equivalent employees: 7.5</p> <p>(3) Mills Lawn Elementary School  location: adjacent to central business district  area: approximately 10 acres  surroundings: residence "B" and business  number of students: 326</p> <p>(4) Yellow Springs McKinney School  location: building adjacent to High School  area: shared with High School  surroundings: residence "A" and agricultural  number of students: 125</p> <p>(5) Yellow Springs High School  location: western edge of Village  area: approximately 30 acres  surroundings: residence "A" and agricultural with some light industrial nearby  number of students: 288 – Including 20 students attending Greene County Career Center  Note: \$4.5 million renovations and expansion to all three buildings were started during summer of 2002.</p> <p>(3,4,5) Yellow Springs Exempted Village School District  number of equivalent full time employees: 86.2</p>	<p><b>4.5 Education</b>  <b>Principle 1 - Make land use provisions and decisions that make possible the restoration, maintenance, and retention of a population, employment, and economic base that is capable of sustaining the community</b></p> <p><b>Principle 3 - Support land use developments in which residents can live, walk, and bicycle to work, to learn, to shop, to worship, and to play.</b></p> <p><b>Principle 5 - Promote compatible mixed-use land use adjacencies that foster synergies (not disharmonies) between residential, commercial, retail, educational, and industrial uses.</b></p> <p>A “community forum” dubbed the Village of Yellow Springs as the “Education Village” owing to our own local educational institutions, and those in close proximity to the community (Appendix C) that have been part of the educational assets of our community and that have contributed to the social and economic development of the community and that have collectively been among the largest employers of local residents.</p> <p>Regardless of the decline in school-age children in the community, the local school achievement remains on a high level and community support (through taxation and tuition) continues to be acceptable to taxpayers and to parents.</p> <p>With the recent (2007) threat of the potential closing of Antioch College on 1 July 2008, it is especially important that community land use planning continue to enable the community's local educational institutions to attract and retain students, while retaining:</p> <ul style="list-style-type: none"> <li>A. the open spaces their campuses and contingent land uses represent</li> <li>B. the relatively clear and safe intersections proximate to their campuses, and</li> <li>C. their roles in civic and recreational community activities,</li> </ul> <p>And to enable “safe access to schools” by pedestrians, bicyclists, buses, and other vehicles (whether by parents or student drivers)</p>

	<p>(6) Yellow Springs Children's Center  location: eastern side of Village  area: approximately one acre  surroundings: residence "B" and Glen Helen, close to central business district  number of students: 40 71  number of full time equivalent employees: 12</p> <p>(7) Morgan-The Greene County Educational Service Center  Location: Western side of Village  Area: Approximately 3 acres  Surroundings: Residence "A" and agricultural  Number of students: 75  Number of full time equivalent employees: 74</p> <p>Locations of all the educational institutions have the advantages of significant open area and nearby greenspace, which is of great benefit to the schools and efficiently permit varied nearby activities. The principal traffic intersections near these locations are relatively "clear". Thus, although traffic can be heavy during some parts of the day, the safety record of the locations has been very good. In any future development, it is recommended that pressure to develop heavily at intersections in proximity to educational centers should be resisted in favor of the need to preserve this safety record. Side setbacks at principal intersections should conform to "front" setbacks.</p> <p>The Children's Center location does not have the advantage of a large setback from Corry Street. In fact, the setback is rather small, making drop-off and pick-up of students less than ideal. The playground and access are also small and would appear to receive precipitation runoff from adjacent higher ground to the west.</p> <p>Locations (1), (2) (3), (4), (5), (6), and (7) above all have remarkably high automobile use associated with their activities and perceived as a need by students and faculty. With the exception of the High School, automobile parking near the schools during normal operations is at a premium.</p> <p>All of the locations have modest infrastructure in spite of the relatively heavy utilization of the properties. Many of the structures and even principal buildings appear to need improved maintenance.</p> <p>The Mills Lawn School plays important and generally appreciated roles in downtown recreational and civic events. In any future planning, the value of these roles should be taken into account.</p>	
	<p><b>Goal:</b> Assure complementary surrounding land use activities and provide the necessary safe environment, specifically as it relates to traffic, to support the independent Village School District and the quality of its programs.</p> <ul style="list-style-type: none"> <li>○ Enhance pedestrian and bicycle movement to our educational centers.</li> </ul> <p><b>Goal:</b> Recognize and incorporate the positive influence on the community from the presence of Antioch College, Antioch University and the McGregor School.</p>	

	<p><b>Goal:</b> Encourage the ongoing maintenance and enhancement of existing Village public lands, properties and facilities as opportunities for educational and cultural use.</p> <p><b>Goal:</b> Recognize and support Mills Lawn as a downtown fixture and center for weekend civic events in cooperation with the Yellow Springs Board of Education.</p>	
<p><b>4.5. Parks and Recreation</b>  <b>Principle 3 - Support land use developments in which residents can live, walk, and bicycle to work, to learn, to shop, to worship, and to play.</b></p> <p><b>Principle 5 - Promote compatible mixed-use land use adjacencies that foster synergies (not disharmonies) between residential, commercial, retail, educational, and industrial uses.</b></p> <p><b>Principle 6 - Preserve open space, naturally occurring topographic features and vegetation, critical environmental areas, and historic buildings and land uses.</b></p>	<p><b>4.5. Parks and Public Institutions</b></p> <p>Accompanied by a listing of existing and proposed activities, the following facilities and activities comprise the Village’s park services:</p> <ol style="list-style-type: none"> <li>(1) Bryan Center <ol style="list-style-type: none"> <li>a) Indoor game room which includes table tennis, foosball, pool table, etc.</li> <li>b) Gymnasium which includes basketball, volleyball, dancing, etc.</li> <li>c) Outdoor courts for basketball and tennis</li> <li>d) Pottery shop</li> <li>e) Children’s (pre-school) play area</li> <li>f) Skate Park</li> </ol> </li> <li>(2) Gaunt Park <ol style="list-style-type: none"> <li>a) Softball and baseball</li> <li>b) Soccer</li> <li>c) Swimming pool</li> <li>d) Children’s play area</li> <li>e) Proposed concession area with restrooms and shelter</li> <li>f) Proposed improved bleachers for field activities</li> </ol> </li> <li>(3) Ellis Park <ol style="list-style-type: none"> <li>a) Picnic area</li> <li>b) Stocked pond for fishing</li> <li>c) Lloyd Kennedy arboretum</li> <li>d) Proposed improved restroom facilities</li> <li>e) Proposed tree planting on perimeter</li> </ol> </li> <li>(4) Neighborhood Parks.  Some of these parks regularly come under criticism for the way they are used or abused. Each neighborhood park should be evaluated to determine if they are being used as originally perceived. All options for restructuring the use of each park should be explored and changes made where deemed necessary.</li> <li>(5) Hilda Rahn Park – Village Chamber of Commerce</li> </ol>	<p><b>4.5. Parks and Recreation</b>  <b>Principle 3 - Support land use developments in which residents can live, walk, and bicycle to work, to learn, to shop, to worship, and to play.</b></p> <p><b>Principle 5 - Promote compatible mixed-use land use adjacencies that foster synergies (not disharmonies) between residential, commercial, retail, educational, and industrial uses.</b></p> <p><b>Principle 6 - Preserve open space, naturally occurring topographic features and vegetation, critical environmental areas, and historic buildings and land uses.</b></p> <p>Both community owned and nearby parks and recreational areas contribute to the desirability of the community as a place to live, work, and learn.</p> <p>A. Village owned parks and recreational areas include:</p> <ul style="list-style-type: none"> <li>• Ellis Park</li> <li>• Gaunt Park</li> <li>• Bryan Center</li> <li>• Duncan Park</li> <li>• Beatty-Hughes Park</li> <li>• Hilda Rahn Park (location of the Train Station – Chamber of Commerce)</li> </ul> <p>B. Nearby areas that are not owned by the Village include:</p> <ul style="list-style-type: none"> <li>• Glen Helen</li> <li>• John Bryan State Park</li> <li>• Clifton Gorge</li> <li>• Little Miami Scenic Trail (the bikepath)</li> <li>• the Greene County Park system</li> </ul> <p>Accordingly, community land use planning should ensure the continued viability of the community owned park and recreation areas and make provisions in new developments for properly managed and maintained “neighborhood parks”, doing both in accordance with Parks and Recreation Master Plan (Appendix D), but which needs to be updated</p>
	<p><b>Goal:</b> Collect information regarding the recreational needs of the</p>	

