EASTERN EDGE CORRIDOR PLAN

CLARK COUNTY
SPRINGFIELD TOWNSHIP
HARMONY TOWNSHIP
CITY OF SPRINGFIELD

FINAL DRAFT
MARCH 21, 2008

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I. INTRODUCTION

PURPOSE AND INTENT OF PLAN

The Eastern Edge Corridor Plan creates a cohesive and interjurisdicational 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, though interlocking development segments from the corridor's urban core to the rural edge.

The purpose and intent of the Eastern Edge Corridor Plan planning process is to achieve and maintain interjurisdictional cooperation/consensus on land use planning between the City of Springfield, Clark County, Harmony Township, ODOT, and Springfield Township, Ohio. The plan was developed over a series of more than 10 large interjurisdictional public meetings, and four interjurisdictional workshops. Participants included County and City Commissioner's Township Trusties, and jurisdictional administrators. These parties worked to obtain and codify a common vision for the future development of the East National Road Corridor. The plan outlines standards by which the Corridor should be developed, in a manner the represents that interest and goals of all jurisdictions. The plan provides clear and binding development standards along the East National Road Corridor that will ensure stable and consistent physical development, economic development, transportation management, and community value. The Plan requires interjurisdictional oversight, where by each jurisdiction and the community shall hold the rest accountable in fulfilling the shared vision. The hope, is that the Eastern Edge Community and the varying jurisdictions that reside within it's borders will have security in predicting the future development that will happen along this corridor in a cooperative fashion, and that confidence will be nourished by the power of cooperative planning. We, the Eastern Edge community, desire valuable growth that balances the needs of all members of our community.

The Eastern Edge Corridor Plan is intended to further and protect the public health, safety, convenience, comfort, prosperity, and general welfare of Clark County, the City of Springfield, Springfield Township, and Harmony Township. The Eastern edge Corridor Plan is further intended to enhance and protect property values in Clark County, the City of Springfield, Springfield Township, and Harmony Township and prevent impairment and destruction of property values.

CORRIDOR PLAN GOALS:

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) Create a guide for Future Land Use that assists new development planning, by providing guidance in the zoning, subdivision, and capital improvement decision making process
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) Be general enough to allow some flexibility, but strong enough to influence development patterns
6) Guide and encourage contextually and geographically advantageous new development by creating intended growth sectors and providing guidance for development in each sector
7) Encourage and support successful development types in districts with business expansion and retention
8) Respect the areas' historic and natural character
9) Provide best management for transportation safety and demand

10) Develop incentives for the reuse or redevelopment of properties
11) Relate physical design proposals to community goals and social and economic policies

STRATEGIES AND POLICY:

The Eastern Edge Corridor Plan is a comprehensive approach to organizing and encouraging valuable physical and economic development on the East National Road Corridor. This plan recognizes the physical, economic, aesthetic, and related factors of the East National Road Corridor. The land use and zoning regulatory policies consolidate land development regulations into a comprehensive document that presents guidelines in a more seamless and systematic manner. The Plan is an official statement of the City of Springfield, Clark County, Harmony Township, ODOT, and Springfield Township, Ohio that sets forth (in words, maps, illustrations, and/or tables) goals, policies, and guidelines intended to direct the present and future physical, social, and economic development that occurs along the East National Road Corridor. The document is organized by creating a clear and reasonable connection between GOALS and REGULATORY POLICIES by proposing a unified physical design for the public and private development of land.

The proposed land development regulations are guided by a comprehensive overlay plan. The Eastern Edge Corridor Plan recommends future land use objectives and applies zoning regulations as an overlay zone in accordance with the objectives and goals established by the plan. This land use district mapping approach provides clear and understandable design and development standards, capital improvements, and development incentives.

The Eastern Edge Corridor Plan recommends a uniform development standard approach to land use and zoning regulation. The Plan requires that all new large-scale development along the Eastern Edge Corridor be zoned and planned as a Master Planned Development. Small single lot developments in the Corridor Plan area may be developed according to single lot and straight zoning standards. Uniform development standard land use regulations allow market demands to determine the mix of uses within the constraints of the building design standards of the community. The look and layout of a street is carefully planned to reflect neighborhood scale, parking standards, and pedestrian accessibility. Consolidating various use and building development regulations into a single document provides full disclosure of the regulations that can affect a proposed development. This leads to better predictability for all—developers, citizens, and public officials.

PLAN RESOURCES AND INFLUENCES:

The Eastern Edge Corridor Plan utilizes a Transect-based SmartCode model design and development code released by Duany Plater-Zyberk and Company (DPZ). The Plan adapts design standards recommended by the Ohio Historic National Road Design Handbook. The Ohio Historic National Road Design Handbook provides land development regulation guidance for the protection, enhancement and promotion of the Historic National Road Scenic Byway in Ohio. The Ohio Historic National Road Design Handbook promotes the byway's history, protecting its character, developing private property, and making roadway improvements.

The SmartCode is an integrated land development ordinance. It folds zoning, subdivision regulations, urban design, public works standards and basic architectural controls into one compact document. It is also a unified ordinance, spanning scales from the region to the community to the building. The SmartCode is also a "transect-based code." The transect of the SmartCode building standards allow for development ranging from the most rural to the most urban environments. The SmartCode is the only unified transect-based design and development code available for all scales of planning, from the region to the community to the block and building. It keeps towns compact and rural lands open, while reforming the destructive sprawl-producing patterns of separated-use zoning.

The SmartCode's rural-to-urban Transect is divided into a range of six "T-zones" each with its own complex character. The Transect ensures that a community offers a full diversity of building types, thoroughfare types, and civic space types, and that they have characteristics appropriate to their locations in the environment. These zones describe the physical form and character of a place, according to the Density and intensity of its land use and Urbanism.

GEOGRAPHIC SCOPE:

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 7 unique segments, which follow the six transect zone model as follows:

GEOGRAPHIC SEGMENT OF EAST NATIONAL ROAD CORRIDOR STUDY AREA	SEGMENT TITLE	TRANSECT ZONE
Spring St. to Greenmont St.	Urban Old Town:	Transect 6 (T6)
Greenmont St. to Burnett Rd.	Urban Commercial Corridor	Transect 5 (T5)
Burnett Rd. to Tuttle Rd.	Suburban Fringe:	Transect 4 (T4)
Tuttle Rd. to Bird Rd.	Suburban Fringe Edge	Transect 4 (T4)
Bird Rd. to Titus Rd.	Rural Research Park	Transect 3 (T3)
Titus Rd. to Springfield/Harmony Township Line	Rural Vista	Transect 1 (T1)
Springfield/Harmony Township Line to New Love Rd.	Historic Rural Pike Town	Transect 2 (T2)

PUBLIC OUTREACH AND STAKEHOLDER INPUT HISTORY:

(a) Interjurisdictional public input process
(b) Three planning groups
(c) Planning Committee
    (1) Stakeholder Committee
    (2) Steering Committee
    (3) Planning Committee
(d) Four public workshops – November 27 and 29, 2007, and February 26 and 28, 2008
(e) Ten Stakeholder Meetings
(f) Fifteen Steering committee Meetings

AUTHORITY

(a) The action of the City of Springfield, Clark County, Harmony Township, and Springfield Township, Ohio in the adoption of this Code is authorized under the Charter of the Municipality, Section X and Local and Statutes, X.
(b) This was adopted as one of the instruments of implementation of the public purposes and objectives of the adopted Municipal Comprehensive Plan. is declared to be in accord with the Municipal Plan, as required by the Land Development Statutes.
(c) The Eastern Edge Corridor Plan is intended to further and protect the public health, safety, convenience, comfort, prosperity, and general welfare of the Clark County, the City of Springfield, Springfield Township, and Harmony Township. The Eastern Edge Corridor Plan is further intended to enhance and protect property values in Clark County, the City of

Springfield, Springfield Township, and Harmony Township and prevent impairment and destruction of property values.

(d) This Code was adopted and may be amended by vote of the Planning Commission and City Commission, Clark County Commission, Springfield Township.

APPLICABILITY

(a) Provisions of this are activated by "shall" when required; "should" when recommended; and "may" when optional.

(b) The provisions of this Code, when in conflict, shall take precedence over those of other codes, ordinances, regulations and standards except the Local Health and Safety Codes.

(c) The existing _____ of _____, [State] Zoning Ordinances and the _____ of _____, [Subdivision (the "Existing Codes") shall continue to be applicable to issues not covered by this Code except where the Local Codes would be in conflict with Section 3 Intent.

(d) Capitalized terms used throughout this may be defined in Definitions of Terms. Section XII Glossary contains regulatory language that is integral to this Code. Those terms not defined in 7 shall be accorded their commonly accepted meanings. In the event of conflicts between these definitions and those of the Existing Local Codes, those of this Code shall take precedence.

(e) Where in conflict, numerical metrics shall take precedence over graphic metrics.

INTENT

The intent and purpose of this Code is to enable, encourage and qualify the implementation of the following policies:

(a)The Region

(1) That the region should retain its natural infrastructure and visual character derived from topography, woodlands, farmlands, infill and redevelopment in parity with New Communities.

(2) That development contiguous to urban areas should be structured in the pattern of Infill TND or RCD and be integrated with the existing urban pattern.

(3) That development non-contiguous to urban areas should be organized in the pattern of Clustered Land Development, Traditional Neighborhood Development, or Regional Center Development.

(4) That transportation Corridors should be planned and reserved in coordination with land use.

(5) That green corridors should be used to define and connect the urbanized areas.

A. That the region should include a framework of transit, pedestrian, and bicycle systems that provide alternatives to the automobile.

(b) The Community

(1) That neighborhoods and Regional Centers should be compact, pedestrian-oriented and mixed use.

(2) That ordinary activities of daily living should occur within walking distance of most dwellings, allowing independence to those who do not drive.

