

# CHAPTER 3

## OVERLAY ZONING DISTRICT REGULATIONS

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### OVERLAY ZONING DISTRICT REGULATIONS

#### Section A – FP Flood Plain Overlay District

Applicability. Certain unincorporated areas of Clark County have been determined to be subject to flooding and as such have been designated as flood hazard areas. The official flood hazard map shall be the current “Flood Insurance Rate Map” (FIRM). [eff: 12-17-09]

1. Additional resources in determining flood hazard areas - [eff: 12-17-09]
  - a) Any other relevant document or map based on sound engineering principles and accepted by the Flood Plain Administrator. [eff: 4-4-96]
2. These flood hazard areas shall be designated on the Official Zoning District Map(s) as Flood Plain Overlay District(s). The provision of the underlying base District(s) shall apply in full except that the provisions of this Overlay District shall supersede conflicting provisions of the base District(s). Nothing in this Section shall be less restrictive than the provisions of the Clark County Subdivision Regulations as said Regulations apply to the subdivision of lands within this Overlay District. [eff: 3-29-90]
3. Principal Permitted Uses. The following open space uses shall be permitted within a Flood Plain Overlay District to the extent that they are not prohibited by any other code or ordinance and provided that they do not require structures, fill, or storage of materials or equipment.
  - a) Agricultural uses such as general farming, pasture, grazing, outdoor plant nurseries, horticulture, viticulture, forestry, and truck gardening.
  - b) Industrial or commercial accessory uses such as loading areas, parking areas, rail sidings, and airport landing strips, if located within an underlying Zoning District in which the use is permitted.
  - c) Residential accessory uses such as lawns, gardens, parking areas, and play areas, if located within an underlying Zoning District in which the residential use is permitted.
4. Conditionally Permitted Uses. Any uses listed as Principal Permitted Uses or Conditionally Permitted Uses in the underlying Zoning District shall be permitted within the flood fringe area only. No other uses are permitted within the boundaries of the “Floodway”. [eff: 3-29-90]
5. Nothing in this Section shall be less restrictive than the provisions of the Clark County Subdivision Regulations, as said regulations apply to the subdivision of lands within this Overlay District. [eff: 3-29-90]
6. The storage or processing of materials in time of flooding which are buoyant, flammable, poisonous, explosive, or could be injurious to human, animal, or plant life shall be prohibited. [eff: 3-29-90]
7. A development permit shall be obtained prior to applying for a Zoning Certificate. [eff: 3-29-90]

Section A (continued)

8. Definitions: [eff: 3-29-90]

- a) "Development" means any man-made change to improved or unimproved real estate.
- b) "Floodway" means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one (1) foot.
- c) "Flood Fringe" area is the areas outside the floodway but within the general flood prone areas as noted on the official Flood Hazard Map.

Section B – OS Open Space Overlay District

1. Applicability. Within the unincorporated area of Clark County there are certain waterbodies and other natural and/or culturally significant features that are worthy of preservation because of their contribution to the public welfare. Such features include the Little Miami River Scenic Corridor, Clarence J. Brown Reservoir, Clark Lake, and their associated wetland areas. In order to protect and preserve these features, additional requirements shall be imposed on new construction activity within these areas. These areas shall be designated on the Official Zoning District Map(s) as Open Space Overlay District(s). The provisions of the underlying base District(s) shall apply in full except that the provisions of this Overlay District shall supersede conflicting provisions of the base district(s). Where an applicant for a proposed use demonstrates to the satisfaction of the Board of Zoning Appeals that the location for such proposed use would not change the character of the land to the detriment of the public welfare, and should not therefore be included in the definition of the Open Space Overlay District, the applicant shall be exempt from the provisions of this Section. The applicant shall provide sufficient evidence for the Board of Zoning Appeals to clearly determine that the land in question should not be subject to the provisions of this Section.
2. Principal Permitted Uses. The following open space uses shall be permitted within an Open Space Overlay District to the extent that they are not prohibited by any other statute or ordinance of other governmental bodies, and provided that they do not require significant alteration of the area's hydrological and geological conditions or cause permanent preemption of land through paving or construction of buildings.
  - a) Agricultural uses such as general farming, pasture, grazing, outdoor plant nurseries, horticulture, viticulture, forestry, and truck gardening.
  - b) Public utility uses such as waterworks, pumping stations, impoundment basins, and essential services.
  - c) Residential accessory uses such as lawns, gardens, parking areas, and play areas, if located within an underlying Zoning District in which the residential use is permitted.
3. Conditionally Permitted Uses. Any other uses listed as Principal Permitted Uses or Conditionally Permitted Uses in the underlying Zoning District shall be Conditionally Permitted Uses in an Open Space Overlay District, and therefore shall be subject to approval by the Board of Zoning Appeals.

Section B (continued)

4. Performance Standards. The following performance standards shall apply to all applicable uses in an Open Space Overlay District:
- a) All permitted buildings and structures shall be designed so as to adequately protect the water, shoreline aesthetic characteristics, and vistas, where applicable.
  - b) No use shall be permitted which is likely to cause pollution of surface or subsurface waters unless adequate safeguards approved by the Ohio Environmental Protection Agency are provided.
  - c) Sewage disposal facilities and water supply facilities shall be provided in accordance with state and local health regulations. Storm drainage facilities shall be separate, not combined with sewage disposal systems.
  - d) Adequate water supply shall be available so that the groundwater quality and quantity will not be endangered by over pumping.
  - e) It shall be unlawful for any person, firm, or corporation to remove, fill, or use for fill, dredge, store, or excavate rock, sand, gravel, dirt, or similar material within the boundaries of the Open Space Overlay District; to fill or reclaim any land by depositing such material or by grading of existing land so as to elevate or alter the existing natural grade; or to build, alter, or repair any bulkhead or retaining wall, or to rip-rap or otherwise change the grade or shore of waterfront property without a Conditional Use granted by the Board of Zoning Appeals. Granting of such a Conditional Use is subject to other requirements and prohibitions of these Regulations and other applicable statutes or ordinances of other governmental bodies.
  - f) Any agricultural use, as defined in these Regulations, shall be permitted when no roads or drainage canals or ditches are constructed which would have the effect of permanently impounding, obstructing, or diverting surface or subsurface waters. Nothing in this Section shall be construed as prohibiting the construction of irrigation ditches, temporary canals, plowing of land, and similar uses which are ordinarily a normal part of agricultural operations unless undertaken for the sole or predominant purpose of impounding or obstructing surface waters; nor shall this Section be construed as prohibiting the construction of temporary roads and drainage canals incidental thereto, which roads are constructed solely for inspecting, harvesting, or planting forestry or agricultural crops, when such roads are ordinary and incidental to a forestry or agricultural operation.
  - g) No part of this Section shall be construed to prevent the doing of any act necessary to prevent the harm to or destruction of real or personal property as a result of a present emergency such as fire, infestation by insects or other pests, or flood hazards resulting from heavy rains or winds, when the property is in imminent peril and the necessity of obtaining an Appeal, Variance, or Conditional Use is impractical and would cause undue hardship in the protection of the property.
  - h) The requirements of this Section shall not be construed to govern the normal and customary grading in the area of an existing or newly constructed building or structure, or the grading of a driveway serving such building or structure. Such grading and earth moving shall be approved by the Building Inspector at the time of issuance of the Building Permit, providing that a plan showing proper drainage and protection of adjoining property has been submitted.