	<p>community and evaluate present parks system to determine if facilities are addressing those identified needs.</p> <p><b>Goal:</b> Recognize and promote the Bryan Community Center as a communal amenity that is to be used and supported by local residents as a cultural center.</p> <p><b>Goal:</b> Continue to improve active recreational facilities, especially Gaunt Park, as deemed appropriate by the community.</p>	
<p><b>4.6 Transportation Infrastructure and Thoroughfare Plan</b></p> <p><b>Principle 3 - Support land use developments in which residents can live, walk, and bicycle to work, to learn, to shop, to worship, and to play.</b></p> <p><b>Principle 7: Make provisions for a transportation infrastructure that supports safety, compatibility, and accessibility for pedestrian, bicycle, and motorized vehicles</b></p> <p><b>A Thoroughfare Plan (see Appendix E) designates how the elements of the community’s transportation infrastructure – streets, sidewalks, and bike-ways – work together to fulfill these Principles. The Thoroughfare plan should integrate the Village plan with the larger system of county, state, and federal roads, highways, interstates and bikeway systems.</b></p>	<p><b>4.6 Road Infrastructure and Thoroughfare Plan</b></p> <p><b>General Purpose</b></p> <p>The local street network, roads in and out of the Village, bike paths and pedestrian walkways create a system to serve the movement of goods, services and people through and within the community. This system supports various transport modes and trip destinations that serve a variety of purposes. Specifically, this network must include safe sidewalks or pathways for pedestrians and other non-motorized traffic. Accessibility by all must be assured through the use of ramps and adequate pathway widths.</p> <p>A Thoroughfare Plan should provide specific transportation elements to accommodate these modes and trip destinations and be able to be integrated into a larger transportation system. Goals and implementation practices must be based on these premises.</p>	<p><b>4.6 Thoroughfare Plan</b></p> <p><b>Principle 3 - Support land use developments in which residents can live, walk, and bicycle to work, to learn, to shop, to worship, and to play.</b></p> <p><b>Principle 7: Make provisions for a transportation infrastructure that supports safety, compatibility, and accessibility for pedestrian, bicycle, and motorized vehicles</b></p> <p><b>A Thoroughfare Plan (see Appendix E) designates how the elements of the community’s transportation infrastructure – streets, sidewalks, and bike-ways – work together to fulfill these Principles. The Thoroughfare plan should integrate the Village plan with the larger system of county, state, and federal roads, highways, interstates and bikeway systems.</b></p>
	<p><b>Interstate Highways</b></p> <p>I-70 and I-675 are less than ten miles from the Village. I-70 crosses US 68 north of Yellow Springs. The newer I-675 and Dayton Yellow Springs Road interchange to the west of the Village has developed rapidly in the last few years with commercial and residential as well as retail development. Again, retail opportunities have been provided, but also commercial opportunities and the threat of continued eastward sprawl must be considered.</p>	
	<p><b>US Route 68</b></p> <p>Concerns regarding the use and associated impacts of US 68, which carries traffic through the center of the Village, were expressed in the 1967 Village Plan. A proposal to develop a bypass west of the Village was included in that Plan. Subsequent Plan updates abandoned that concept, although concerns regarding Route 68 traffic continue to be expressed in other documents and public meetings. There is some advantage to having the US highway come through the downtown, in that it supports the movement of people and goods serving the more concentrated activities that occur there. The risk is that the volume of vehicles may reach a magnitude where other types of transportation, other modes of transportation, and adjacent activities are threatened. There would also be significant trade-off involving the sacrifice of rural land or other valued land if Route 68 were rerouted. A practical approach to addressing traffic on us 68 is to work with other entities on a regional basis and evaluate overall impacts and consequences. The load limits on Dayton Street has reduced some of the heavier traffic through that section of town and U.S. 68.</p>	
	<p><i>Specific issues associated with the presence of US 68 through the</i></p>	