(3) That interconnected networks of Thoroughfares should be designed to disperse traffic and reduce the length of automobile trips.

(4) That within neighborhoods, a range of housing types and price levels should be provided to accommodate diverse ages and incomes.

(5) That appropriate building Densities and land uses should be provided within walking distance of transit stops.

(6) That Civic, institutional, and Commercial activity should be embedded in downtowns, not isolated in remote single-use complexes.

(7) That a range of Open Space including Parks, Squares, and playgrounds should be distributed within neighborhoods and downtowns.

(c) The Block and the Building
   (1) That buildings and landscaping should contribute to the physical definition of Thoroughfares as Civic places.
   (2) That development should adequately accommodate automobiles while respecting the pedestrian and the spatial form of public areas.
   (3) That the design of streets and buildings should reinforce safe environments, but not at the expense of accessibility.
   (4) That architecture and landscape design should grow from local climate, topography, history, and building practice.
   (5) That Civic Buildings and public gathering places should be provided as locations that reinforce community identity and support self-government.
   (6) That Civic Buildings should be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the city.
   (7) That the preservation and renewal of historic buildings should be facilitated, to affirm the continuity and evolution of society.
   (8) That the harmonious and orderly evolution of urban areas should be secured through form-based codes.

(d) The Transect
   (1) That Communties should provide meaningful choices in living arrangements as manifested by distinct physical environments.
   (2) That the Transect Zone descriptions on Table 1 shall constitute the Intent of this Code with regard to the general character of each of these environments.

PROCESS

(a) Clark County, the City of Springfield, Springfield Township, and Harmony Township hereby creates an interjurisdictional administrative development plan review body known as a Consolidated Review Committee ("CRC"), to administratively review applications and plans for proposed projects.
(b) The geographic locations of the Sectors and the standards for the Transect Zones shall be determined as set forth in Article 2, 3, 4, and 5 through a process of public consultation with approval by the City Commission, Clark County Commission, Springfield Township.

WARRANTS AND CONDITIONAL USE PERMITS

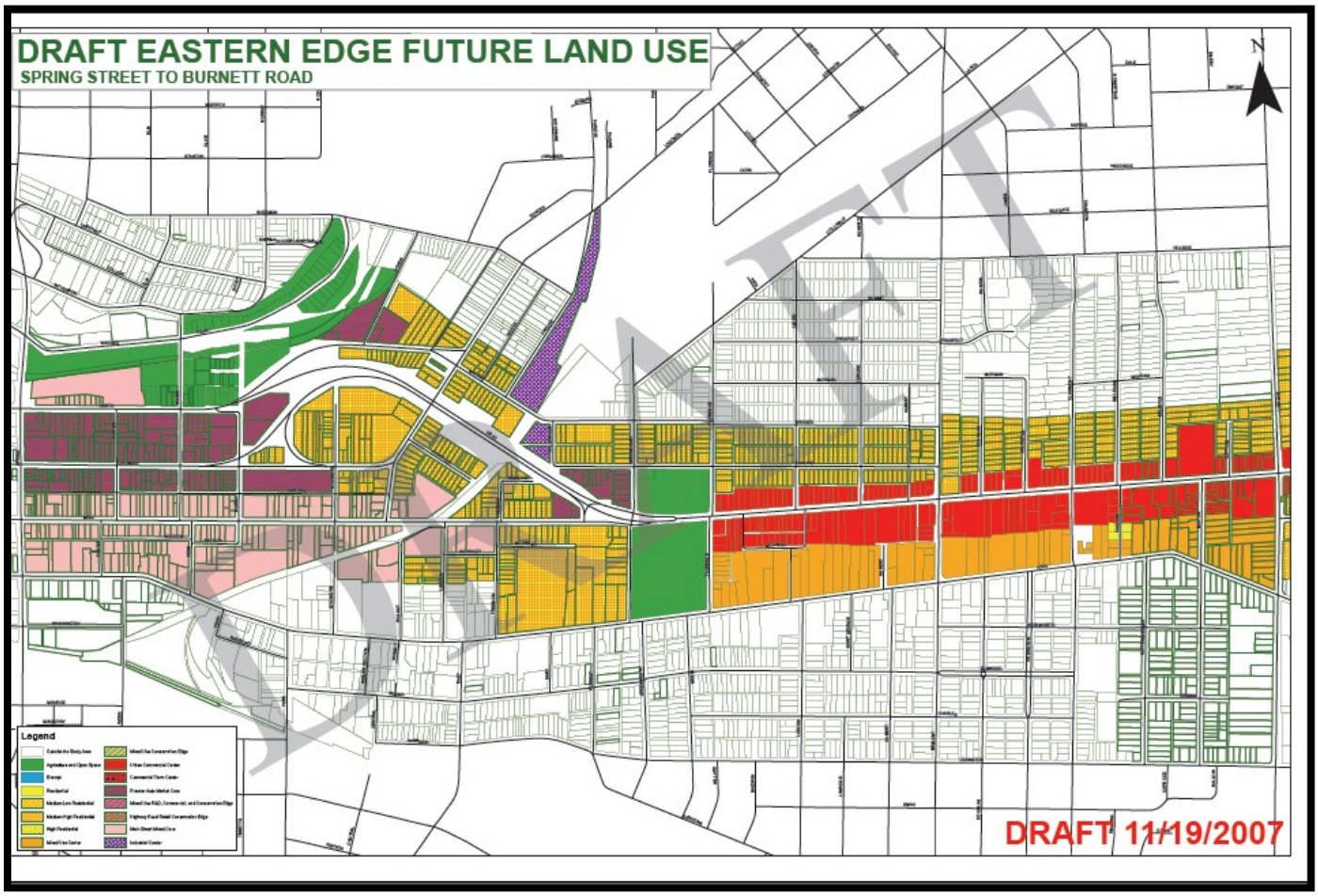
(a) There shall be two types of deviation from the requirements of this Code: Warrants and Conditional Use Permits. Whether a deviation requires a Warrant or Conditional Use Permit shall be determined by the CRC.
(b) A Warrant is a ruling that would permit a practice that is not prescribed with a specific provision of this Code but is justified by the provisions of the Eastern Edge Corridor Plan Goals. Jurisdictional planning staff may issues warrants according to this code. The CRC shall have the authority to recommend approval or disapprove administratively to a jurisdictional staff member for request for a Warrant or Conditional use permit pursuant to regulations established by the CRC.
(c) Conditional Use Permit is any ruling on an allowable use under this code. Conditional Use Permits shall be granted only in accordance with Board of Zoning Appeals Regulations.
(d) The request for a Warrant or Conditional Use Permit shall not subject the entire application to public hearing, but only that portion necessary to rule on the specific issue requiring the relief.

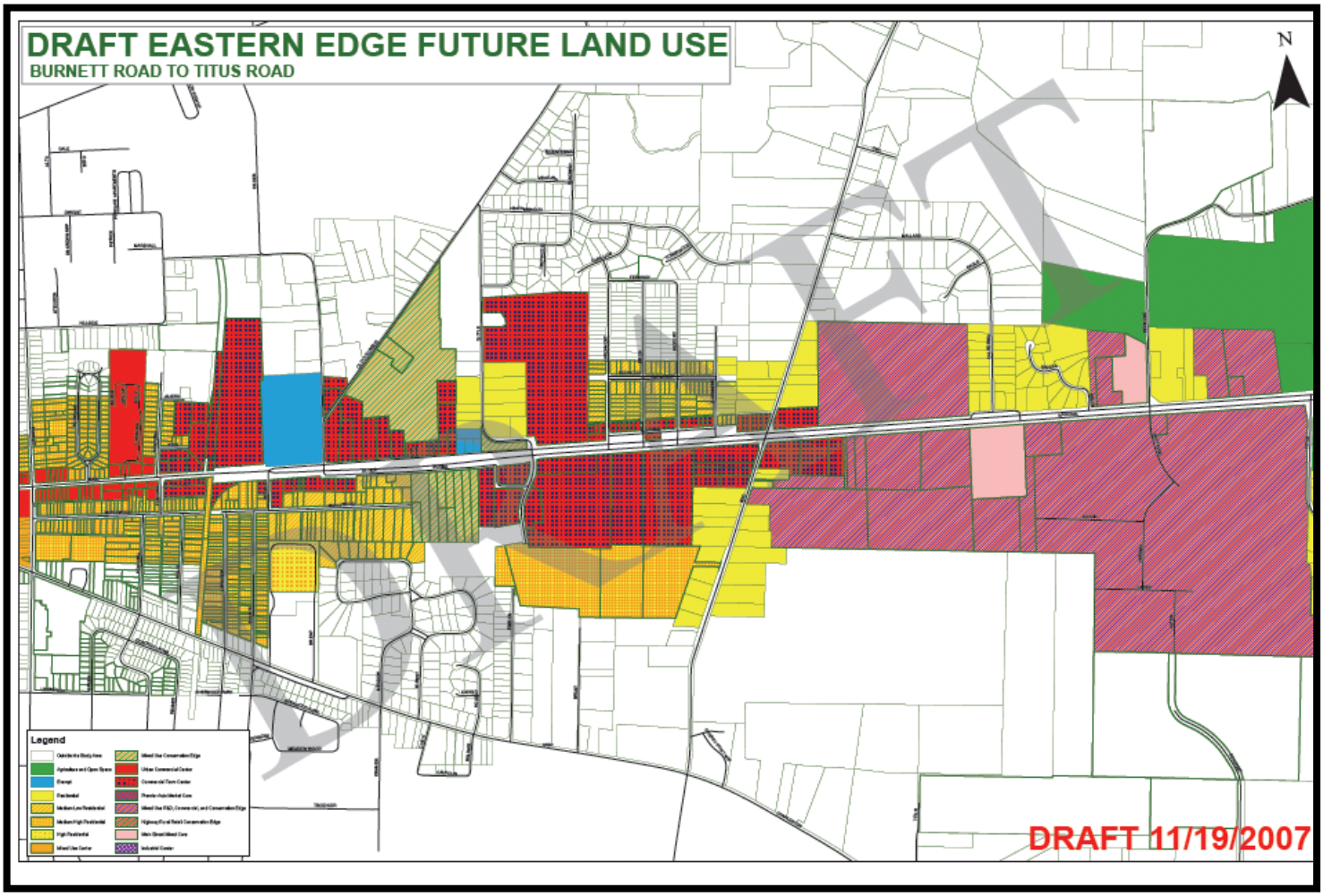
INCENTIVES

To encourage the use of this Code, the Legislative Body grants the following incentives, to the extent authorized by state law:

(a) Applications not seeking a zoning map amendment, subdivision, variance, or conditional under this Code shall be processed administratively rather than through public hearing.
(b) Applications under this Code shall be processed with priority over those under the existing conventional zoning code, including those with earlier filing dates.
(c) The jurisdiction may waive or reduce review fees.
(d) The jurisdiction may increase Density.