Section B (continued)

- i) Nothing in this Section shall be construed as prohibiting ordinary gardening activities in lawn or garden areas.
- j) Non-conformities may be continued; any addition or modification, however, to an existing and legal Non-conforming Use shall be in conformance with the requirements of this Overlay District.

Section C – EEOD Eastern Edge Overlay District [eff: 9-4-08]

*This Section is based on the principles in the “Eastern Edge Corridor Plan”.*

1. Purpose.

- a) The Eastern Edge Overlay District creates a cohesive and interjurisdictional comprehensive land use plan for the East National Road Corridor that aims to grow contextually and geographically advantageous development, respect the history and character of the area, provide best management for transportation safety and demand by maintaining independent, through interlocking development segments from the corridor’s urban core to the rural edge. The Eastern Edge Overlay District recommends a uniform development standard approach to land use and zoning regulation. Land uses are guided by a future land use map and physical site and building layout is determined by transect-based zoning standards. The Plan requires that all new large-scale development along the Eastern Edge Corridor be zoned and planned as a Planned Development. Small-scale developments in the Corridor area may be developed according the standardized zoning.
- b) This chapter includes both required and recommended development standards. All required zoning regulations must be complied with. Landowners are specifically encouraged to comply with recommended district uses, design standards, and economic development objectives.
- c) The policy objectives intended to be achieved by the imposition of the Eastern Edge Overlay District are to:
  - 1) Provide a tool to encourage and restrict development in a manner that is consistent with Future Land Use, Corridor Plan Goals, and infrastructure capacity.
  - 2) Be general enough to allow some flexibility, but strong enough to influence development patterns.
  - 3) Maintain independent, interdependent, interlocking development segments from the corridor’s urban core to the rural edge.
  - 4) Consider all affected jurisdictions’ needs and visions.
  - 5) Guide and encourage contextually and geographically advantageous new development by creating intended growth sectors and providing guidance for development in each section.
  - 6) Encourage and support successful development types in districts with business expansion and retention.
  - 7) Respect the areas historic and natural character.
  - 8) Provide best management for transportation safety and demand.
  - 9) Develop incentives for the reuse of redevelopment of properties.
  - 10) Conform physical design proposals to community goals and social and economic policies.

Section C (continued)

2. Geographic Scope. The Geographic Scope of this Plan is the East National Road Corridor from Spring Street in Springfield to New Love Road in Harmony Township. This Plan divides the East National Road Corridor into six unique transect zones as follows:

- a) This chapter is intended to further and protect the public health, safety, convenience, comfort, prosperity, and general welfare of the Clark County community. This chapter is further intended to enhance and protect property values in downtown Springfield and prevent impairment and destruction of property values.

3. General Requirements.

a) Overall Corridor

1) Land Use Regulations

- a) Large-scale development Planned Developments should conform to the properties designated future land use as set forth in this Chapter and the Eastern Edge Corridor Plan.
- b) Small-scale developments should conform to the properties designated future land use as set forth in this Chapter and the Eastern Edge Corridor Plan.

2) Land Use Districts

a) (AOS) Agriculture and Open Space

- i. The Agriculture and Open Space District shall consist of Open Space that should be, but is not yet, protected from development.
- ii. The Agriculture and Open Space District shall consist of the aggregate of the following categories:
  - a. Flood plain, including Special Flood Hazard Areas
  - b. Steep slopes
  - c. Open Space to be acquired
  - d. Corridors to be acquired
  - e. Buffers to be acquired

b) (HRRC) Highway Rural Retail Conservation Edge

- i. Highway Rural Retail Edge: This district provides for a mix of highway oriented commercial, general retail, and open space. Contiguous open space must front US-40. The mix of uses should include thirty (30) percent contiguous open space and seventy (70) percent highway oriented commercial and general retail. New development must provide a buffer from adjoining residential and agricultural development.
- ii. The Mixed Use Research and Development District shall be assigned to those locations that can support Mixed Use by virtue of proximity to an existing or planned Thoroughfare.
- iii. Within the Mixed Use Research and Development District, Clustered Land Development (CLD) and Traditional Neighborhood Development (TND) shall be permitted.

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c) (MSMC) Main Street Mixed Core District

- i. Uses consist of a mix small and medium-scale commercial, recreational/entertainment, office, and residential uses. Primarily, development should be the same or similar to original use and building type, exterior should be the same or similar to original traditional exterior. Secondly, if the proposed development is not original in type or design, the new development must be consistent with traditional architecture, character, and cultural heritage of the district. High-density infill development is preferred in this district, limited parking to be located in the rear and accessed from rear yard. Pedestrian-oriented access is preferred and shared parking is required where possible.
- ii. The Main Street Mixed Core District designation shall be assigned to areas that, by their Intrinsic Size, Function, or Configuration, cannot conform to the requirements of a CLD, a TND, or an RCD as set forth in the Eastern Edge Overlay Land Development Regulations.

d) Residential Low Density

- i. The purpose of this district is to provide for single-family residential development consistent with the single-family residential character of lowest density residential development in the county and township rural areas. The recommend density is 1 – 0.2 units to the acre.