	<p><i>Village regarding vehicle speed and the ability to function cooperatively with bicycles and pedestrians should be continually monitored and options to maintain a healthy balance for all to exist should be periodically reviewed.</i></p>	
	<p><b>Local Street Network</b></p> <p>The majority of streets serve local traffic within the Village. Most existing streets and associated infrastructure are on a 50 foot right-of-way; some are only on 40 feet. Many streets have a pavement width of 20 feet or less and no walkways on one side of the street. The present design standards for new streets provide an option for an estate street which includes a 24-foot wide pavement on a 50-foot right-of-way. This design allows for an aboveground swale system in lieu of the standard underground stormsewer infrastructure. The original approval of this design was initiated not only for the appropriateness of the design but also as a way of lowering development costs. Several streets in the Village with this design, such as Orton Road are quite functional and have presented no serious problems. The estate street design, along with other alternatives, should be an option in future developments. Modifications to this basic design may include requirements for a sidewalk when anticipated traffic volume warrants separation of motorized traffic from pedestrians and non-motorized vehicles for safety.</p> <p>An effective street network must recognize the different functions of various streets. A street hierarchy system separates routes that carry traffic to different destinations and serve different types of travel. A system that maintains the appropriate balance between movement and access is desirable. One obvious distinction in the hierarchy recognizes streets serving through traffic and those serving access to specific property. Specific access and movement criteria are the foundation for an ordered classification system with associated design standards. The street hierarchy is outlined below.</p>	<p>Local streets (including US Route 68) serve different (but often similar) functions in a hierarchy of generally increasing traffic volumes and street architecture – width, curbing, parking lanes, sidewalks, bikeways, “tree lawns,” and storm water drainage structures (pipes vs. swales) – including:</p>
<p><b><u>(1) Residential Access Street</u></b></p> <p>The general purpose of this street is to carry traffic having destination or origin on the street itself and to provide frontage for service and access to private 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 is promoted and one that contributes to an overall desirable residential neighborhood design. Typically, these streets are short loops, cul-de-sacs, or courts. Residential subdivisions should be designed so that all or most housing units front on this type of street. Design standards include:</p> <ol style="list-style-type: none"> <li>1. No section conveys an average daily traffic volume greater than 250 vehicles at a design speed of 25 mph.</li> <li>2. Usually in a 40-foot right-of-way.</li> <li>3. Two moving lanes with minimum width of 10 feet each.</li> <li>4. Parking lane with width of 8 feet is optional.</li> <li>5. Curbing is required with a parking lane, optional otherwise.</li> <li>6. Sidewalks and tree lawns should also be viewed as necessary when they add an important component to the overall design but are not required in all cases.</li> </ol>	<p><b><u>(1) Residential Access Street</u></b></p> <p>The general purpose of this street is to carry traffic having destination or origin on the street itself and to provide frontage for service and access to private 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 is promoted and one that contributes to an overall desirable residential neighborhood design. Typically, these streets are short loops, cul-de-sacs, or courts. Residential subdivisions should be designed so that all or most housing units front on this type of street. They should be designed so that no section conveys an average daily traffic volume greater than 250 vehicles.</p> <p>Design standards for residential access streets should include moving lane widths of 10 feet and an additional 8 feet where a parking lane is provided. Curbing is considered optional and somewhat dependent on the overall design of the residential area. If a parking lane is provided, curbing should, in most cases, be included in the design. Sidewalks and tree lawns should also be viewed as necessary when they add an important component to the overall design but should not be required in all cases. A 40-foot right-of-way should be sufficient for this design.</p>	<p>A. Residential access streets – that carry low volume (250 cars/day), low speed traffic (25 MPH) to and from residences fronting on the street for access to and service delivery to residences</p> <ul style="list-style-type: none"> <li>• usually in a 40’ right-of-way</li> <li>• with 10’ moving lanes</li> <li>• an 8’ parking lane (as deemed necessary, and with curbing)</li> <li>• with sidewalks as appropriate</li> <li>• and with tree lawns when appropriate to the overall design of the streetscape and neighborhood</li> </ul>

<p><b>(2) Residential Subcollector</b></p> <p>The purpose of this street is to carry the traffic of adjoining residential access streets to destinations within the immediate neighborhood. The traffic would be limited to that from intersecting residential access streets along with the traffic generated on the street itself. This street does not interconnect adjoining neighborhoods and should not carry regional through traffic. Some properties can front on these streets when a development design does not allow them to front on the access street. Design standards include:</p> <ol style="list-style-type: none"> <li>1. No section conveys an average daily traffic volume greater than 500 vehicles at a design speed of 25 mph.</li> <li>2. Usually in a 40 to 60-foot right-of-way.</li> <li>3. Two moving lanes with minimum width of 10 feet each.</li> <li>4. One or two 8-foot wide parking lanes.</li> <li>5. Curbing is should be included and is required with a parking lane.</li> <li>6. One or two 5-foot sidewalks</li> <li>7. Tree lawns with minimum width of 4 feet on each side of street.</li> <li>8. Utility strip of 4-foot width on one side of street. <i>[Note: In 2002 plan but not 2008 proposed plan.]</i></li> </ol> <p>The variation in design elements for any particular case would depend on the expected intensity of the street use, not only by vehicles but pedestrians and bicycles, and how it would complement surrounding areas.</p>	<p><b>(2) Residential Subcollector</b></p> <p>The purpose of this street is to carry the traffic of adjoining residential access streets to destinations within the immediate neighborhood. The traffic would be limited to that from intersecting residential access streets along with the traffic generated on the street itself. This street does not interconnect adjoining neighborhoods and should not carry regional through traffic. Some properties can front on these streets when a development design does not allow them to front on the access street. Subcollectors should be designed so that no section conveys an average daily traffic volume greater than 500 vehicles. Design standards for a residential subcollector should include two 10-foot wide moving vehicle lanes and an additional 8-foot lane if parking provisions are included in the design. Typically, these streets should have curbing. The minimum design for a typical residential subcollector would include two 10-foot moving lanes, a 4-foot utility strip and 8 feet for tree lawns on each side of the street. This design would use a 40-foot right-of-way. The maximum design for these streets would include two 10-foot moving lanes, two 8-foot parking lanes, 4 feet for utility needs, two 4-foot sidewalks on each side of the street and two 4-foot tree lawns on each side of the street. This design would require a 60-foot right-of-way. The variation in design elements for any particular case would depend on the expected intensity of the street use, not only by vehicles but pedestrians and bicycles, and how it would complement surrounding areas.</p>	<p>B. Residential subcollectors – that carry higher volume (500 cars/day), low speed (25 MPH) traffic to and from the intersections of residential access streets to other access streets within the neighborhood for access to and service delivery to residences (that may also front on these subcollectors)</p> <ul style="list-style-type: none"> <li>• usually in a 40’-60’ right-of-way</li> <li>• with 10’ moving lanes</li> <li>• 1-2 8’ parking lanes (with curbing)</li> <li>• 1-2 5’ sidewalks</li> <li>• and tree lawns</li> </ul>
<p><b>(3) Residential Collector</b></p> <p>The purpose of this street is to conduct and distribute traffic between lower-order streets and higher-order ones. These streets should carry the largest volume of residential traffic at higher speeds. To allow free traffic flow, on-street parking and direct access to homes should be prohibited. 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:</p> <ol style="list-style-type: none"> <li>1. Average daily traffic volume up to 3000 vehicles at a design speed of 35 mph.</li> <li>2. Usually in a 40 to 60-foot right-of-way.</li> <li>3. Two moving lanes with a width of 12 feet each.</li> <li>4. On-street parking and drive-way access to residential properties should be limited.</li> <li>5. Curbing is required.</li> <li>6. One or two 5-foot sidewalks</li> <li>7. Tree lawns with minimum width of 4 feet on each side of street.</li> <li>8. Utility strip of 4-foot width on one side of street. <i>[Note: In 2002 plan but not 2008 proposed plan.]</i></li> </ol>	<p><b>(3) Residential Collector</b></p> <p>The purpose of this street is to conduct and distribute traffic between lower-order streets and higher-order ones. These streets should carry the largest volume of residential traffic at higher speeds. To allow free traffic flow, on-street parking and direct access to homes should be prohibited. 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 designed to convey average daily traffic volume no greater than 3,000 vehicles. Design standards for a residential collector should include two 12-foot wide moving lanes with no parking lanes provided. The minimal design should include a 24-foot width of pavement, a 4-foot utility strip and two 4-foot tree lawns. This design can be accommodated on a 40-foot right-of-way. The maximum design for collectors would include a 24-foot width of pavement, two 4-foot shoulders, two 4-foot sidewalks and two 4-foot tree lawns. This design can be built on a 50-foot right-of-way.</p>	<p>C. Residential collectors – that carry higher volumes (up to 3,000 cars/per day), at higher speed (35 MPH) to conduct and distribute traffic between lower-order and higher-order streets (not all residential developments will require a collector, but should be considered for developments of 150 dwelling units or more)</p> <ul style="list-style-type: none"> <li>• on-street parking and drive-way access to residential properties should be limited</li> <li>• usually in a 40’-60’ right-of way</li> <li>• with 12’ moving lanes</li> <li>• 1-2 5’ sidewalks</li> <li>• and tree lawns</li> </ul>
<p><b>(4) Arterial</b></p> <p>The purpose of these streets is to convey traffic into and out of the community, and to and from major activity centers within the community such as</p>	<p><b>(4) Arterial</b></p> <p>The purpose of these streets is to convey traffic between municipalities and other activity centers and to provide connections with major</p>	<p>D. Arterial streets – that carry high volumes of traffic (3,000 or more cars/day), at higher speed (34-45 MPH) into an out off the community, and to and from the commercial, industrial, and retail areas of the community</p>