II. Future Land Use Map and Goals




DRAFT EASTERN EDGE FUTURE LAND USE
BURNETT ROAD TO TITUS ROAD
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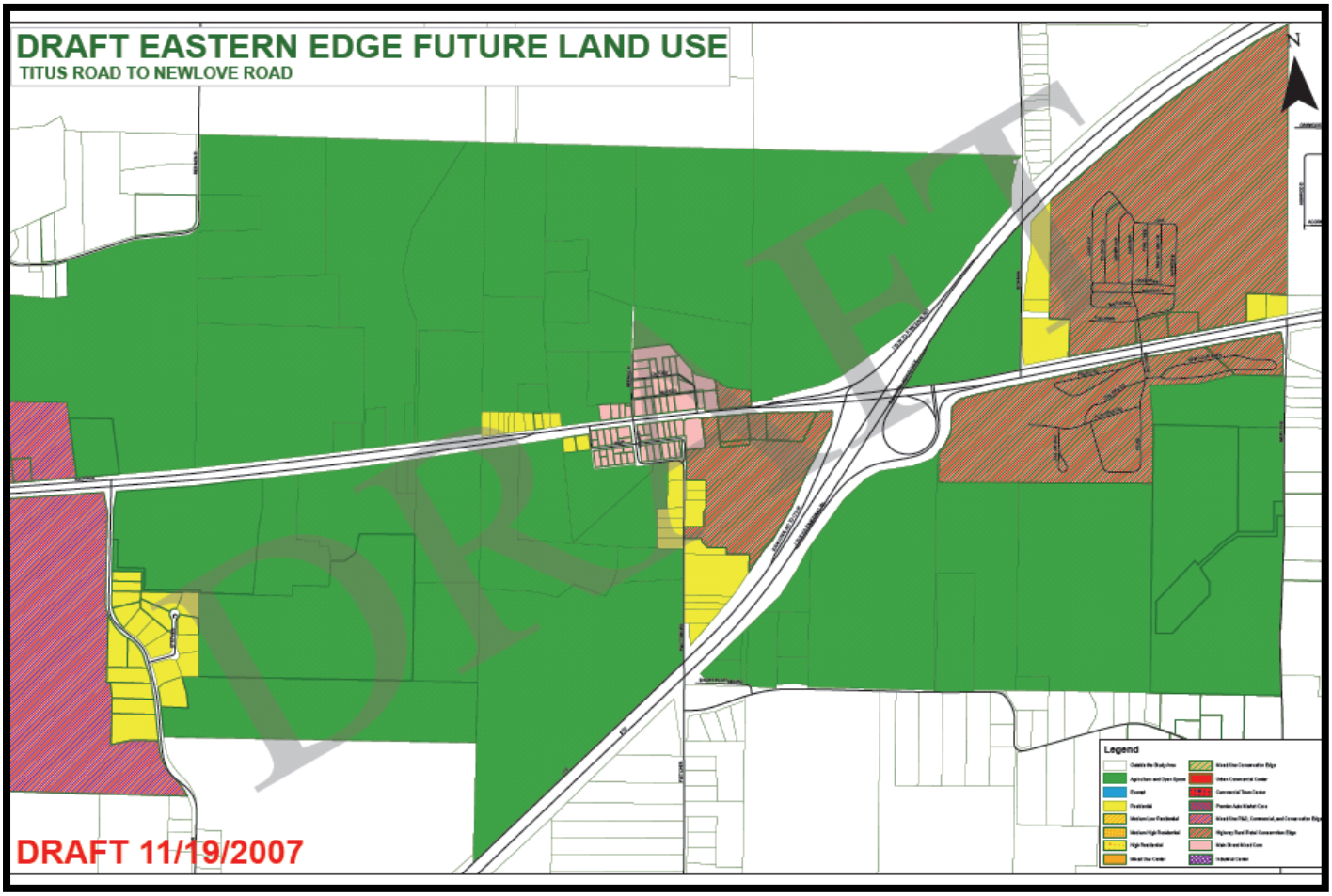
Legend
DRAFT 11/19/2007


DRAFT EASTERN EDGE FUTURE LAND USE
TITUS ROAD TO NEWLOVE ROAD
DRAFT 11/19/2007
Legend

(a) OVERALL EAST NATIONAL CORRIDOR

(1) Purpose & Intent Statement: The purpose and intent of the land use element is to create a Transect-based land use system that establishes an overall identity and divides the corridor into segments that facilitate land use, transportation, and economic development planning. Land Use development standards are established to encourage and restrict development in a manner that is consistent with infrastructure capacity. The land use districts are intended to encourage compatible development that should produce infill and redevelopment in urban areas and retain natural infrastructure and visual character in rural areas.

(2) GOALS:

A. Provide a tool to encourage and restrict development in a manner that is consistent with Corridor Plan Goals and infrastructure capacity
B. Create a Transect-based land use system that establishes an overall identity and divides the corridor into segments that facilitate land use, transportation, and economic development planning
C. Facilitate a public input land use planning process that will inform future decisions
D. Develop land use districts to assist in decision making for zoning, transit, and capital improvement planning
E. Create a unified land use plan that encourages infill and redevelopment in urban areas and retains natural infrastructure and visual character in rural areas
F. Create and establish an identity for the entire corridor as well as each segment
G. Determine and seek highest and best use for currently undeveloped properties
H. Develop interlocking land-uses that transit from urban to rural
I. Maximize the use of existing infrastructure.
J. Preserve integrity of neighborhoods

(3) OBJECTIVES:

A. To ensure planned developments within each land use district is concurrent with infrastructure capacity
B. Provide specific land-use based requirements for the preparation of Master Planned Development zoning districts. The Plan requires that all new large-scale development along the Eastern Edge Corridor be zoned and planned as a Master Planned Development. Small single lot developments in the Corridor Plan area may be developed according to single lot and straight zoning standards.
C. Create infill with consistent structures and uses
D. Eliminate conflicting land uses
E. Direct development to the appropriate location on the corridor
F. Encourage preservation and development of green space
G. Preserve and protect existing residential neighborhoods.

(4) Land Use Districts

A. Planned Developments within each Land Use District shall be developed according to the land use standards set forth in Table 1: Land Use Planned Development Composition Standards.
B. (AOS) Agriculture and Open Space Overlay
   i. The Agriculture and Open Space Overlay shall consist of Open Space that should be, but is not yet, protected from development.
   ii. The Agriculture and Open Space Overlay 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
      (f) Legacy woodland

(g) Legacy farmland
(h) Legacy viewsheds

C. (MUCE) Mixed Use Conservation Edge Overlay
   i. Mixed-use Conservation Edge: This district provides for a mix of small-scale commercial, residential development, and open space. The district is intended to provide a development pattern that will be a transitional area from commercial to agricultural and rural residential areas. The mix of uses should include 30% contiguous open space, 30% residential, and 40% small-scale commercial. New developments shall have architectural characteristics consistent with and complimentary to historic regional commercial and office development that incorporates stucco, stone, and brick exterior materials. New development must provide a buffer from adjoining residential development.
   ii. The Mixed Use Conservation Edge Overlay shall be assigned to areas that have value as Open Space but nevertheless are subject to development, either because the zoning has already been granted or because there is no legally defensible reason, in the long term, to deny it.
   iii. Within the Mixed Use Conservation Edge Overlay, Clustered Land Development (CLD) shall be permitted By Right.

D. (MURD) Mixed Use Research and Development Overlay
   i. Mixed Use R&D Commercial Edge: This district provides for a mix of research, education, hotel/conference center, subordinate small-scale commercial, and open space. The district is intended to provide a development pattern that will be a transitional area from commercial to agricultural and rural residential areas. The mix of uses should include 40% contiguous open space and 60% research, education, and hotel/conference center. Contiguous open space must front US-40. New development must provide a buffer from adjoining residential development.
   ii. The Mixed Use Research and Development Overlay 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 Overlay, Clustered Land Development (CLD) and Traditional Neighborhood Developments (TND) shall be permitted By Right.
   iv. Any TND 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 represented by the Effective Parking allowance in Table 1, 2 and 3. The use of a TOD overlay requires approval by Conditional Use Permit.

E. (HRRC) Highway Rural Retail Conservation Edge Overlay
   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 30% contiguous open space and 70% 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 Overlay 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 Overlay, Clustered Land Development (CLD) and Traditional Neighborhood Developments (TND) shall be permitted By Right.
   iv. Any TND 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 represented by the Effective Parking allowance in Table 1, 2, and 3. The use of a TOD overlay requires approval by Conditional Use Permit.