3) Planned Development Standards

a) Development Planning Process

- i. All new large-scale developments along the Eastern Edge Corridor must be zoned and planned as a Planned Development.
- ii. Small-scale developments in the Corridor Plan area may be developed according to the standardized zoning as set forth in this Chapter.
- iii. All large-scale Planned Developments shall comply with Table 2: Land Use Planned Development Land Density and Composition Standards, Planned Development Requirements set forth in each Transect. These standards provide specific land-use based project composition ratio requirements for the preparation of Planned Development zoning districts. Individual lots in such developments shall comply with all relevant requirements set forth in the Overall Corridor On-Site Improvements: Single lot, Site, and Building Plan Review, and the Transect specific On-Site Improvements: Single lot, Site, and Building Plan Review.
- iv. Small developments in the Corridor Plan area shall comply with all relevant requirements set forth in the Overall Corridor On-Site Improvements: Single lot, Site, and Building Plan Review, and the Transect specific On-Site Improvements: Single lot, Site, and Building Plan Review.
- v. Planned Developments shall be prepared according to Development Type Standards outlined below in Table 2. Planned Development may contain more than one development type.

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- vi. Once the Planning Commission approves a Plan, the parcel shall become a Planning Area and shall be marked as such on the Zoning Map. Within the Area, this Code shall be the exclusive and mandatory zoning regulation, and its provisions shall be applied in their entirety.
  - vii. Planned Developments shall include a Development Plan that demonstrates compliance with Tables 1-11. The Development Plan shall consist of one or more maps and regulating documents showing the following for each in the plan area, in compliance with the standards described in this Code:
    - a. Use Zones
    - b. Civic Zones
    - c. Thoroughfare network
    - d. Site Plan to include:
      - i. Building disposition
      - ii. Building configuration
      - iii. Building function
      - iv. Parking location standards
      - v. Landscape standards
      - vi. Signage standards
      - vii. Drainage standards
      - viii. Architectural standards
      - ix. Lighting standards
      - x. Sound standards
- b) Development Types
- i. Clustered Land Development (CLD)
    - a. Clustered Land Development (CLD) should be permitted within the MUCE and CTC Land Use District and the MURD and HRRC Land Use District.
    - b. CLD should be structured by one standard pedestrian walkway and should consist of no fewer than ten (10) acres and no more than one hundred-twenty (120) acres.
    - c. CLD should include thirty (30) percent – forty (40) percent Green Space.
  - ii. Traditional Neighborhood Development (TND)
    - a. A Traditional Neighborhood Development (TND) should be permitted within the MSMC, MUCE and the MUCD Land Use District.
  - iii. Regional Center Development (RCD)
    - a. A Regional Center Development (RCD) should be permitted within the CTC Land Use District and the MURD and UCC Land Use District.
    - b. A RCD within the CTC Land Use District should be structured by one( 1) long pedestrian walkway or linear pedestrian walkway and should consist of no fewer than thirty (30) acres and no more than one hundred twenty (120) acres.
    - c. For larger sites, a RCD may be adjoined without buffer by one or more TNDs. The simultaneous planning of adjacent parcels is encouraged. Any TND or RCD on an existing or projected rail or Bus Rapid Transit (BRT) network may be redesignated in whole or in part as Transit-Oriented Development (TOD) and permitted the higher Density.

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- iv. Transit-Oriented Development (TOD)
  - a. Any TND or RCD on an existing or projected rail or Bus Rapid Transit (BRT) network may be redesignated in whole or in part as TOD and permitted the higher density.
- v. Infill TND (Traditional Neighborhood Development)
  - a. Infill TND should be assigned to neighborhood areas that are predominantly residential with one or more mixed use corridors or centers.
  - b. The edges of an infill TND should blend into adjacent neighborhoods and/or a downtown without buffers.
- vi. Infill RCD (Regional Center Development)
  - a. Infill RCD should be assigned to urban areas that include significant office and retail uses as well as government and other civic institutions of regional importance.
  - b. The edges of an infill RCD should blend into adjacent neighborhoods with buffers.
- vii. Infill TOD (Transit-Oriented Development)
  - a. Any infill TND or infill RCD on an existing or projected rail or BRT network may be redesignated in whole or in part as TOD and permitted the higher density.
- c) Civic Zones
  - i. Civic zones shall comply with Tables 5 and 9.
  - ii. Civic Zones dedicated for public use shall be required for each planned development and designated on the Planned Development as civic space (CS) and civic building (CB).
  - iii. Civic Zones dedicated for public use shall be required for each single lot development. Such civic zones shall include and comply with pedestrian-oriented space and feature requirements.
  - iv. Civic Building Zones may be sites dedicated for buildings generally operated by not-for-profit organizations dedicated to culture, education, religion, government, transit and municipal parking.
- 4. On-Site Improvements: Single lot, Site, and Building Plan Review
  - a) Lot Configuration:
    - i. The purpose and intent of the Lot Configuration regulations is to create a lot dimension that fulfills the goals of a transect-based land use system and limited access roadway system. Lot and streets should effectively use land, protect land value, protect natural features, and safely organize traffic. Lots and streets in each district should be compatible and should have transitioning features from the urban areas to rural areas to retain natural infrastructure and visual character.
    - ii. Lots shall conform to Tables 5 and 10.

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- iii. Parcels shall be required to connect to adjoining properties to provide cross access for parking, drive, and pedestrian walkways. This may require commitment of easement on subdivision plats, and or building site plans. Staff reserves the right to enforce through zoning and subdivision review.
- b) Building Configuration:
  - i. The purpose of Building configuration standards is to enforce the physical and visual connection between businesses, streets, residents, and open spaces in order to create a vibrant and attractive business and streetscape environment in urban areas, and retain natural infrastructure and visual character in rural areas.
  - ii. Building and site plans submitted under this code shall show the following, in compliance with the standards described in this code:
    - a. Building disposition
    - b. Building configuration
    - c. Building function
    - d. Parking location standards/  
pedestrian walkways
    - e. Landscape and green space  
standards
    - f. Signage standards
    - g. Drainage standards
    - h. Architectural standards
    - i. Lighting standards
    - j. Sound standards
    - k. Civic zones/pedestrian-  
oriented features
  - iii. Building site plan shall comply with Tables 3-10.
  - iv. Single lots and buildings located within a Planned Development or infill shall be subject to the requirements of this Table 3. Lots contained in existing Planned Developments approved prior to the adoption of this code shall be exempt.
  - v. Landscaping, building height, building location and orientation, massing, and architectural style should reflect local characteristics. They should be consistent with the positive attributes of the adjacent businesses and neighborhoods. Corridor specific design standards can be used to establish the positive attributes of an area.
  - vi. Physical and visual connection between businesses should be considered during the design phase.
- c) Architectural:
  - i. The purpose of architectural standards is to preserve, promote and enhance the historic, archeological, cultural, scenic, natural and recreational characteristics that are the intrinsic qualities of the East National Road Corridor by supporting the Goals of the East National Road Corridor Plan and the Ohio Historic National Road Corridor Management Plan.
- d) Screening
  - i. The purpose of the screening standards is to provide compatible screening of parking from streets, and transition between residential neighborhoods and businesses.
  - ii. See transect specific code to follow, and all applicable related codes.