<p>commercial, industrial and retail areas. Design standards include:</p> <ol style="list-style-type: none"> <li>1. Average daily traffic volume above 3000 vehicles at a design speed of 35 to 45 mph.</li> <li>2. Usually in a 50 to 60-foot right-of-way.</li> <li>3. Two moving lanes with a width of 12 feet each.</li> <li>4. Two 8-foot parking lanes with curbing.</li> <li>5. Two 5-foot sidewalks</li> <li>6. Tree lawns with minimum width of 5 feet on each side of street.</li> <li>7. Utility strip of 10-foot width on one side of street. <i>[Note: In 2002 plan but not 2008 proposed plan.]</i></li> </ol>	<p>roadways. Arterials should be designed to carry an average daily traffic volume of more than 3,000 vehicles. The maximum design for an arterial would include four 12-foot moving lanes, two 8-foot parking lanes, two 5-foot tree lawns, two 4-foot sidewalks and a 10-foot strip for utilities. An 80-foot right-of-way would accommodate this design.</p>	<ul style="list-style-type: none"> <li>• usually in a 50'-60' right of way</li> <li>• with 12' moving lanes</li> <li>• 2 8' parking lanes (with curbing)</li> <li>• 2 5' sidewalks</li> <li>• and tree lawns.</li> </ul>
<p><b>(5) Special Purpose Streets</b></p> <p>(a) 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.</p> <p>(b) Cul-de-Sac: This is a street with single access for ingress and egress with a circular turn-around at its terminus. These streets are valued in residential developments as they promote neighborhood identity and allow safer, quieter living conditions. Cul-de-sacs can have different design standards, depending on the uses they serve. Those serving residences can be narrower than those serving businesses.</p> <p>(c) Stub Street: This is a portion of a street (of whatever kind) either approved in its entirety (but not yet constructed) or planned as a future connector (of whatever kind) to subsequent, future development of adjacent land. Design standards would be the same as its expected completion street, with additional temporary design elements, e.g., temporary turn-around as deemed necessary.</p> <p>(d) Estate Street: This is really a street architecture more than a special purpose street as its architecture can be used throughout the hierarchy of other streets (even special purpose ones, with the exception of alleys).</p>	<p><b>(5) Special Purpose Streets</b></p> <p>(a) 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.</p> <p>(b) Cul-de-Sac: This is a street with single access for ingress and egress, having a turn-around. These streets are valued in residential developments as they promote neighborhood identity and allow safer, quieter living conditions. Cul-de-sacs can have different design standards, depending on the uses they serve. Those serving residences can be narrower than those serving businesses.</p> <p>(c) Stub Street: This is a portion of a street which has been approved in its entirety but is not yet in existence, permitted as part of a phased development. Design standards would be the same as its expected completion street, with additional temporary design elements, e.g., temporary turn-around as deemed necessary.</p>	<p>In addition to this hierarchy, there are also special purpose "streets", including:</p> <p>A. Alleys – service streets usually paralleling and between access streets providing rear access to residential (and commercial, retail) properties</p> <ul style="list-style-type: none"> <li>• usually 12'-15' wide</li> <li>• designed to discourage "through" and "short-cut" traffic</li> <li>• where parking is prohibited</li> </ul> <p>B. Cul-de-sacs – with a single point of access for in and out traffic and with a circular turn-around at its terminus, which</p> <ul style="list-style-type: none"> <li>• can serve both residences and business</li> <li>• promote small neighborhood identity, and safer, quieter immediate environments</li> </ul> <p>C. Stub streets – portions of streets (of whatever kind) either approved in its entirety (but not yet constructed) or planned as future connector (of whatever kind) to subsequent, future development of adjacent land</p> <ul style="list-style-type: none"> <li>• with design standards required to fulfill ultimate use</li> <li>• possibly requiring temporary design elements, i.e., turn-arounds</li> </ul> <p>D. "Estate" streets – which is really a street architecture rather than a special purpose street as its architecture can be used throughout the hierarchy of other (even special purpose ones, with the possible exception of alleys) streets.</p>
	<p>The Land Use Map included in this Plan indicates the classification of existing streets and also indicates where new street connections are desirable.</p>	
		<p>Regardless of street type, in every case consideration should be given to making provisions for:</p> <p>A. bike-ways – either as part of the roadway or as separate paths</p> <p>B. at least 5' wide pedestrian sidewalks/walkways – with appropriate ramping for "walkers" and wheelchairs (and revise the Zoning Code require this width)</p> <p>C. encourage intra- and inter-neighborhood connectors that, for example, dedicate paths between lots.</p>