F. (CTC) Commercial Town Center Overlay

i. Commercial Town Center: New large-scale commercial should be located in this district. Uses in this district are limited to consumer commercial and must provide a buffer from adjoining residential development. Developments shall be pedestrian-oriented cluster developments, with buildings concentrated and fronting on US-40, and rear-yard parking hidden from the corridor view. New developments shall have architectural characteristics consistent with and complimentary to historic regional commercial and office development that incorporates stucco, stone, and brick exterior materials. The Commercial Town Center Overlay shall be assigned to those locations that can support substantial Mixed Use by virtue of proximity to an existing or planned regional Thoroughfare and/or transit.

ii. Within the Commercial Town Center Overlay, Communities in the pattern of Regional Center Developments (RCD), as well as TNDs, shall be permitted By Right,

iii. 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 represented by the Effective Parking allowance in Tables 1, 2, and 3. The use of a TOD overlay requires approval by Conditional Use Permit.

G. (MUC) Mixed Use Center Overlay

i. Mixed Use Center: This district provides a transition between consumer-oriented commercial development and residential development. Uses are limited to small-scale low-traffic commercial, professional office, and residential uses. Users are encouraged to adaptively reuse existing structures, although some new development may be permitted. New developments will follow a dense, infill development pattern. Sites are served limited rear-yarded parking and accessed by rear yard shared drives with adjoining properties. The Mixed Use Center Overlay shall be assigned to areas already developed, having the potential to be modified, confirmed or completed in the pattern of Infill TNDs or Infill RCDs.

H. (UCC) Urban Commercial Center Overlay

i. Urban Commercial Center: New small-scale commercial should be located in this district. Uses are limited to traditional small-scale consumer-oriented commercial development. New developments will follow a dense, infill development pattern. Sites are served limited rear-yarded parking and accessed by rear yard shared drives with adjoining properties.

ii. The Urban Commercial Center Overlay shall be assigned to areas already developed, having the potential to be modified, confirmed or completed in the pattern of Infill TNDs or Infill RCDs.

I. (MSMC) Main Street Mixed Core Overlay

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; Secondarily, 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 Overlay 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 Article 3

iii. Conditions of development within the Main Street Mixed Core Overlay shall be determined in public hearing of the [Legislative Body] and recorded on Table 16. Alternatively, the provisions of the Existing Local Codes shall remain applicable to areas within the Main Street Mixed Core Overlay.

J. (PAMC) Premier Auto Market Core Overlay
   i. Premier Auto Market Core: Uses are limited to high-intensity and high-density automobile-oriented developments. Developments must maintain a showcase exterior and be consistent with similar surrounding automobile oriented uses in height and design.
   ii. The Premier Auto Market Core Overlay 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 Article 3
   iii. Conditions of development within the Premier Auto Market Core Overlay shall be determined in public hearing of the [Legislative Body] and recorded on Table 16. Alternatively, the provisions of the Existing Local Codes shall remain applicable to areas within the Premier Auto Market Core Overlay.

(b) URBAN OLD TOWN: TRANSECT 6 GOALS
   (1) Create an environment ideal for active pedestrians, bikes, and transit
   (2) Live, work, and play in the same area
   (3) Create strategically placed greenspace
   (4) Prohibit land-uses that discourage a pedestrian-oriented main street environment
   (5) Create uniformity of development within district
   (6) Establish and maintain an transitional development pattern that adjusts from dense urban to main street urban

(c) URBAN COMMERCIAL CORRIDOR: TRANSECT 5 GOALS
   (1) Develop better screening/buffering between residential and commercial properties and around garbage areas
   (2) Establish and maintain an transitional development pattern that adjusts from main street urban to urban commercial corridor
   (3) Remove visual clutter and enhance the ascetics of the roadway corridor
   (4) Stabilize existing land-use pattern

(d) SUBURBAN FRINGE: TRANSECT 4 GOALS
   (1) Improve front access roadways and cross easement access
   (2) Maintain green space characteristics in development and redevelopment opportunities
   (3) Establish and maintain a transitional development pattern that adjusts from urban commercial corridor to suburban town center
   (4) Create a friendly environment for bike and pedestrians by connecting bike and pedestrian pathways
   (5) Improve branding and identity
   (6) Create retail space with building frontage and rear drive access and parking
   (7) Provide buffering through private development of land

(e) RURAL RESEARCH PARK: TRANSECT 3 GOALS
   (1) Focus on green space and an open space development style
   (2) Focus on established research and development design standards
   (3) Establish and maintain a transitional development pattern that adjusts from suburban to open space cluster
   (4) Maintain endorsement of Springfield Township
   (5) Facilitate economic growth sector
   (6) Propose realistic land-uses and development that conforms to drainage, topography, and other natural features

(f) RURAL VISTA: TRANSECT 1 GOALS
   (1) Preserve green space, neighborhoods, and historic features
   (2) Encourage complimentary businesses to existing retail
   (3) Establish and maintain a transitional development pattern that adjusts from open space cluster to rural
   (4) Maintain endorsement of Springfield Township
   (5) Preserve community and aesthetic character
   (6) Assure protection of valuable green space

(g) RURAL PIKE TOWN: TRANSECT 2 GOALS

(1) Preserve green space, neighborhoods, and historic features
(2) Encourage complimentary businesses to existing retail
(3) Establish and maintain a transitional development pattern that adjusts from rural to open space cluster and rural
(4) Encourage niche market uses
(5) Create a gateway approach
(6) Utilize existing land-use layout
(7) Maintain a sense of place
(8) Maintain endorsement of Harmony Township
(9) Allow for contained expansion of existing uses

III. LAND DEVELOPMENT REGULATORY POLICIES

(a) OVERALL CORRIDOR

(1) On-Site Improvements: Planned Development

A. Development Planning Process

i. The Plan requires that all new large-scale development along the Eastern Edge Corridor be zoned and planned as a Master Planned Development. All developments in the Corridor Plan area comprised of ten or more acres **shall** be developed using a Master Planned Development Zoning, and **shall** comply with Table 1: Land Use Planned Development Composition Standards. These standards provide specific land-use based project composition ratio requirements for the preparation of Master Planned Development zoning districts.

ii. Small single lot developments in the Corridor Plan area may be developed according to single lot and straight zoning standards. All developments in the Corridor Plan area comprised of ten or less acres may be developed according Table 2: Land Use Single Lot Development Composition Standards.

iii. Planned Developments may be prepared according to Development Type Standards outlined below in Table 1. Planned Development may contain more than one and/or more than one development type.

iv. 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.

v. Planned Developments **shall** include a Master Development Plan that demonstrates compliance with Tables 1-10. The Master 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 Article:

(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 10 acres and no more than 120 acres.
(c) CLD should include 30% - 40% Green Space.

ii. Traditional Neighborhood Development (TND)

(a) A traditional neighborhood Development (TND) should be permitted within the MSMC, MUCE and the MUC 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 long pedestrian walkway or linear pedestrian walkway and should consist of no fewer than 30 acres and no more than 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 TOD and permitted the higher Density.

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 bus rapid transit (BRT) network may be redesignated in whole or in part as TOD and permitted the higher Density.

C. Civic Zones
(a) Civic zones **shall** comply with Table 4 and 8.
(b) 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).
(c) Civic space zones are public sites permanently dedicated to open space.
(d) Civic building zones are sites dedicated for buildings generally operated by not-for-profit organizations dedicated to culture, education, religion, government, transit and municipal parking.
(e) Civic Zone may be permitted by Warrant if it does not occupy more than 20% of a pedestrian walkway.
(f) Parking provisions for civic zones **shall** be determined by Warrant.

(2) On-Site Improvements: Building Plan Review

A. Building Plan Review

i. Building site plan must comply with tables 2, 3, 4, and 9.

ii. Single lots and buildings located within a Planned Development or infill governed by this code and previously approved **shall** be subject to the requirements of this article.

iii. Owners and developers may have the design plans required under this article prepared on their behalf. Such plans require review by the CRC.

iv. Building and site plans submitted under this article **shall** show the following, in compliance with the standards described in this article:
(a) building disposition
(b) building configuration
(c) building function
(d) parking location standards
(e) landscape and green space standards
(f) signage standards

(g) drainage standards
(h) architectural standards
(i) lighting standards
(j) sound standards

B. LOT COVERAGE AND BUILDING LOCATION
   i. Requirements Tables 2,3,4, and 9.

C. Parking Location and Drive
   i. Parking **shall** comply with table 3.
   ii. Drives **shall** comply with tables 5 and 6.
   iii. Parking **shall** be accessed by Rear drives, alleys or streets.
   iv. Shared parking must be used wherever possible.
   v. Transit should be utilized where possible.
   vi. Structured parking **shall** be located at approved locations and conform to development standards.

D. 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 by right if such changes result in greater conformance with the specifications of this code.

(3) 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 table 4, 7, 9, and 10. The spacing may be adjusted by Warrant to accommodate specific site conditions.

B. THOROUGHFARE STANDARDS
   i. Roadway Standards **shall** comply with Tables 5 and 6
   ii. Thoroughfares are intended for use by vehicular and pedestrian traffic and to provide access to Lots and Open Spaces.
   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 wherever possible to those on adjacent sites. Cul-de-sacs **should** be subject to approval by Warrant to accommodate specific site conditions only.

(4) ACCESS MANAGEMENT

A. Permit Application Process: A permit is required for a parcel or lot under the following conditions when:
   i. Lot splits occur;
   ii. New access connection permits are requested;
   iii. Substantial enlargements or improvements are planned by developers; or
   iv. Significant change in trip generation figures are anticipated from the existing developments.