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e) Landscaping

- i. The purpose of the landscape standards is to provide uniform standards for the development and maintenance of the landscaping of private property and public rights-of-way. The purpose of landscaping is to increase the compatibility between different intensities of land uses by providing visual barriers that minimize the impacts of noise, light and glare, interrupt the barren expanse of paved parking lots, contribute to the image and appeal of the community, and enhance property values.
- ii. Landscaping, green space, and impervious surface coverage shall conform to Tables 3, 5, and 9.
- iii. See transect specific code to follow, and all applicable related codes.

f) Lighting

- i. The purpose of the lighting standards is to establish lighting compatible with the development as well as the surrounding area and streetscape, and to promote pedestrian and vehicular safety, and to improve the aesthetic appearance of public and private streetlights.
- ii. Lighting intensity shall conform to Table 12.
- iii. Lighting type shall conform to Graphic 1.

g) Sound

- i. The purpose of the sound standards is to establish sound levels compatible with the development as well as the surrounding area.
- ii. Sound intensity shall conform to Table 13.

h) Signage

- i. See transect specific code to follow, and all applicable related codes.

i) Parking Location and Drive

- i. The purpose of Parking and Drive standards is to minimize the impact of parking and drive facilities by treating them in a manner that does not dominate the main structures or pedestrian realm, maintains the safety and viability of the businesses,
- ii. Parcels shall be required to connect to adjoining properties to provide cross access for parking, drive, and pedestrian walkways. This may require commitment of easement on subdivision plats, and or building site plans. Staff reserves the right to enforce through zoning and subdivision review.
- iii. Parking shall comply with Table 4.
- iv. Private and public drives shall comply with Tables 5-8.
- v. Parking should be accessed by rear drives, alleys or streets.
- vi. Shared parking shall be used wherever possible.
- vii. Transit should be utilized where possible.
- viii. Structured parking shall be located at approved locations and conform to development standards.

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j) Natural Drainage

- i. Trees should be planted below the grade of the sidewalk and the street in structural cells with sufficient root space.
- ii. Green walls, if provided, shall be restricted to non-invasive species.
- iii. Native plant perennial landscapes shall replace turf grass wherever possible and be highly diverse. These should be placed lower than walkways, not mounded up.
- iv. The landscape installed shall consist primarily of durable species tolerant of soil compaction.
- v. Planter boxes should be bottomless, flow-through boxes with native plants, placed next to buildings and designed to capture building runoff. They may be placed in courtyards or adjacent sidewalks with runoff sent to them via French drains or hidden pipes.

k) Pre-Existing Conditions

- i. Existing buildings and appurtenances that do not conform to the provisions of this code may continue in use as they are until a substantial modification is requested.
- ii. The modification of existing buildings is permitted if such changes result in greater conformance with the specifications of this code. Except as otherwise provided, a nonconforming structure may be structurally enlarged, provided it is structurally enlarged in a way that does not increase or extend the manner in which the structure is nonconforming.

5. Off Site Improvements

a) ROW Improvements: Public Frontages

- i. Public frontages should conform to Tables 4, 7, 9, and 10.
- ii. The Frontage contributes to the character of the Transect Zone, and includes the types of Sidewalk, Curb, Planter, Bike Lanes and Street Trees.
- iii. Within the Public Frontages, the prescribed types of Planting and Lighting should comply with the approved tree list and Tables 5, 8, 10, and 11. The spacing may be adjusted to accommodate specific site conditions.
- iv. Right-of-Way width of forty (40) feet or less shall be exempt from the tree requirement.

b) Thoroughfare Standards

- i. Roadway Standards should comply with Tables 5 and 6.
- ii. Thoroughfares are intended for use by vehicular and pedestrian traffic and to provide access between lots.
- iii. Thoroughfares shall be designed in context with the urban form and the Transect Zones through which they pass.
- iv. All Thoroughfares should terminate at other Thoroughfares, forming a network. Internal drives shall connect to those on adjacent sites in all cases in which it is possible or necessary for traffic and access management.

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b) Rural Vista: Transect 1

1) On-Site Improvements: Single lot, Site, and Building Plan Review

a) Building Configuration

- i. In rural/scenic locations the placement of new buildings should be based on minimizing the impact on natural features and the views from the road. Generous building setbacks will help preserve the rural character of these segments of the roadway corridor.
- ii. If visible from the road, place buildings toward the rear of the property.
- iii. If visible from the road, orient new structures so that the front door or perceived front of the structure faces the road.

b) Architectural

- i. New architecture in rural and scenic locations should seek to compliment the historic qualities of the road through its character and style as well as its material and colors.
- ii. Use of natural materials such as brick, stone, and wood are encouraged on all buildings that are visible from the road.
- iii. Use of imitation finish materials, such as vinyl siding and cultured stone, should be properly detailed in terms of width, profile, grain, and jointing. Predominant building colors should be limited to muted earth tones to blend with the surrounding landscape.
- iv. Lighter colors, including white, are appropriate on smaller building types, but should not be used on larger building types such as industrial or warehouse structures.
- v. In rural/scenic areas, new architecture should seek to incorporate traditional forms and details. When possible, preserve and integrate existing structures ( i.e. barns, silos, outbuildings) into new architectural compositions. Integrate traditional elements such as gables and roof dormers into new structures.

c) Screening

- i. In rural/scenic areas, solutions for screening should be subtle and appear natural.
- ii. Screening should include a split rail fence or a wood post and wire fence, as well as native shrub species and native tree species commonly found in rural hedgerows. The composition of the hedgerow and the level of opacity may vary based on the desired level of screening.
- iii. Parking areas should be screened with a continuous three (3) to four (4) feet high screen to shield headlights.

d) Landscaping

- i. In rural and scenic settings, plant materials should complement architecture, frame or screen views, and blend with the rural and scenic setting.
- ii. Use native Ohio tree and shrub species. Native plants blend new development into the existing environment, require minimal maintenance, and provide appropriate habitat for local wildlife.