		<p>Further transportation infrastructure design should absolutely</p> <ul style="list-style-type: none"> <li>A. promote safe, convenient, compatible, accessible convenience for pedestrians, bicyclists, and motorists</li> <li>B. protect existing (and future) community development from over design, excessive speed, and increased noise</li> <li>C. minimize new street construction costs (and thereby future community maintenance costs) by allowing low cost street architectures that still fulfill street purposes</li> <li>D. seek to use surfacing methodologies – consistent with maintenance costs, and “plowability” – that can increase permeability and decrease storm water runoff</li> <li>E. seek to provide “safe routes to schools” whether by walking, bicycling, or by motorized vehicles</li> </ul> <p><i>* It should be noted that the above hierarchy referred to as residential street functions – access, subcollector, and collector – could just as well apply to commercial, industrial, and retail developments in which streets perform functions similar to those in residential developments.</i></p>
	<p><b>Goal:</b> Proposals for new streets should be compatible with these classifications, and the arrangement of new streets should conform to the thoroughfare plan and the accompanying map.</p> <ul style="list-style-type: none"> <li>○ For streets not shown on the map, provide appropriate arrangement and design for the extension of existing streets.</li> <li>○ Incorporated residential streets into the surrounding neighborhood, so that they are recognized as not only a means of carrying vehicles from place to place, but also as an element that creates a visual entryway into a neighborhood and facilitates pedestrians and bicyclists needs.</li> <li>○ In general, design and arrange residential streets to discourage through traffic and intrusion.</li> </ul> <p><b>Goal:</b> The Village will continue to emphasize safety and efficiency in the operation of all public utilities and the street infrastructure.</p> <p><b>Goal:</b> The transportation network shall be the product of ongoing efforts to balance effectively the movement of goods and services and to provide local access to residents.</p> <ul style="list-style-type: none"> <li>○ Monitor development adjacent to I-675 and its possible impact on traffic patterns into and out of Yellow Springs and amend the Plan when necessary to control any new negative impacts.</li> <li>○ Monitor traffic along US Route 68 into and out of the Village and take proactive positions to protect the safety of bicyclists and pedestrians, especially in the downtown area.</li> </ul> <p><b>Goal:</b> Maintain appropriate street design standards that promote the safety and convenience of both motorized and non-motorized traffic, create a cohesive network complementary to adjacent land uses and activities, and provide varying transportation options, including bicycles, when possible.</p> <ul style="list-style-type: none"> <li>○ Protect the safety of existing neighborhoods and residences by limiting negative impacts of vehicular traffic including over design, speed, noise, fumes, etc.</li> <li>○ Encourage the efficient use of land as it relates to street dedications.</li> </ul>	

	<p><b>Goal:</b> Minimize street construction costs through variation in design and engineering in an effort to limit cost and lower housing prices.</p> <ul style="list-style-type: none"> <li>o Provide some flexibility in design that allows estate streets and other innovative alternatives in new developments, so long as they fit within the overall street network and do not compromise the safety and convenience of users.</li> </ul> <p><b>Goal:</b> Minimize the amount of impervious surface throughout the Village as it relates to street construction to alleviate runoff and maintain the natural environment whenever possible.</p> <p><b>Goal:</b> Village government shall continue to provide a safe means of passage for all motorized traffic as it moves throughout the Village.</p>	
<p><b>4.7. General Environment</b>  <b>Principle 3: Support of land use developments in which residents can live, walk, and bicycle - to work, to learn, to shop, to worship, and to play</b></p> <p><b>Principle 6: Preserve of open space, naturally occurring topographic features and vegetation, critical environmental areas, and historic buildings and land uses</b></p>	<p><b>4.7. General Environment</b></p> <p>Some basic principles have emerged and strengthened during the past several decades that define Yellow Springs' current and future image of itself. They all have some impact on the environment, and on the way citizens of the Village expect to relate to the environment. In general, Villagers agree that:</p> <p>(1) Being environmentally responsible-- working to improve and preserve the natural ecosystem's health-- is deemed higher priority than individual or collective economic gain.</p> <p>(2) The community values diversity and seeks to preserve the freedom and rights of individuals insofar as possible, so long as the freedom and rights of others and the long-term health of the Village environment, ambiance, and quality of life are not compromised.</p> <p>(3) The current ambiance of Yellow Springs-- "small" and "rural"-- should be preserved. A healthy central business district, the "hub" of the Village, is an integral part of the valued ambiance, as is green space both within and around the Village.</p> <p>(4) While recognizing that Yellow Springs has attributes worth preserving, stagnation is not a desirable goal and a healthy economy is also important. The community sees itself as connected to and influenced by surrounding communities and the world, and proactive in developing and using new ideas and appropriate technology for land use strategies and protecting the environment.</p> <p>(5) Conservation, be it applied to the natural environment as a whole or resources such as air, water and energy, is more than a concept in Yellow Springs. Village government should lead and support programs and practices that conserve energy and reduce, if not avoid, contaminating our air and water.</p> <p>In terms of the community's goals vis-à-vis the environment in general, these basic principles underlie the following goals intended to protect or improve our landscape, air and water.</p> <p>Surroundings and Internal Open Space</p> <p>Recognizing that moderate controlled growth of residential, commercial and light industrial development is both desirable and needed around and within the Village, preservation of natural forest, meadowland, and</p>	<p><b>4.7. General Environment</b>  <b>Principle 3: Support of land use developments in which residents can live, walk, and bicycle - to work, to learn, to shop, to worship, and to play</b></p> <p><b>Principle 6: Preserve of open space, naturally occurring topographic features and vegetation, critical environmental areas, and historic buildings and land uses</b></p> <p><i>Local</i> land use desires have emerged and been strengthened <i>by</i> community dialog that seeks to improve/preserve natural ecosystems as a higher priority than individual or collective gain <i>while</i> valuing diversity as a way to preserve the freedom and values of individuals without either compromising the rights and values of others, or the long-term health, environment, ambiance, and quality of life of the community. <i>These desires seek to:</i></p> <ul style="list-style-type: none"> <li>A. preserve the community's "small" and "rural" nature with a central business district that serves as a "hub" for retail business;</li> <li>B. recognize the community has attributes worth preserving;</li> <li>C. <i>while believing that</i> stagnation is not desirable <i>and that</i> a healthy economy is connected with vendors, local and from outside the community – supplying "goods and services" – to and from local businesses and to and from and businesses outside the community; and</li> <li>D. conserve air, water, power, and other resources, and avoids contaminating, insofar as it is both practicably and technologically possible, any of our resources</li> </ul> <p>Nevertheless, the community should encourage</p> <ul style="list-style-type: none"> <li>A. residential, commercial, light industrial, and retail growth land uses that are both desirable and necessary to community sustainability;</li> <li>B. land use connectedness between open spaces;</li> <li>C. land uses that preserve Glen Helen and the Country Common;</li> <li>D. fiscally sound land use strategies that increase open space within and outside the community including <ul style="list-style-type: none"> <li>1. fee simple ownership vs. conservation easements</li> <li>2. land use exchanges – increased density for open space designations in PUD developments</li> <li>3. and other strategies that result in the acquisition of additional open space within and outside the community, including the Jacoby Greenbelt, whether directly or in conjunction with others (e.g. The Tecumseh Land Trust)</li> </ul> </li> <li>E. and land uses over which it does have control that make the community</li> </ul>