B. The applicant requesting an access point should comply with the following steps: Prior to the initial request for site plan approval or a building permit, the applicant should obtain a copy of the access requirements of the City of Springfield Engineering and Planning Department. As a preliminary submittal, the applicant should provide at a minimum, a letter of explanation and request for consideration with the following information to the City Engineer.
   i. Scale: 1 in. = 50 ft. unless otherwise approved by the City Engineer.

ii. The name, address and telephone number of the owner(s) and that of the applicant, where the applicant is an agent (contractor, tenant, and consultant) of the owner.
iii. The name of the property or development.
iv. A location map with an appropriate scale showing the location of the property with respect to the area.
v. All existing and approved access points within approximately 300 ft. of the property on both sides of the road.
vi. The identification of any legal rights-of-way or easements affecting the property as it relates to the roadway and proposed right-of-way acquisitions plus alternate access arrangements if appropriate (i.e., an access easement across neighboring property to a secondary road).
vii. The existing and proposed dimensions of the highway including through and turning lanes, shoulders, curbs, medians, bike paths, sidewalks, etc.
viii. Location and dimensions of the proposed access.

C. Upon review of the preliminary submittal by the City Engineer and Planning Administrator, the applicant should submit the final site plan(s) and, if required, the necessary support documentation. This documentation can include engineering plans, a traffic impact study, a cost estimate for highway improvements, and other supplemental studies. This is a final step in the application process.
i. NOTE: The City Engineer has the right to waive any of the above information for a minor access point or for a temporary access situation, if the City Engineer determines that such information is not needed to secure a safe, low-impact access permit.
ii. Any application that involves access to the Limited Access State Highway System shall be reviewed by the Ohio Department of Transportation for conformance with state standards. A letter of acceptance from ODOT shall be submitted before final approval is granted.

D. Location and Number of Unsignalized Driveways
i. By default, each property is allowed one access point either independent or shared. For any additional access points, the applicant needs to provide enough justification that the additional access points improve the safety and traffic operations of the traffic movements from or into the development and do not deteriorate the traffic operations on the accessing street. When more than one driveway is requested, the property should have enough lot frontage to allow for more then one driveway.
ii. The location and number of driveways should be based on the following factors:
(a) Size of the development (Minimum-use, Minor, Medium, or Major Traffic Generator)
(b) Speed limit of the accessing street (25 MPH to 55 MPH)
(c) Available lot frontage
(d) Location of lot (interior vs. corner)
(e) Location of opposite driveways.
iii. When determining the location and number of unsignalized driveway access, special attention should be given to the following conditions:
(a) The size of generator should be computed based on:
(i) Land use of the whole parcel (parcels which are proposed to be split into smaller lots).
(ii) Land use of the lot itself (for all existing and approved lots).
(b) Minimum-use generators should be restricted to a single driveway unless justified.
(c) If the property has alternative access possibilities, the access should be encouraged on to the highways with lower traffic volume.

(d) Access points in to three legged signalized intersections should not be allowed unless it is justified through the traffic impact study.
(e) Wherever the unsignalized approaches on both sides of the accessing street are not aligned, safe off-sets should be maintained as agreed by the City Engineer. Minimum-use generators are exempted from this requirement.
(f) If an undivided roadway becomes divided, left-turn access should be subject to elimination in one or both directions.

E. Unsignalized Driveway Spacing
i. Guidelines developed for unsignalized driveways are based on speed and access level of the main road, and size of the development (or traffic generator).
ii. Four magnitudes of traffic generators are used in developing the spacing criteria:
(a) Minimum-Use Generator − Developments that generate up to a total of 50 vehicle trips in the peak hour in both directions.
(b) Minor Generator − Developments that generate a total of 51 to 250 vehicle trips in the peak hour in both directions.
(c) Medium Generator − Developments that generate a total of 251 to 500 vehicle trips in the peak hour in both directions.
(d) Major Generator − Developments that generate a total of more than 500 vehicle trips in the peak hour in both directions. Note that these generators sometimes warrant signals for some or all of its driveways.
iii. The latest Trip Generation Manual published by the Institute of Transportation Engineers (ITE) should be used as a tool in determining the type of generator. The manual includes data/methods to estimate the number of trips generated for a developments based on the land use and size of the center. Based on the estimated number of trips, the development can be classified under one of the four generators. The peak hour to identify the number of trips is defined as the peak hour of the generator. Such a peak hour can fall on any day of the week and any time of the day.

F. Opposing Driveways
i. On undivided roadways, access on both sides of the road should be aligned. Wherever this is not possible, driveways should be off-set based upon the recommendation of the Planning Administrator and City Engineer. Minimum-use generators should be exempted from this requirement.

G. Signalized Intersections
i. Intersection/driveway signalization in conjunction with highway access shall be permitted only when the signal is warranted. Traffic signal warrant analysis shall be based upon the latest Ohio Manual of Uniform Traffic Control Devices (OMUTD) published by the Ohio Department of Transportation (ODOT).
ii. Turn lane requirements at signalized locations should be based on capacity analysis using the latest Highway Capacity Manual (HCM) methods.

H. Driveway Types
i. Residential − A driveway providing access to a single family residence, to a duplex, or to an apartment building containing not more than four dwelling units.
ii. Commercial − A driveway providing access to an office, business, retail or institutional building, or residential facility having five or more dwelling units. These establishments are customarily serviced by trucks as an incidental rather than a principal driveway use. Industrial plant driveways whose primary function is to serve administrative or employee parking lots are considered commercial driveways.
iii. Farm/Field − A driveway providing access to an agricultural tract of land.
iv. Industrial/Retail − A driveway directly serving a substantial numbers of truck movements (equal to or greater than 10 trucks per day) to and from loading

docks of an industrial facility, warehouse, or truck terminal. A centralized retail development, such as a community or regional shopping center, may have one or more driveways, specially designed, signed and located to provide access for trucks. These also are classified as industrial driveways.

I. Driveway Storage Lengths (Throat Lengths)
   i. Adequate driveway storage length or "Throat Length" as shown in Figure 4-1 is necessary for access points to:
   ii. Enable vehicles entering highway to enter at comfortable distance between vehicles, and
   iii. Prevent spill back onto the development internal road system
   iv. In general, traffic volume is the main controlling factor in evaluating storage lengths.
   v. Storage requirements should be based on the peak highway traffic hours, or the peak hour of the generator, whichever is larger. The latest Trip Generation Manual, Published by the Institute of Transportation Engineers (ITE), should be used as a tool to determine the peak hour traffic volumes of the generator. After determining traffic volumes, storage lengths can be computed using the latest edition of the Location and Design Manual: Volume One by ODOT. Some general requirements are suggested for storage lengths of each driveway based on the type and size of the generator, but these requirements may vary according to the projected volume of the individual driveway.
      (a) Storage lengths of at least 50 ft. should be provided for minimum-use and minor traffic generators.
      (b) Storage lengths of at least 150 ft. with two (2) exit lanes or more should be provided for medium traffic generators.
      (c) Storage lengths of greater than 200 ft. with two (2) exit lanes or more should be provided for major traffic generators.

J. Variances
   i. In circumstances where the City Engineer find that approved access requirements may result in extraordinary hardships or practical difficulties, the City Engineer may allow variances to the access requirements.
   ii. In order to review a request for a variance, the City Engineer may require a Traffic Impact Study or other information or studies. For any variance, the applicant should submit a written petition to the City Engineer. The City Engineer will grant a variance whenever it is determined that all of the following conditions are met:
      (a) The granting of the variance would not result in undue delay or congestion or unsafe conditions to the motoring public using the roadway.
      (b) The applicant must provide proof of unique or special conditions that would not allow the development to procure reasonable access as per the guidelines.
   iii. Please note that the City Engineer will not grant a variance if any of the following can be applied to the proposed access:
      (a) Where reasonable alternate access by an existing road or street other than the primary road is possible.
      (b) Where indirect or restricted access can be obtained.
      (c) Where reasonable engineering or construction solutions can be applied to mitigate the condition.
      (d) The applicant must provide proof that access is essential to the development needs and clear documentation of the practical difficulty or unnecessary hardship. No variance should be granted where such difficulty or hardship is self-created in the opinion of the City Engineer.
      (e) Upon receipt of relevant information, facts, documentation, and necessary data and studies, the City Engineer will review the information and inform the applicant concerning its finding and conclusions on granting a variance.

K. Traffic Impact Studies
   i. A traffic impact study may be an integral part of the access permit process. It should generally deal with site-generated traffic, the directional distribution of traffic and the assignment of the site traffic onto existing and/or proposed roadways. In certain circumstances, for Traffic Impact Studies, the City Engineer may require the inclusion of off-site traffic from other proposed developments that will impact area roads.
   ii. A Traffic Impact Study is required when:
      (a) All developments that can be expected to generate more than 250 peak-hour vehicle trips on the adjacent street, or for a lesser volume when the developments are in high accident locations, currently congested areas or areas of critical local concern.
      (b) When the original traffic impact study is more than three (3) years old, access decisions are still outstanding, and/or changes in development have occurred in the site conditions.
   iii. The study is to be prepared under the supervision of qualified traffic engineers with specific experience in the preparation of traffic impact studies.
   iv. The studies should be completed in accordance with the standards published by the Institute of Transportation Engineers in its latest Manual of Transportation Engineering Studies.

L. Access Permit / Deny Process
   i. Upon review of all relevant information provided by the applicant for an access permit, the City Engineer has the right to either grant or deny the permit.
   ii. If the application is approved with conditions, the applicant shall resubmit the plan with the conditional changes made. The plan, with submitted changes, will be reviewed within 10 working days and either approved or denied.
   iii. If the access permit is denied, the City Engineer should provide a written accounting detailing why the application has been rejected.

M. Appeal Process
   i. If the applicant does not agree with City Engineer′s decision on the access permit, the applicant may appeal to the City Manager.