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- iii. Choose foundation plantings carefully to avoid obscuring historic buildings or special architectural features. In some cases, natural stone foundations are important architectural details that should not be screened entirely.
- e) Lighting
  - i. Use roadway lighting only to enhance safety where dangerous conditions exist. Lighting shall be directed or shielded to avoid light spillage to adjacent properties.
  - ii. No lighting level measured at the building Frontage Line shall exceed 0.5 fc.
- f) Sound

Sound levels measured at the building Frontage Line shall not exceed sixty-five (65) decibels from sunrise to midnight and fifty-five (55) decibels from midnight to sunrise.
- g) Signage
  - i. The number of signs, the size of signs, and the amount of information placed on a sign can all distract a motorist and create visual clutter along this scenic byway. The number of signs should be limited to one (1) building-mounted wall sign along with one (1) ground-mounted sign.
  - ii. In the rural/scenic, allow for one (1) building-mounted wall sign per business. The maximum allowable size should not exceed one (1) square foot of sign face for every lineal foot of width of building face to which the sign is attached. Painted barn signs may exceed this requirement.
  - iii. Prohibited signs in rural/scenic areas of the corridor should include: off-premise signs, billboard signs, signs with flashing lights, roof signs, rotating or animated signs, and changeable copy signs. Special exceptions should be made to preserve Route 40 era diner and motel signs.
  - iv. Wall signs should be lit by inconspicuous building-mounted fixtures with a concealed light source.
  - v. Monument signs should be up-lit from a ground-mounted fixture with a concealed light source.
  - vi. New internally illuminated sign cabinets should be prohibited in rural/scenic areas.
- h) Parking Location and Drive
  - i. In rural/scenic locations, the design and placement of parking areas should be based on minimizing the impact on natural features and the views from the road.
  - ii. On larger parcels, place all parking areas no closer than one hundred (100) feet from the road right-of-way. If possible, locate new parking areas behind existing vegetation or existing landform to visually screen the parking lot from the road.
  - iii. Access points (or driveways) along the road, while necessary, shall be carefully considered in order to maximize safety. Multiple site entrances and exits create traffic conflicts and visual clutter.
  - iv. One (1) identifiable point of access (driveway) should be provided to all properties along the road. Multiple access points may be provided based on parcel size and use but shall be approved by the Ohio Department of Transportation (ODOT).

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c) Historic Rural Pike Town: Transect 2

1) On-Site Improvements: Single lot, Site, and Building Plan Review

a) Building Configuration

- i. The placement of new buildings in Pike Town settings should be consistent with existing structures in order to maintain the “building wall” that defines the road in these historic settings.
- ii. Orient all new primary structures, building additions, and accessory buildings so that they are consistent (parallel and perpendicular) with primary structures on adjacent properties.
- iii. Set back new structures from the road so that they are consistent with buildings on adjacent properties. If adjacent property setbacks are inconsistent, use a front setback line that is consistent with the majority of primary structures within the town. In Pike Towns, reinforce the major intersection with appropriate placement of new structures at the corners.

b) Architectural

- i. Stories may not exceed fourteen (14) feet in height from finished floor to finished ceiling, except for a first floor Commercial Function, which shall be a minimum of eleven (11) feet and may be a maximum of twenty-five (25) feet. A single floor level exceeding fourteen (14) feet, or twenty-five (25) feet at ground level, shall be counted as two (2) stories.
- ii. New buildings should be carefully designed to blend with the existing Pike Town character. Designing a new building to “look old” is difficult and should be discouraged. However, creative and contemporary design solutions can be achieved while being sensitive to the existing context through the use of the appropriate building form, mass, materials, and placement.
- iii. Traditional building materials are encouraged for new construction including wood, brick, and stone. Look for historic precedent in existing structures including foundation materials, façade materials, and roof materials.
- iv. Encourage the use of colors that are compatible with natural materials.

c) Screening

- i. Screen parking areas with a continuous three (3) to four (4) feet high screen to shield headlights.
- ii. Screening may be achieved with a dense vegetative hedge and/or a wood picket fence. Historic precedent exists in many of the Pike Towns for wood picket fences.
- iii. Screen larger unsightly elements such as dumpsters, mechanical equipment, and service areas with evergreen trees, large dense shrub masses, and/or a wood privacy fence. Wood fences should be simple in design with few, if any, ornamental details.

Section C (continued)

- d) Landscaping
  - i. In Pike Town settings, plant materials should complement architecture and frame or screen views. Use native Ohio tree and shrub species. Avoid exotic plant types in areas visible from the road.
  - ii. Avoid placing trees or shrubs in locations that will ultimately obscure the view of the structure from the road.
- e) Lighting
  - i. In Pike Towns, site lighting should provide for a sense of security and way finding while not over-illuminating these quiet and understated communities. Accent lighting that is appropriately scaled and styled is encouraged for building-mounted fixtures.
  - ii. Pedestrian-scale yard lights are encouraged, but should not exceed eight (8) feet in height.
- f) Signage
  - i. The number of signs should be limited to one sign per business.
  - ii. Signs in rural villages or Pike Towns should be understated and provide for the most basic function of business identification. Encourage the use of one of the following sign types:
    - a. Wall Signs: These signs are panels, usually made of wood or metal, which are mounted flush against the building wall.
    - b. Projecting Signs: Projecting signs are building-mounted signs that consist of a mounting bracket and a signboard that is hung from the bracket.
    - c. Freestanding Signs: These signs are set permanently in the ground and supported by a frame, bracket or posts. When locating wall signs or projecting signs, avoid covering up important architectural details such as windows, transoms, cornice details, or porch elements.
  - iii. Prohibited signs include: off-premise signs, billboard signs, signs with flashing lights, roof signs, rotating or animated signs, and changeable copy signs. Exceptions should be made for Route 40 era signage that may exist in these towns.
- g) Parking Location and Drive
  - i. Parking should be accessed by Rear Alleys or Lanes, when such are available on the Regulating Plan.
  - ii. A Building or Street screen should mask open parking areas from the Frontage.
  - iii. Accommodations for off-street parking are rarely found in Pike Towns along the road. The creation of off-street parking areas is discouraged. In most of these towns along the road, parking is adequately provided as parallel parking along the edge or berm of the road.
  - iv. On-street parking is recommended and currently provides a separation between the road and pedestrian areas while also acting as a traffic-calming device.
  - v. When the creation of a designated off-street parking area is required, set back the parking area behind the primary building setback line. Screening is required.