	<p>agricultural open space beyond the Urban Service Area is a desirable goal. Yellow Springs pledges support for the continued preservation of Glen Helen and additional greenbelt that extends completely around the Village, connecting with the Country Common to the south and east. The current plan calls for about 2600 acres on the western and northern Village boundaries, the entirety of which is designated the Jacoby Greenbelt. The Village Council should perform periodic review of the Jacoby Greenbelt boundaries.</p> <p>Village open space should be more accessible and interconnected via bike/walking paths to encourage healthier and safer living for everyone.</p> <p>General strategies that may be used toward this goal include acquiring and keeping land and/or development rights, acquiring land for resale once conservation easements are applied, and active cooperation with the Tecumseh Land Trust, other conservation groups, agricultural organizations, and neighboring planning commissions. Specific strategies will include but not be limited to mapping of the greenbelt areas, keeping records and tracking ownership and land use activity, establishing acquisition priorities, identifying development threats, and determining a financial plan that includes appropriate compensation (financial or otherwise) for greenbelt land owners other than the Village.</p> <p>The current use of certain areas around or within Yellow Springs besides Glen Helen adds to the quality of life in Yellow Springs whether or not they are owned by the Village. These areas should be defined and specific plans should be developed concerning the Village's influence on their future. These areas include Gaunt and Ellis Parks, the Whitehall Farms, the Yellow Springs school campuses, the Golf Course of Antioch College, and agricultural areas directly adjacent to or in the Village.</p> <p>Open space and recreational areas within and between residential and commercial neighborhoods are also important to the environment in general and are addressed in other sections of this Plan.</p>	<p>accessible by walkers, bicyclers, and vehicular drivers to live, work, learn, shop, worship, and play.</p> <p><i>While encouraging these land uses, it must also be</i> recognized that there are land use decisions over which the community may have no control whatsoever either by</p> <ul style="list-style-type: none"> <li>A. community residents making their own legal “property rights” decisions with respect to their lawn, garden and other land use treatments, as well as other of their land use decisions that may have an affect on the environment</li> <li>B. land use decisions by surrounding jurisdictions and landowners that affect things like groundwater and air that do not respect political boundaries</li> </ul> <p>Accordingly, community land use decisions should</p> <ul style="list-style-type: none"> <li>A. seek to maintain/improve air, water and other environmental factors</li> <li>B. be informed by early warning signals by regional measurements</li> <li>C. protect the community’s potable water “wellhead” area</li> <li>D. and provide incentives for residential, commercial (including retail), and industrial development that supports these Principles.</li> </ul>
	<p><b>Goal:</b> Actively pursue the preservation of natural environments as much as possible within and adjacent to the Village, including continued support for the status of Glen Helen and acquisition of additional greenbelt around the Village.</p> <ul style="list-style-type: none"> <li>o Acquire land, apply conservation easements.</li> <li>o Acquire development rights.</li> <li>o Pursue cooperative efforts where possible with the Tecumseh Land Trust, other conservation groups, agricultural organizations, and neighboring planning commissions.</li> <li>o Assign responsibility to an appropriate Village body for mapping, record keeping, identifying priorities, and developing specific plans and policies related to these goals.</li> </ul>	
	<p style="text-align: center;"><u>Natural Resources: Air, Water, and Energy</u></p> <p>Recognizing that the Village of Yellow Springs has limited control over the quality of its air, environmental goals for protecting it should include an air-monitoring program that will establish baseline components and track fluctuations. Encouraging the use of bicycles, enforcing laws</p>	

	<p>against idling vehicles and open burning, and using low-emission fuels for Village energy expenditures are small but significant steps. Taking an active stand on practices, proposals, and developments upwind and downwind is justified within the larger goal of protecting the quality of life in Yellow Springs.</p> <p>The Village is completely dependent on groundwater, and groundwater, like air, does not respect political boundaries. Recognizing this and the connection between surface water and groundwater, as well as the impact of storm water and agricultural runoff, lawn treatments, landfills, septic tanks, and non-containment of industrial and household wastes, should direct land use planning, legislation, enforcement, and the use of Village-owned land.</p>	
	<p><b>Goal:</b> Continue to monitor air and water quality in and around the Village.</p> <ul style="list-style-type: none"> <li>○ Participate in regional efforts that can provide early warning of negative impact on the aquifer system.</li> <li>○ Establish cost projections for implementing the Wellhead Protection Plan, prioritize, and complete the implementation of the Wellhead Protection Program as soon as economically possible. Ensure provisions for updating data and the Wellhead Plan as needed.</li> </ul> <p><b>Goal:</b> Village Government should practice, encourage, and actively support appropriate technology and recycling programs that seek to limit the production and use of noxious compounds.</p> <ul style="list-style-type: none"> <li>○ Enforce existing ordinances against air-and-water polluting practices; enact new legislation where necessary.</li> <li>○ Provide incentives for environmentally responsible industrial and commercial enterprises.</li> <li>○ Encourage and provide support for the collection of recyclables (paper, cloth, rubber, plastics, glass, oils, etc.)</li> <li>○ Discourage the use of lawn pesticides and herbicides. And encourage the use of alternate, non or substantially less polluting methods of controlling insects and weeds.</li> </ul>	
<p><b>4.8. Special Planning Areas</b>  <b>Principle 1 - Make land use provisions and decisions that make possible the restoration, maintenance, and retention of a population, employment, and economic base that is capable of sustaining the community</b></p> <p><b>Principle 2. - Make provisions for a range of housing opportunities, costs, and choices that provide safe, quality housing for current and potential residents of all income levels.</b></p> <p><b>Principle 3 - Support land use developments in which residents can live, walk, and bicycle to work, to learn, to shop, to worship, and to play.</b></p> <p><b>Principle 4 - Encourage collaborative land use development that honors both landowners' rights to a fair return on the value of their land, and the community's desire to determine how and where it wants to grow. Land use decisions should be made in a manner that make land use proposals predicable, fair, and cost-effective by a land use plan and zoning code that is consistent with this Comprehensive Land Use Plan.</b></p>	<p><b>4.8. Special Planning Areas</b></p> <p>Four Special Planning Areas are identified on the Land Use Map as important components of the Village Plan because of their size, physical location, and potential for mixed-use development. These are (1) the central business district, (2) the Dayton-Yellow Springs and East Enon Roads area, (3) the King Street and Fairfield Pike area, and (4) the US Route 68 and Hyde Road area.</p> <p>A performance-based approach should be considered in the review of any specific development proposals within these areas. The premise of this approach is that any type of land use is possible, as long as the impact of growth and development does not threaten natural, social and economic qualities that are deemed worthy of protection, but the premise should not be so restrictive as to stagnate the Village, precluding those things we wish to preserve. These natural, social and economic qualities should be explicitly defined beforehand. Compatibility with existing adjacent uses and infrastructure/service demand must also be addressed in using this approach.</p>	<p><b>4.8. Special Planning Areas</b>  <b>Principle 1 - Make land use provisions and decisions that make possible the restoration, maintenance, and retention of a population, employment, and economic base that is capable of sustaining the community</b></p> <p><b>Principle 2. - Make provisions for a range of housing opportunities, costs, and choices that provide safe, quality housing for current and potential residents of all income levels.</b></p> <p><b>Principle 3 - Support land use developments in which residents can live, walk, and bicycle to work, to learn, to shop, to worship, and to play.</b></p> <p><b>Principle 4 - Encourage collaborative land use development that honors both landowners' rights to a fair return on the value of their land, and the community's desire to determine how and where it wants to grow. Land use decisions should be made in a manner that make land use proposals predicable, fair, and cost-effective by a land use plan and zoning code that is consistent with this Comprehensive Land Use Plan.</b></p>

**Principle 5 - Promote compatible mixed-use land use adjacencies that foster synergies (not disharmonies) between residential, commercial, retail, educational, and industrial uses.**