(b) Urban Old Town: Transect 6

(1) On-Site Improvements: Planned Development

A. Civic Zones

i. Each Planned Development **shall** include a privately maintained green or urban common space that is pedestrian accessible.

ii. Each pedestrian walkway **shall** assign at least 5% of its hard surface area to civic space.

iii. Civic spaces **shall** be designed as generally described in Table 8, approved by Warrant, and distributed as described in Table 4.

iv. Each pedestrian walkway **shall** contain at least one Main civic space.

v. Parks may be permitted by Warrant.

B. Land Use: Planned Developments in this transect **shall** comply with Table 1: Land Use Planned Development Composition Standards.

(2) On-Site Improvements: Building Plan Review

A. LOT CONFIGURATION

i. Newly platted Lots **shall** be dimensioned according to Table 4.

ii. Disposition types **shall** be as shown in table 9.

B. Building Configuration

i. The Private Frontage of buildings **shall** conform to and be allocated in accordance with Tables 7 and 4.

ii. The placement of new buildings in urban settings should be consistent with existing structures in order to maintain the "building wall" that defines the road in these settings. 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. Maintain the alignment of building facades along the sidewalk edge with the placement of all new construction or infill buildings. These new buildings should be set back zero feet from the public street right-of-way.

iv. In urban fringe areas where all buildings may not be placed consistently at the edge of the street, set back new structures from the street 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 that segment of the road.

v. The Principal Entrance **shall** be on a Frontage Line.

vi. Setbacks for Principal Buildings **shall** be as shown in table 4. In the case of an Infill Lot, building may match one of the existing adjacent Setbacks.

vii. Stoops, Lightwells, balconies, bay windows, and terraces may be the first Layer 100% of its depth. (Table 10d)

C. Architectural

i. Building facades facing public streets **shall** incorporate a main entrance door on the street. Building entrances may include doors to individual shops or businesses, lobby entrances, entrances to pedestrian-oriented plazas, or courtyard entrances to a cluster of shops or businesses.

ii. For commercial uses, at least sixty (60) percent of each building façade facing public streets **shall** be transparent window glass or open from a height of 3-9 feet.

iii. For all non-single family residential uses, at least thirty (30) percent of each building façade facing public streets **shall** be transparent window glass or open.

iv. Building façades **shall** be a minimum of two (2) stories [twenty (20) feet] in height from the nearest street grade. If the building does not actually have at least two (2) stories, then it **shall** have appropriate architectural detail to appear to have a second story. This may be accomplished by extending the façade to a height of twenty (20) feet.

v. Hard surfaced exterior wall materials are required for all nonresidential uses. This can include brick, parged block (at service areas, locations that might be used for wall murals), painted brick, stone and plaster/stucco.
vi. Materials used on exterior walls and roofs **shall** not be more than 30% highly reflective glass, such as tempered or mirrored glass. Highly tinted glass or glass tinted in unnatural colors or with a highly reflective finish should be avoided.
vii. Exterior materials may artificially simulate natural materials that they are not.
viii. Prohibited exterior materials for all nonresidential uses include corrugated metal panels, siding, and wood used as a finish material, **shall** be prohibited on visible elevations. Visible elevations are those elevations visual from a public street or parking area.
ix. Transparent, or even open, first floor encouraged.
x. Canopies, awnings, roof and floor overhangs, and colonnades are encouraged as protection to pedestrians.
xi. Rooftops should include architectural rooflines, such as cornices or exterior molding
xii. Residential uses should include outdoor balconies.
xiii. Outdoor seating is recommended for food service uses. Outdoor seating must be of metal, natural stone, or brick material. If the outdoor seating is not firmly attached to the ground or to a building, the outdoor seating **shall** be constructed so as to be able to withstand a wind pressure of not less than 80 miles per hour without falling over or blowing away.
xiv. The height of new buildings should be compatible with existing adjacent structures. New buildings should have the same number of floors and be within 10% of the average height of adjacent buildings as viewed from the street.
xv. Distinguish between street-level storefront windows and upper-story windows.
xvi. Establish rear entries, if possible, from rear parking areas.
xvii. Doors and windows that operate as sliders are prohibited along Frontages.
xviii. Fences at the first Lot Layer **shall** not be chain link or slatted chain link.

D. Screening
i. In locations where a "rear" yard fronts a street or is visible within 150 feet of a street, all parking must be screened using urban screening. Urban screening **shall** consist of a natural stone or brick material and iron or similar material. Urban screening **shall** consist of a minimum of 10% opacity by including, at a minimum, one masonry post once every 10 feet.
ii. The use of walls and fencing is common in residential historic urban fringe areas. Use natural materials (brick or stone) to construct freestanding walls or retaining walls. These materials should be compatible with the materials used on the building on that site. Use traditional fence types such as wood picket or wrought iron in the front yards of residential areas. Look for historic precedent within the particular urban fringe area for use of these fence types. Avoid the use of non-traditional wall and fence materials such as chain link, vinyl, and concrete block.
iii. Screen all dumpsters, exterior storage areas, service yards, and groundmounted mechanical/electrical equipment from view with evergreen plant material, simple wood fences, or masonry walls

E. Landscaping
i. Impermeable surface **shall** be confined to the ratio of Lot coverage specified in Table 4.
ii. Trees **shall** not be required in the first Layer.
iii. The first Layer may be paved to match the pavement of the Public Frontage.

iv. Planter boxes and hanging plants are encouraged.
v. For residential urban fringe areas where structures are set back from the road, creating front lawn areas. Use native Ohio tree and shrub species. Avoid exotic plant types in areas visible from the road. Use small ornamental trees as accent plants and to frame views of the structure.
vi. Avoid placing trees or shrubs in locations that will ultimately obscure the view of the structure from the road.

F. Lighting
i. In urban settings along the road, site lighting should provide for a sense of security and wayfinding while accentuating significant historic features and attractions.
ii. Lighting **shall** serve to illuminate facades, accentuate entrances and signage, and provide an adequate level of personal security in parking areas.
iii. All lighting used to illuminate parking areas and signage **shall** be shielded to avoid off-site spillage of light to adjacent properties according to Graphic 1: Cut-off light fixtures.
iv. Exterior building lighting **shall** be required for new buildings.
v. No lighting level measured at the building Frontage Line **shall** exceed 5.0 fc.
vi. Ornamental or decorative lights mounted with brackets is recommended.
vii. Exterior lighting and site furniture should be architecturally integrated with the building's style, material, and color.
viii. Down lighting **shall** be used to reinforce circulation corridors.
ix. Canopies, awnings, roof and floor overhangs, and colonnades are encouraged to serve as backdrops for signage, graphics or other features that would change with time.

G. Sound
i. Sound levels measured at the building Frontage Line **shall** not exceed 70 decibels from sunrise to midnight and 60 decibels from midnight to sunrise.

H. Signage
i. There **shall** be no signage permitted additional to that specified in this section.
ii. Signage **shall** be externally illuminated, except that signage within the Shopfront glazing may be neon lit.
iii. Single external permanent sign band may be applied to the Facade of each building, providing that such sign not exceed 3 feet in height by any length.
iv. Signs should fit the character of downtown but also encourage creativity.
v. Externally illuminated emblem signs should be used.
vi. Projecting signs are encouraged.
vii. Internally illuminated signs are discouraged.
viii. Signs in urban areas should complement the building to which it is attached and be harmonious with the other signage in the district.
ix. The number of signs should be limited to one sign per business.

I. Parking Location and Drive
i. Parking must be provided in rear of building. In locations where a "rear" yard fronts a street or is visible within 150 feet of a street, all parking must be screened using urban screening (See Graphic: Urban Screening). Urban screening **shall** consist of a natural stone or brick material and iron or similar material. Urban screening **shall** consist of a minimum of 10% opacity by including, at a minimum, one masonry post once every 10 feet.
ii. Vehicular Parcel Access (Driveways): The number of vehicular access points (or driveways) in commercial main streets and historic urban fringe areas should be minimized to avoid conflicts with other vehicles and with pedestrians along the urban street frontage. Provide access to parking areas, when possible, from rear alleys.

iii. When access to parking is required from the main street, no more than one access point should be permitted. Shared access points for multiple property owners are strongly encouraged.

iv. Parking **shall** be accessed by Rear Alleys or Lanes, when such are available on the Regulating Plan.

v. Safe, lighted, and clearly identified Pedestrian exits from all parking lots, garages, and Parking Structures **shall** be directly to a Frontage Line (i.e., not directly into a building) except underground levels which may be exited by pedestrians directly into a building.

vi. A minimum of one bicycle rack place **shall** be provided within the Public or Private Frontage for every ten vehicular parking spaces.

J. NATURAL Drainage

i. Balconies should be equipped with planter boxes designed to capture runoff from the balcony.

ii. Green walls, if provided, **shall** be restricted to non-invasive species.

iii. The landscape installed **shall** consist primarily of durable species tolerant of soil compaction.

iv. 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.

(3) Off Site Improvements

A. ROW Improvements: Public Frontages

i. The introduced landscape **shall** consist primarily of durable species tolerant of soil compaction.

ii. The Public Frontage **shall** include trees planted in a regularly-spaced pattern of single species with shade canopies of a height that, at maturity, clears at least one Story. At Retail Frontages, the spacing of the trees may be irregular, to avoid visually obscuring the shopfronts.

iii. Right-of-Way width of 40 feet or less **shall** be exempt from the tree requirement.

(c) Urban Commercial Corridor: Transect 5

(1) On-Site Improvements: Planned Development

i. Each Planned Development **shall** include a privately maintained green or urban common space that is pedestrian accessible.

ii. Each pedestrian walkway **shall** assign at least 5% of its hard surface area to civic space.

iii. Civic spaces **shall** be designed as generally described in Table 8, approved by Warrant, and distributed throughout transect Zones as described in Table 4e

iv. Each pedestrian walkway **shall** contain at least one Main civic space.

v. Parks may be permitted by Warrant.

B. Land Use: Planned Developments in this transect **shall** comply with Table 1: Land Use Planned Development Composition Standards.