Section C (continued)

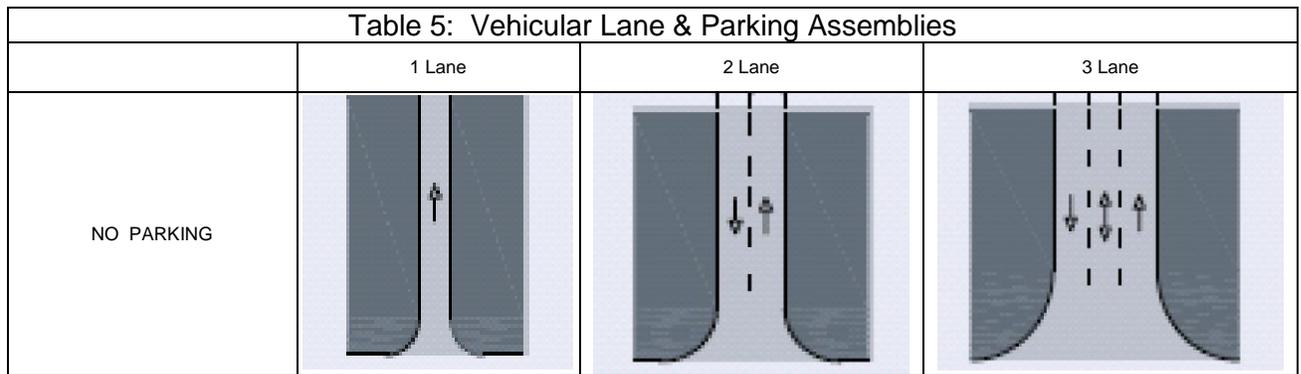
- vi. Access points shall be carefully considered in order to maximize safety and minimize their intrusion into the historic character of the town. Existing properties should continue to use the on-street parking and minimize the number of access drives along the road.
- vii. If a driveway is required, consider locating it along a side street or rear alley, if possible.

3.1 TABLES

Table 1: Land Use Planned Development Density and Composition Standards: All percentages are gross areas as a percentage of gross development plan land area, to be measured in square feet							
Land Use District	Maximum Gross Office Floor Area	Maximum Gross R&D Floor Area	Maximum Gross Commercial Floor Area	Maximum Gross Residential Floor Area	Maximum Gross Parking & Drive Area	Expected Gross Right of Way Area	Minimum Gross Open Space Area
Main Street Mixed Core	25%	0%	25%	10%	20%	10%	10%
Highway Rural Retail Edge	0%	0%	15%	0%	25%	20%	40%

Table 2: Land Use Single Lot Development Density and Composition Standards: All percentages are gross areas as a percentage of gross development plan land area, to be measured in square feet			
Land Use District	Maximum Gross Building Floor Area	Maximum Gross Parking & Drive Area	Minimum Gross Open Space Area
Main Street Mixed Core	85%	10%	5%
Highway Rural Retail Edge	25%	50%	30%

Table 3: Land Use Building and Parking Standards:								
Land Use District	Minimum Building Front Setback	Minimum Parking Front Setback	Minimum Building & Parking Side & Rear Setback	Maximum Front Setback	Minimum Height	Maximum Height	Minimum Onsite Parking Space per Square Foot	Maximum Onsite Parking Space per Square Foot
Main Street Mixed Core	0 Feet	N/A	0 Feet	10 Feet	20 Feet	50 Feet	N/A	1 per 500 SF
Highway Rural Retail Edge	100 Feet	100 Feet	15 Feet	N/A	15 Feet	35 Feet	1 per 400 SF	1 per 200 SF



Section C (continued)

**Table 6: Recommended Internal Project Roadway Types**

Development Land Use Type	Use Service Type	Dedicated Public Right of Way Vs. Private Drive	T1	T2
Main Street Mixed Core	Mixed			
Main Street Mixed Core	Mixed			
Highway Rural Retail Edge	Mixed Commercial	Private		A.1 or A.2
Green Space	Green Space / Residential	Private	A.1 or A.2	

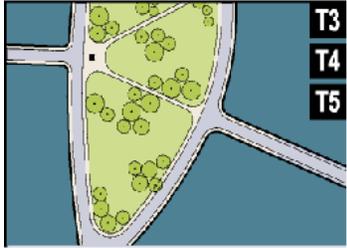
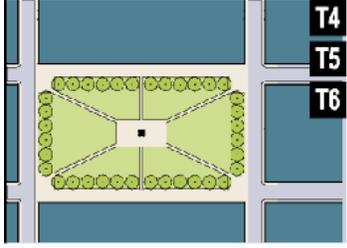
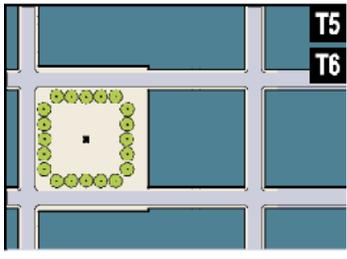
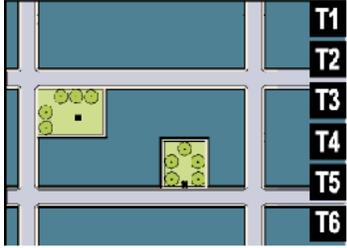
**TABLE 7: Public Frontages – General.** The Public Frontage is the area between the private lot line and the edge of the vehicular lanes.

<p>a. (HW) For Highway: this Frontage has open swales drained by percolation, bicycle trails and no parking. The landscaping consists of the natural condition or multiple species arrayed in naturalistic clusters. Buildings and parking are buffered by distance or screening.</p>	
<p>b. (RD) For Road: this Frontage has open swales drained by percolation and a walking path or bicycle trail along one or both sides and yield parking. The landscaping consists of multiple species arrayed in naturalistic clusters.</p>	
<p>c. (ST) For Street: this Frontage has raised curbs drained by inlets and sidewalks separated from the vehicular lanes by individual or continuous planters, with parking on one or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced row, with the exception that streets with a right-of-way (R.O.W.) width of 40 feet or less are exempt from tree requirements.</p>	
<p>d. (DR) For Drive: this Frontage has raised curbs drained by inlets and a wide sidewalk or paved path along one side, related to a greenway or waterfront. It is separated from the vehicular lanes by individual or continuous planters. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced row.</p>	
<p>e. (AV) For Avenue: this Frontage has raised curbs drained by inlets and wide sidewalks separated from the vehicular lanes by a narrow continuous Planter with parking on both sides. The landscaping consists of a single tree species aligned in a regularly spaced row.</p>	
<p>f. (CS) (AV) For Commercial Street or Avenue: this Frontage has raised curbs drained by inlets and very wide sidewalks along both sides separated from the vehicular lanes by separate tree wells with grates and parking on both sides. The landscaping consists of a single tree species aligned with regular spacing where possible, but clears the storefront entrances.</p>	
<p>g. (BV) For Boulevard: this Frontage has slip roads on both sides. It consists of raised curbs drained by inlets and sidewalks along both sides, separated from the vehicular lanes by planters. The landscaping consists of double rows of a single tree species aligned in a regularly spaced row.</p>	

Credit: Duany Plater-Zyberk & Co.