**Principle 6 - Preserve open space, naturally occurring topographic features and vegetation, critical environmental areas, and historic buildings and land uses.**

**Principle 7 - Promote a transportation infrastructure that supports safety, compatibility, and accessibility for pedestrian, bicycle, and motorized vehicles.**

**Principle 8 - Direct new development, should it occur, to areas either already served by existing infrastructure – water, sanitary sewer, electric, and streets – or to areas defined as being within our Urban Service Area, and encourage the township to do the same.**

**Principle 9 - Promote new retail, commercial, and industrial development in areas in the community where these land uses already exist (are already zoned for), and/or to yet undeveloped areas in the community and the Urban Service Area where compatible land use adjacencies already exist**

### (1) The Central Business District

This area has physical, social and economic importance, and the Village will seek to maintain a human scale. "Entrances" that demarcate the area and currently work well at doing that should be identified and preserved. They are the northern entrance to the Village with Whitehall Farm and the cemetery on the west and the agricultural area and Glen Helen on the east side of Route 68; the Barr property on Xenia Avenue at Limestone Street; the funeral home property; and Mills Lawn School. The western entrance to the Village along Dayton Street, and the southern entrance on Route 68 from Xenia currently work as well, but these areas are more vulnerable to negative changes in use. Development proposals and/or zoning changes must be carefully weighed with these considerations in mind.

There has been, and continues to be, clear and continued support for measures that would enhance the downtown area as a community focal point. This means that the present variety of land uses, all complementary to the community with respect to services, retail, social and cultural offerings, and aesthetics, should be supported and protected.

One serious issue of the downtown area is the limit on available space. In 1977 the business district contained some 18 acres, including streets and alleys. By comparison, land use data for other communities in the region indicates rule-of-thumb acreage of commercial land being about 1 acre per 100 residents, which would mean that about 39 acres to serve the present Village population should be provided. Planning for this area should include desired development patterns and preferences regarding the direction of expansion. New or modified development in the CBD should reflect its legacy of relatively small lots, high density, a pedestrian orientation, and mixed uses-- for example, shops on the ground floor and offices, studios, light production or residences on the second floor. Buildings that have managed to endure as "historic treasures" should be specifically identified and protected.

Other important physical elements of the central business district that have been identified as critical to its success and that should be kept and protected include mixed uses of buildings and spaces that include personal services such as banks, a movie theater, the post office, other service establishments, and a variety of retail operations including restaurants. Other valued elements include pedestrian and bicycle amenities such as benches and bike racks, as well as village-oriented building heights and overall scales. To these ends, the height, bulk and overall presence of any new or renovated buildings, as well as lot size and setback, should be controlled to relate to the established scale and harmony of the area and its pedestrian orientation.

Vehicle parking on both sides of the streets should be maintained, and nearby off-street parking should be designated that does not dominate the view. Options for term limits on existing parking should be continually considered. The opening of the bike path and the continued success of local businesses have increased the demand for parking on weekends and holidays, but average daily demand is being met. There is no current plan for providing more parking spaces to accommodate peak demands. Possibilities include utilizing the area west of Cemetery

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**Principle 9 - Promote new retail, commercial, and industrial development in areas in the community where these land uses already exist (are already zoned for), and/or to yet undeveloped areas in the community and the Urban Service Area where compatible land use adjacencies already exist**

Special planning areas are identified on the Land Use Plan (Appendix B) because of their size, their physical location, or their potential for development. All the identified areas require development proposals and approvals that:

- conform to zoning regulations
- do not threaten air, water, and other environmental factors
- are compatible with adjacent land uses

#### Area 1: The Central Business District (CBD)

The CBD has physical, social, and economic importance as the community's "hub", with entry points that demarcate it, including:

- three main entry points: US 68 at SR 343; US 68 at Limestone Street (James A McKee Way); and Dayton Street at Walnut Street
- two secondary entry points: Glen Street at Corry Street; Elm Street at Walnut and Short Streets

All of these entry points deserve careful attention with respect to their street "architecture" – roadways, sidewalks, bikeways, and streetscapes, as well as the present and future land uses and/or development nearby to insure a minimum of interference with their CBD entry roles, with clear, continued support for measures that enhance it as a focal point, while preserving and protecting a variety of land uses, and a mix of services, retailers, and social and cultural offerings and maintaining and adding to the elements that provide a "human scale" to the CBD – sitting benches, planters and ornamental trees, bike parking, and an eclectic mixture of building types and architectures worthy of preservation while requiring that new or renovated buildings preserve the already established scale and harmony of height, bulk, and setbacks.

The CBD has two serious problems:

- A. Its size which limits the space for expansion of existing businesses, as well as a space for new businesses to locate in it
  - it is some 18 acres in size when regional comparisons of 1 acre per

Street and adjusting parking time limits in other areas is being developed. The option of modifying on-street parking time limits may be considered whenever deemed appropriate. Additional curb cuts along Xenia Avenue between Limestone and Corry Streets should be prohibited and no off-street parking areas should be allowed to front on Xenia Avenue.

There has been community support for measures that would enhance and protect the downtown area as the community's "hub", both in the public opinion survey of 1973 and the 1990 neighborhood forums. It is clear that citizens would discourage new commercial centers elsewhere in or near the Village that might be harmful to the retail base of the CBD. However, small, alternate commercial areas that do not rival the focal-point character of downtown are seen as realistic and accommodating the overall quality of Village life.

**Goal:** Recognize the importance of the central business district as critical to the character of Yellow Springs. Protect its economic health and ensure its continuation as a community focal point.

- o Determine and plan for preferred areas of commercial expansion. Discourage new commercial centers that do not abut the current central business district.
- o Continue to protect and provide mixed uses of buildings and space.
- o Continue to support and provide pedestrian-oriented conveniences.
- o Continue to allow vehicle parking along both sides of the downtown streets and to disallow additional curb cuts and new off-street parking facing Xenia Avenue.
- o Consider developing an historical preservation plan, such as the Federal Landmark Preservation Program

(2) Dayton-Yellow Springs and East Enon Roads

The existing school campuses and the light industry already existing at this entrance to the Village must be incorporated into future land use decisions, and special attention should be given to limiting intrusion upon adjacent residential uses. Any new development should avoid accesses that significantly increase traffic at the intersection, be of compatible scale (which would include limiting the height and bulk of new buildings), and avoid building and parking areas that create a "sea of asphalt". Curb cuts along the Dayton-Yellow Springs Road should be minimized.

The northwest corner of this intersection has been previously, and may continue to be, considered for some type of commerce/research office park. Any development design for this property should specifically address: (1) access that does not create potential hazards at the intersection; (2) scale compatible with surrounding land use; (3) aesthetic placement of buildings and parking areas; and (4) trees, landscaping and screening as part of the overall design.

Land just west of the school campus will quite likely be developed. Any development proposal should be closely reviewed with regard to effective use of land—such as, clustering of residences and limiting curb cuts along the Dayton-Yellow Springs Road. Overall visual impact with regard to its being an entrance to the Village should also be considered.