(2) On-Site Improvements: Building Plan Review

A. LOT CONFIGURATION

i. Newly platted Lots **shall** be dimensioned according to Table 4.

ii. Disposition types **shall** be as shown in 9.

iii. Facades **shall** be built parallel to a rectilinear Frontage line or to the tangent of a curved Frontage line, and along a minimum percentage of the Frontage length at the Setback.

B. Building Configuration

i. The Private Frontage of buildings **shall** conform to and be allocated in accordance with Table 4, 7 and 10.

ii. Setbacks for Principal Buildings **shall** be as shown in table 4. In the case of an Infill Lot, building **shall** match one of the existing adjacent Setbacks.

iii. The placement of new buildings in suburban settings can help diminish the visual impact of parking and create a green "front yard" along the road.

iv. Orient all new primary structures, building additions, and accessory buildings so that they are consistent (parallel and perpendicular) with primary structures on adjacent properties. Building setbacks should be consistent with existing setbacks on adjacent properties.

v. Orient new structures so that the front door or perceived front of the structure faces the road.

vi. Use frontage roads for single family and multi-family residential projects that allow the front of residential structures to face the road. Provide a generous green setback between the National Road and the frontage road.

vii. A first level Residential or Lodging Function **shall** be raised a minimum of 2 feet from average Sidewalk grade.

C. Architectural

ii. Consider architectural themes that celebrate the road's history including incorporation of rural elements, traditional architectural forms, or Route 40-era forms.

iii. The height of new buildings should be compatible with existing adjacent structures. New buildings should have the same number of floors and be within 10% of the average height of adjacent buildings as viewed from the street.

v. Streetscreens should be constructed of a material matching the adjacent building or screening Facade.

vii. Doors and windows that operate as sliders are prohibited along Frontages.

ix. The exterior finish material on all non-residential Facades **shall** be limited to brick, wood siding, cementitious siding and/or stucco.

x. Building Heights **shall** conform to Table 3 and 4.

xi. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial Function, which **shall** be a minimum of 11 feet and may be a maximum of 25 feet. A single floor

level exceeding 14 feet, or 25 feet at ground level, **shall** be counted as two (2) stories. Mezzanines extending beyond 33% of the floor area **shall** be counted as an additional Story.

D. Screening
   i. Screen parking areas that front the road with a minimum 4′ high combination of hedge and masonry wall. If masonry materials are used for walls or columns, utilize a common brick or stone material. Natural stone or brick screening materials may artificially simulate natural materials. Screening **shall** consist of a minimum of 100% opacity by include, at a minimum, one masonry post once every 10 feet.
   ii. The use of non-traditional wall and fence materials such as chain link, vinyl, and concrete block is prohibited.
   iii. Screen all dumpsters, exterior storage areas, service yards, and groundmounted mechanical/electrical equipment from view with evergreen plant material, simple wood fences, or masonry walls.

E. Landscaping
   i. Use native Ohio tree and shrub species. Avoid exotic plant types in areas visible from the road. Use small ornamental trees as accent plants and to frame views of the structure.
   ii. The placement trees or shrubs in locations that will obscure the view of the structure from the road is prohibited. Choose plants for around the foundation of a home carefully to avoid obscuring historic buildings or special architectural features.
   iii. Impermeable surface **shall** be confined to the ratio of Lot coverage specified in Table 3 and 4.
   iv. The first Layer may be paved to match the pavement of the Public Frontage.

F. Lighting
   i. In urban settings along the road, site lighting should provide for a sense of security and wayfinding while accentuating significant historic features and attractions. Lighting should serve to illuminate facades, accentuate entrances and signage, and provide an adequate level of personal security in parking areas. All lighting used to illuminate parking areas and signage should be shielded to avoid off-site spillage of light to adjacent properties.
   ii. In auto-oriented settings Utilize cut-off down lighting for illuminating parking areas. For less intense pedestrian area lighting, globe lighting may be used. All lighting should be directed or shielded to avoid off-site light spillage.
   iii. Underground electric service is encouraged for all site lighting.
   iv. All lighting used to illuminate parking areas and signage **shall** be shielded to avoid off-site spillage of light to adjacent properties according to Graphic 1: Cut-off light fixtures.
   v. No lighting level measured at the building Frontage Line **shall** exceed 2.0 fc.

G. Sound
   i. Sound levels measured at the building Frontage Line **shall** not exceed 70 decibels from sunrise to midnight and 60 decibels from midnight to sunrise.

H. Signage
   i. There **shall** be no signage permitted additional to that specified in this section.
   ii. The number of signs **shall** be limited to one building-mounted wall sign along with one ground-mounted free standing or monument sign.
   iii. Wall signs should be lit by inconspicuous building-mounted fixtures with a concealed light source.
   iv. Monument signs should be up-lit from a ground-mounted fixture with a concealed light source.

v. Internally illuminated sign cabinets may be appropriate, if the cabinet is opaque with only the sign text illuminated.
vi. Monument signs must be composed of hard surfaced exterior materials are required for all uses. This can include brick, parged block (at service areas, locations that might be used for wall murals), painted brick, stone and plaster/stucco.
vii. Signage **shall** be externally illuminated, except that signage within the Shopfront glazing may be neon lit.

I. Parking Location and Drive
i. Parking must be provided in the side or rear of building. In locations where a "rear" yard fronts a street or is visible within 150 feet of a street, all parking must be screened.
ii. Adjoining parking lots **shall** connect.
iii. The number of vehicular access points (or driveways) in commercial main streets areas **shall** be minimized to avoid conflicts with other vehicles and with pedestrians along the urban street frontage.
iv. Provide access to parking areas from rear yards.
v. When access to parking is required from the main street, no more than one access point **shall** be permitted. Shared access points for multiple property owners are strongly encouraged.
vi. Safe, lighted, and clearly identified Pedestrian walkways and exits from all parking lots, garages, and Parking Structures **shall** be directly to a Frontage Line (i.e., not directly into a building) except underground levels which may be exited by pedestrians directly into a building.
vii. A minimum of one bicycle rack place **shall** be provided within the Public or Private Frontage for every ten vehicular parking spaces.
viii. For large developments with multiple out lots along the National Road, provide access to these parcels from an internal roadway system.
ix. A minimum of one bicycle rack place **shall** be provided within the Public or Private Frontage for every ten vehicular parking spaces.

J. NATURAL Drainage
i. Balconies should be equipped with planter boxes designed to capture runoff from the balcony.
ii. Green walls, if provided, **shall** be restricted to non-invasive species.
iii. The landscape installed **shall** consist primarily of durable species tolerant of soil compaction.
iv. 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.

(3) Off Site Improvements

A. ROW Improvements: Public Frontages
i. The introduced landscape **shall** consist primarily of durable species tolerant of soil compaction.
ii. The Public Frontage **shall** include trees planted in a regularly-spaced Allee pattern of single species with shade canopies of a height that, at maturity, clears at least one Story. At Retail Frontages, the spacing of the trees may be irregular, to avoid visually obscuring the shopfronts.
iii. Right-of-Way width of 40 feet or less **shall** be exempt from the tree requirement.

(d) Suburban Fringe: Transect 4

(1) On-Site Improvements: Planned Development

A. Civic Zones

i. Each Planned Development **shall** include a privately maintained green common space that is pedestrian accessible.

ii. Each pedestrian walkway **shall** assign at least 5% of its hard surface area to civic space.

iii. Civic spaces **shall** be designed as generally described in Table 4 and 8, approved by Warrant.

iv. Each pedestrian walkway **shall** contain at least one Main civic space.

v. Parks may be permitted by Warrant.

B. Land Use: Planned Developments in this transect **shall** comply with Table 1: Land Use Planned Development Composition Standards.

(2) On-Site Improvements: Building Plan Review

A. LOT CONFIGURATION

i. Newly platted Lots **shall** be dimensioned according to Table 4.

ii. Disposition types **shall** be as shown in 4, 7 and 9.

iii. Coverage by building **shall** not exceed that recorded in Table 3, 4 and 9.

B. Building Configuration

i. Building Configuration **shall** comply with Table 3, 4 and 9

ii. New structures **shall** be oriented so that the front door or perceived front of the structure faces National road. In retail centers, smaller out-lot **shall** be place buildings along the road frontage to visually mitigate the large parking area to serve the retail center. Provide a generous green setback between the road and the out-lot buildings.

iii. The Private Frontage of buildings **shall** conform to and be allocated in accordance with Table 4, 7 and 10.

iv. Buildings **shall** be clustered along National Road and **shall** be front internal drives.

v. Buildings **shall** be clustered within the development such that no more than 50% of a developments overall building square footage is developed in physical, visual, or structural contiguity.

vi. Parking areas **shall** be clustered within the development such that no more than 33% of a developments overall parking square footage is developed in physical or visual contiguity.

vii. Safe, lighted, and clearly identified Pedestrian walkways **shall** connect all buildings and all parking areas.

C. Architectural

i. Use traditional building materials in all new construction including brick, stucco and stone. New construction should reflect some of the basic detailing of adjacent original structures such as window and door sizes, cornice lines, and brick or stone patterning and accents.

ii. The exterior finish material on all non-residential Facades **shall** be limited to brick, cementitious siding and/or stucco.

iii. Adjoining buildings and tenant spaces **shall** appear to be independent structures. This **shall** be achieved through the use of staggered building facades and varied exterior materials.

iv. Street screens should be constructed of a material matching the adjacent building Facade.

v. Openings above the first Story **shall** not exceed 50% of the total building wall area, with each Facade being calculated independently.

vi. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial Function, which **shall** be a minimum of 11 feet and may be a maximum of 25 feet. A single floor level exceeding 14

feet, or 25 feet at ground level, **shall** be counted as two (2) stories. Mezzanines extending beyond 33% of the floor area **shall** be counted as an additional Story.

vii. Street screens **shall** be 4 feet in height. The may be replaced by a hedge or fence by Warrant. Street screens **shall** have openings no larger than necessary to allow automobile and pedestrian access.

viii. In a Parking Structure or garage, each level counts as a single Story regardless of its relationship to habitable Stories.