Section C (continued)

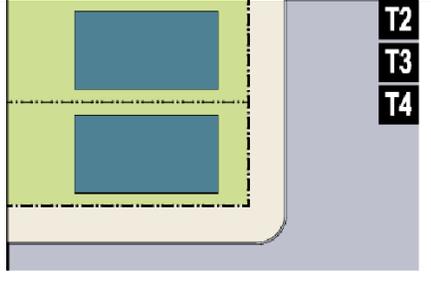
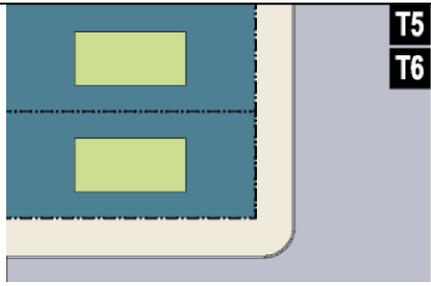
TABLE 8: Civic Space. The intended types of civic space are diagrammed and described in this table. The diagrams are only illustrative; specific designs would be prepared in accordance to the verbal descriptions on this table.

<p>Park: a natural preserve available for unstructured recreation. A parkway be independent of surrounding building Frontages. Its landscape shall consist of paths and trails, meadows, waterbodies, woodland and open shelters, all naturalistically disposed. Parks may be lineal, following the trajectories of natural corridors. The minimum size shall be 8 acres.</p>	 <p>T1 T2 T3</p>
<p>Square: an open space available for unstructured recreation and civic purposes. A square is spatially defined by building Frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important thoroughfares. The minimum size shall be ½ acre and the maximum shall be 5 acres.</p>	 <p>T3 T4 T5</p>
<p>Green: an open space, available for unstructured recreation. A green may be spatially defined by landscaping rather than building Frontages. Its landscape shall consist of lawn and trees, naturalistically disposed. The minimum size shall be ½ acre and the maximum shall be 8 acres.</p>	 <p>T4 T5 T6</p>
<p>Plaza: an open space available for civic purposes and commercial activities. A plaza shall be spatially defined by building Frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas should be located at the intersection of important streets. The minimum size shall be ½ acre and the maximum shall be 2 acres.</p>	 <p>T5 T6</p>
<p>Playground: an open space designed and equipped for the recreation of children. A playground should be fenced and may include an open shelter. Playgrounds shall be interspersed within residential areas and may be placed within a block. Playgrounds may be included within parks and greens. There shall be no minimum or maximum size.</p>	 <p>T1 T2 T3 T4 T5 T6</p>

Credit: Duany Plater-Zyberk & Co.

Section C (continued)

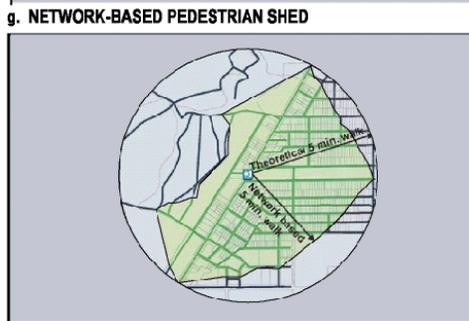
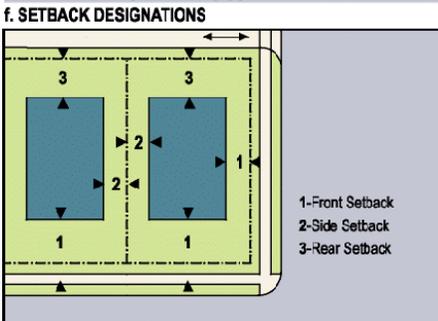
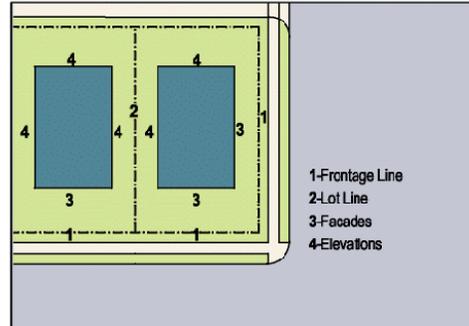
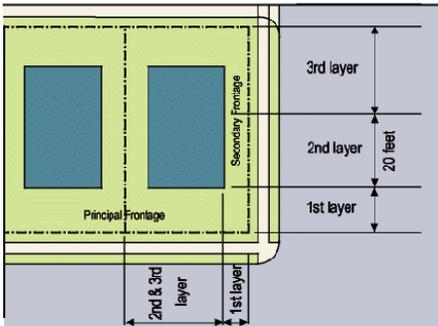
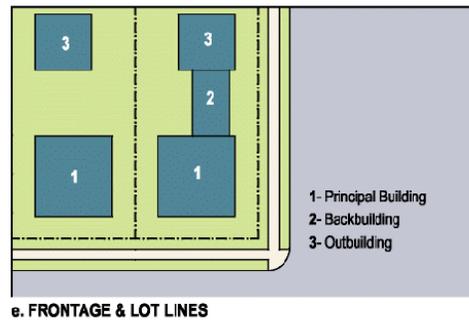
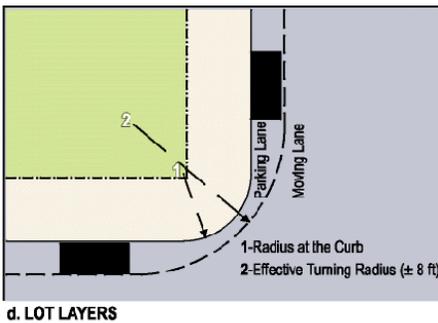
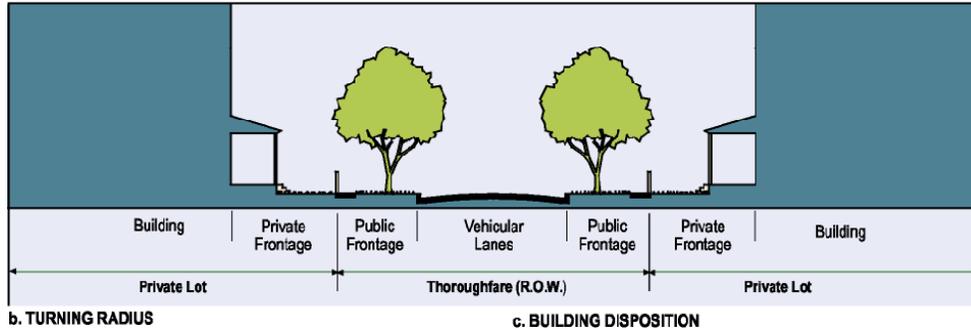
TABLE 9: Building Disposition. This table approximates the location of the building relative to the boundaries of each individual lot. Each of these very general types is intrinsically more or less urban, depending on the extent that it completes the Frontage.