- 100 residents suggest that 30+ acres might be more appropriate
- planning for the CBD should include development patterns and preferences; reflect the legacy of small lots, high density, pedestrian orientation and mixed uses; and preserve “historic” buildings that have managed to endure.
- B. Limited and inadequately identified parking
  - on-street parking is already maximized to the extent possible with respect to size and duration
  - off-street parking – both private and public – also seems to be maximized, but is inadequately signed and identified
    - regrettably, even after many studies by many committees over the years, there is still no current plan to accommodate “peak” parking whether by additional private or public parking areas, nor a plan to more adequately identify, sign, and direct parkers to underutilized spaces
    - although there is some relief in the parking provisions of the proposed Northern Gateway project

Accordingly, the special planning for the CBD should:

- A. Recognize the importance of the CBD as critical to the character of Yellow Springs
- B. Protect its economic health and ensure its continuation as a community focal point
- C. Determine and plan for preferred areas of commercial expansion
- D. Discourage new commercial centers that do not abut the current central business district, while allowing alternate, neighborhood “convenience” shops that do not rival the CBD
- E. continue to protect and provide mixed uses of buildings and space
- F. continue to support and encourage walking and bicycling to the CBD by providing pedestrian and bicycling oriented conveniences
- G. continue to allow vehicle parking along both sides of the downtown streets, but disallow additional curb cuts and new off-street parking facing Xenia Avenue

**Area 2: Dayton-Yellow Springs and East Enon Roads**

Education and light industry already exist at this special planning area, surrounded by adjacent residential uses. These land uses that should continue to be encouraged in this area, but they should also limit intrusions on surrounding residential uses. Residential uses should not be precluded in mixed-uses (even if separate zoning areas need to be created) but development should

- A. Minimize access points and curb-cuts on these intersecting roadways
- B. Limit development that would impact the Jacoby Creek valley
- C. “Aesthetically” recognize the importance of this intersection as an entry point to the community and accordingly design for compatibility with existing structures, provide landscaping and screening, and signage that enhance this entrance to the community

*Area 3: King Street and Yellow Springs-Fairfield Road (aka, Fairfield Pike)*

Development in this area is expected to be residential, although there is the possibility that some adjacent lands – the Village owned “Glass Farm,” for example – could be developed both residentially and commercially (given land use adjacencies), with specific density and design dependent on the availability of utilities and/or how they might be upgraded to fulfill development needs

	<p><b>Goal:</b> Continue to evaluate development proposals with regard to their impact on traffic, number of curb cuts, and extent of impermeable surface.</p> <p><b>Goal:</b> Limit development in the environmentally sensitive Jacoby Creek Valley. Incorporate these concerns in any development that occurs on the northwest corner of Dayton-Yellow Springs and East Enon Roads.</p> <p>(3) King Street and Fairfield Pike</p> <p>Development in this area is expected to be residential, with specific density and design dependent on the availability of utilities in providing different housing options. The area adjacent to King Street might be appropriate for the continuation of surrounding residential development. The variation in surrounding densities, with Park Meadows being relatively high and Kingsfield relatively low, allows consideration of a development pattern which could continue this same variety in actual density with the overall development having some cohesion in design and amenities. Prior to development in this area, a comprehensive storm water management plan for the drainage area serviced by the creek which runs under King Street needs to be prepared.</p> <p>(4) US Route 68 and Hyde Road</p> <p>This area presently supports industrial, commercial and residential land uses. Any new development must be compatible with this mixed-use reality. Expected traffic patterns relating to development, and protection of ground water, including the down stream lakes and streams, must be a critical consideration.</p> <p>Two undeveloped properties just east of US 68 appear most appropriate for residential development, with various options for density and design. Consolidation of the two properties should be encouraged, but if this is not feasible, access to US 68 for both parcels should be from the smaller one, which already fronts on the highway. Drainage patterns of the tracts support this view.</p>	<p>A. To provide different housing options  B. To provide different densities compatible with the surrounding densities of Park Meadows (high), the Westgate Subdivision (medium), and Kingsfield (low), while recognizing that storm water management – once a problem not only in this area but downstream north – has already been addressed by the retention area improvements made on the eastern 1/3 of the Glass Farm (an area already placed in a “conservation easement”).</p> <p><i>Area 4: US 68 and Hyde Road (and the surrounding area)</i>  This area currently includes residential, industrial and commercial land uses. Any new development must be compatible with this land use reality and cannot – by the zoning regulations already applied to this area – detract from the vitality of the CBD. Additionally, any development should not affect downstream water courses – including the Jacoby Creek and the Little Miami River.</p> <p>As yet undeveloped areas to the east of this US 68 corridor should probably be encouraged to be developed residentially, although some transient uses could possibly also be allowed as well (given the already proximity of the Springs Motel). Any new development access to US 68 should be from already existing streets rather than new direct access points (curb-cuts)</p>
<p><b>4.9. Annexation, Utility Extension</b></p> <p><b>Principle 1 - Make land use provisions and decisions that make possible the restoration, maintenance, and retention of a population, employment, and economic base that is capable of sustaining the community</b></p>	<p><b>4.9. Annexation, Utility Expansion</b></p> <p>Three recent annexations* have added over 100 acres to the northwest side of the Village. Definite plans for use of this land have not yet emerged. The reconstruction of the sanitary sewer under Dayton Street will facilitate extending sewer to this land. Discussions should continue between Village and Township officials to find mutually satisfactory development options and agreements around the Village boundary that may not necessitate annexation, but could require utility extension. The 2006 Sanitary Sewer System Study should be a point of reference for any discussion of sewer expansion. It is included as Appendix L to this document.</p> <p>A policy outlining the Village Council's position regarding annexation was adopted in 1992 and amended in 2006 in response to changes in Ohio annexation law. The 2006 policy is included as Appendix A of this document.</p> <p>Expanding boundaries and village utilities, the Village should develop a</p>	<p><b>4.9. Annexation, Utility Extension</b></p> <p><b>Principle 1 - Make land use provisions and decisions that make possible the restoration, maintenance, and retention of a population, employment, and economic base that is capable of sustaining the community</b></p> <p>Three recent annexations – the Kinney property, the Village owned Glass Farm, and the Community Resources owned Center for Business and Education (CBE) – have added some 100+ acres to the community’s land area footprint, but except for the CBE, no definite development plans have emerged for these annexed land areas. The following improvements will nevertheless allow these lands to be to be developed</p> <ul style="list-style-type: none"> <li>• storm water management – including the retention area on the eastern 1/3 of the Glass Farm</li> <li>• sanitary sewer collection system – deep depth on Dayton Street to East Enon Road, extensions of which to as yet undeveloped land areas require the grant of access rights-of-way granted by adjacent landowners</li> </ul>

	cost-benefit model to determine whether advantageous.  * Kinney Farm, Glass Farm, Center for Business and Education	(See Appendix K for the Annexation Policy)
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