<p>Edgeyard: specific types – single family house, cottage, villa, estate house, urban villa. A building that occupies the center of its lot with setbacks on all sides. This is the least urban of types as the front yard sets it back from the Frontage, while the side yards weaken the spatial definition of the public thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well-placed backbuilding and/or outbuilding.</p>	
<p>Sideyard: specific types – Charleston single house, double house, zero-lot-line house, and twin. A building that occupies one side of the lot with the setback to the other side. A shallow Frontage setback defines a more urban condition. If the adjacent building is similar with a blank side wall, the yard can be quite private. This type permits a systematic climatic orientation in response to the sun or the breeze. If a sideyard house abuts a neighboring sideyard house, the type is known as a twin or double house. Energy costs and sometimes noise are reduced by sharing a party wall in this Disposition.</p>	
<p>Rear yard: specific types – townhouse, rowhouse, live-Work unit, loft building, apartment house, Mixed Use block, Flex building, perimeter block. A building that occupies the full Frontage, leaving the rear of the lots as the sole yard. This is a very urban type as the continuous façade steadily defines the public thoroughfare. The rear elevations may be articulated for functional purposes. In its residential form, this type is the rowhouse. For its commercial form, the rear yard can accommodate substantial parking.</p>	
<p>Courtyard: specific types – patio house. A building that occupies the boundaries of its lot while internally defining one or more private patios. This is the most urban types, as it is able to shield the private realm from all sides while strongly defining the public thoroughfare. Because of its ability to accommodate incompatible activities, masking them from all sides, it is recommended for workshops, lodging and schools. The high security provided by the continuous enclosure is useful for crime-prone areas.</p>	

Credit: Duany Plater-Zyberk & Co

Section C (continued)

TABLE 10: Definitions Illustrated. This table provides a number of diagrams to support and clarify the Definitions.



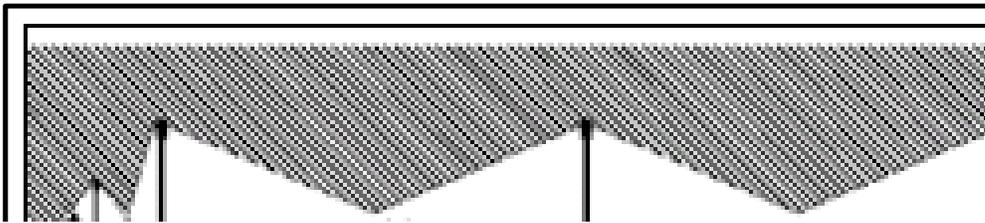
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Section C (continued)

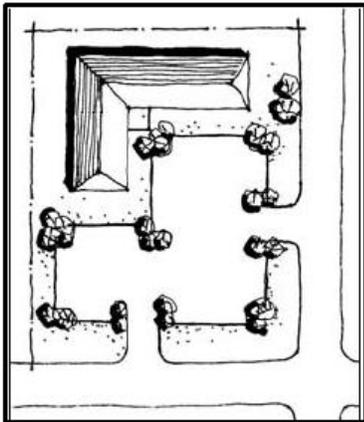
Table 11: Lighting Standards	
No lighting level measured at the property line shall exceed the following foot-candles (fc)	
T1	T2
0.5 fc	0.5 fc

Table 12: Sound Standards		
Sound levels measured at the building Frontage Line shall not exceed maximum decibels from sunrise to midnight and maximum decibels from midnight to sunrise		
	T1	T2
Maximum decibels from sunrise to midnight	65 dB	65 dB
Maximum decibels from midnight to sunrise	55 dB	55 dB

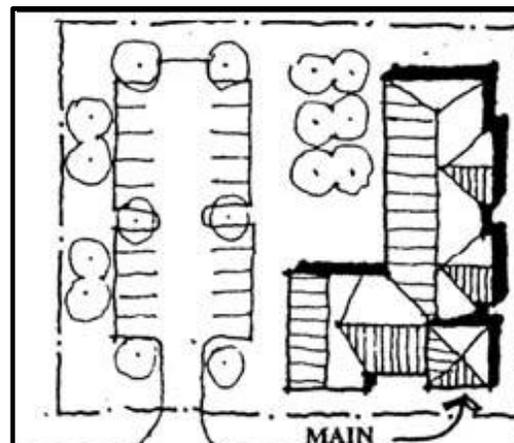
Graphic 1: Cut-off light fixtures Credit MSI



Graphic 2: Prohibited rear yard building configuration

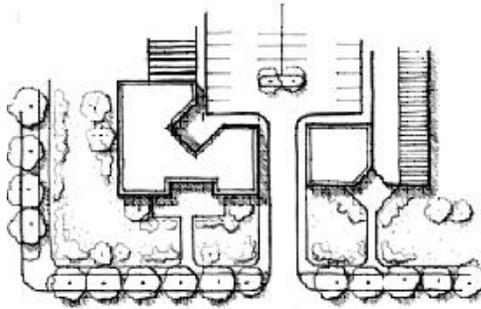


Graphic 3: Building close to street



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Graphic 4: Pedestrian access and shared vehicular access driveway



Graphic 5: Urban screening



Graphic 6: Walkway connecting the sidewalk and parking lot with the building