D. Screening

i. Screen parking areas that front the road with a minimum 4′ high combination of hedge and masonry wall. If masonry materials are used for walls or columns, utilize a common brick or stone material. Artificial stone or brick screening materials may artificially simulate natural materials. Screening **shall** consist of a minimum of 100% opacity by include, at a minimum, one masonry post once every 10 feet.

ii. The use of non-traditional wall and fence materials such as chain link, vinyl, and concrete block is prohibited.

iii. Screen all dumpsters, exterior storage areas, service yards, and groundmounted mechanical/electrical equipment from view with evergreen plant material, simple wood fences, or masonry walls.

E. Landscaping

i. Use native Ohio tree and shrub species. Avoid exotic plant types in areas visible from the road. Use small ornamental trees as accent plants and to frame views of the structure. Avoid placing trees or shrubs in locations that will ultimately obscure the view of the structure from the road.

ii. Impermeable surface **shall** be confined to the ratio of Lot coverage specified in Table 3 and 4.

iii. The first Layer may not be paved, with the exception of Driveways.

iv. A minimum of one tree **shall** be planted within the first Layer for each 30 feet of Frontage Line or portion thereof.

v. Trees **shall** be a single species to match the species of Street on the Public Frontage.

vi. Lawns **shall** be permitted By Right.

F. Lighting

i. Utilize cut-off down lighting for illuminating parking areas.

ii. For less intense pedestrian area lighting, globe lighting may be used.

iii. All lighting used to illuminate parking areas and signage **shall** be shielded to avoid off-site spillage of light to adjacent properties according to Graphic 1: Cut-off light fixtures.

iv. Underground electric service is recommended for all site lighting.

v. No lighting level measured at the building Frontage Line **shall** exceed 1.0 fc.

G. Sound

i. Sound levels measured at the building Frontage Line **shall** not exceed 65 decibels from sunrise to midnight and 55 decibels from midnight to sunrise.

H. Signage

i. There **shall** be no signage permitted additional to that specified in this section.

ii. The number of signs **shall** be limited to one building-mounted wall sign along with one ground-mounted monument sign.

iii. Wall signs should be lit by inconspicuous building-mounted fixtures with a concealed light source.

iv. Monument signs should be up-lit from a ground-mounted fixture with a concealed light source.

v. Internally illuminated sign cabinets may be appropriate, if the cabinet is opaque with only the sign text illuminated.

vi. One monument sign not to exceed a total of 100 feet or 50 square feet per sign face (for a double faced sign). Regardless of the amount of lot frontage, a sign of 40 square feet, 20 square feet per sign face (for a double faced sign), may be erected. When two (2) or more uses are located on a lot in two (2) or more buildings, one (1) monument sign **shall** be permitted for each building. Each monument sign **shall** not exceed an area of 40 square feet, 20 square feet per sign face (for a double faced sign). Monument signs **shall** be a maximum height of five feet.

vii. Monument signs must be composed of hard surfaced exterior materials are required for all uses. This can include brick, parged block painted brick, stone and plaster/stucco.

viii. Signage **shall** be externally illuminated, except that signage within the Shopfront glazing may be neon lit.

I. Parking Location and Drive

i. Publicly dedicated roadway and private internal development drives **shall** conform to table 3 and 4.

ii. Parking areas **shall** be clustered within the development such that no more than 33% of a developments overall parking square footage is developed in physical or visual contiguity.

iii. Parking must be provided in the side or rear of building. In locations where a "rear" yard fronts a street or is visible within 150 feet of a street, all parking must be screened.

iv. Adjoining parking lots **shall** connect.

v. The number of vehicular access points (or driveways) in commercial main streets areas **shall** be minimized to avoid conflicts with other vehicles and with pedestrians along the urban street frontage.

vi. Provide access to parking areas from rear yards.

vii. Safe, lighted, and clearly identified Pedestrian walkways and exits from all parking lots, garages, and Parking Structures **shall** be directly to a drive Frontage Line (i.e., not directly into a building) except underground levels which may be exited by pedestrians directly into a building.

viii. A minimum of one bicycle rack place **shall** be provided within the development for every fifty vehicular parking spaces.

ix. For large developments with multiple out lots along the National Road, provide access to these parcels from an internal roadway system. Provide appropriate stacking distances for traffic entering and exiting large developments in order to minimize conflicts and backups onto the road.

x. All parking lots, garages, and Parking Structures **shall** be located at the second or third Layer. (Table 10)

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.

(3) Off Site Improvements

A. ROW Improvements: Public Frontages

i. The introduced landscape **shall** consist primarily of durable species tolerant of soil compaction.
ii. Public Frontage **shall** include trees planted in a regularly-spaced 40 foot intervals.

(e) Rural Research Park: Transect 3

(1) On-Site Improvements: Planned Development

A. Civic Zones

i. Each Planned Development **shall** include a privately maintained green common space that is pedestrian accessible.

ii. Each planned development **shall** assign at least 15% of its area to civic space.

iii. Each planned development **shall** include pedestrian features in the civic space.

iv. Civic spaces **shall** be designed as generally described in Table 8, approved by Warrant, and distributed throughout all developments.

v. Each pedestrian walkway **shall** contain at least one Main civic space.

vi. Parks may be permitted by Warrant.

B. Land Use: Planned Developments in this transect **shall** comply with Table 1: Land Use Planned Development Composition Standards.

(2) On-Site Improvements: Building Plan Review

A. LOT CONFIGURATION

i. Newly platted Lots **shall** be dimensioned according to Table 4.

ii. Disposition types **shall** be as shown in 9.

iii. Lot entrances **shall** be immediately evidence from streets.

iv. Second entrances should continently access parking.

v. Lot coverage by building **shall** not exceed that recorded in Table 3 and 4.

vi. The Principal Entrance **shall** be on a Frontage Line.

B. Building Configuration

i. Planned Development building and parking area **shall** be setback a minimum of 150 feet from National Road.

ii. Building **shall** be setback a minimum of 100 feet

iii. Building coverage by building **shall** not exceed that recorded in Table 2,3 and 4

iv. Buildings on corner Lots **shall** have two Frontages as shown in 7.

v. One Principal Building at the Frontage, and one Outbuilding to the rear of the Building, may be built on each Lot.

vi. Safe, lighted, and clearly identified Pedestrian walkways **shall** connect all buildings and all parking areas.

C. Architectural

i. The exterior finish material **shall** be limited to brick, stone, cementitious siding and/or stucco.

ii. Streetscreens **shall** be constructed of a material complementary the adjacent building Facades.

iii. Openings above the first Story **shall** not exceed 50% of the total building wall area, with each Facade being calculated independently.

D. Screening

i. Screen parking areas that front the road with a minimum 4′ high combination of hedge and masonry wall. If masonry materials are used for walls or columns, utilize a common brick or stone material. Artificial stone or brick screening materials may artificially simulate natural materials. Screening **shall** consist of a minimum of 100% opacity by include, at a minimum, one masonry post once every 10 feet.

ii. The use of non-traditional wall and fence materials such as chain link, vinyl, and concrete block is prohibited.

iii. Screen all dumpsters, exterior storage areas, service yards, and groundmounted mechanical/electrical equipment from view with evergreen plant material, simple wood fences, or masonry walls.

E. Landscaping

i. Impermeable surface **shall** be confined to the ratio of Lot coverage specified in Table 2, 3, and 4.
ii. The first Layer may not be paved, with the exception of Driveways.
iii. Native prairie is recommend in all open spaces.
iv. A minimum of two trees shall be planted within the first for each 30 feet of Frontage Line or portion thereof. (Table 10d)
v. Trees may be of single or multiple species.
vi. Tress **shall** be naturalistically clustered.
vii. Lawn **shall** be permitted by Right.

F. Lighting
i. Utilize cut-off down lighting for illuminating parking areas. For less intense pedestrian area lighting, globe lighting may be used.
ii. Safe, lighted, and clearly identified Pedestrian walkways **shall** connect all buildings and all parking areas.
iii. Underground electric service is recommended for all site lighting.
iv. All lighting used to illuminate parking areas and signage **shall** be shielded to avoid off-site spillage of light to adjacent properties according to Graphic 1: Cut-off light fixtures.
v. Lighting Intensity **shall** comply with table (e).F.iv below.

Lighting Intensity Standards	
Location	Maximum Intensity (FC)
Property line	.35
Driveways	.5
Trails	.5
Parking areas	.5
Building entrances	5
Loading and service areas	5

G. SOUND
i. Sound levels measured at the building Frontage Line **shall** not exceed 65 decibels from sunrise to midnight and 55 decibels from midnight to sunrise.

H. Signage
i. There **shall** be no signage permitted additional to that specified in this section.
ii. The number of signs **shall** be limited to one building-mounted wall sign along with one ground-mounted monument sign.
iii. Wall signs should be lit by inconspicuous building-mounted fixtures with a concealed light source.
iv. Monument signs should be up-lit from a ground-mounted fixture with a concealed light source.
v. Internally illuminated sign cabinets may be appropriate, if the cabinet is opaque with only the sign text illuminated.
vi. One monument sign not to exceed a total of 100 feet or 50 square feet per sign face (for a double faced sign). Regardless of the amount of lot frontage, a sign of 40 square feet, 20 square feet per sign face (for a double faced sign), may be erected. When two (2) or more uses are located on a lot in two (2) or more buildings, one (1) monument sign **shall** be permitted for each building. Each monument sign **shall** not exceed an area of 40 square feet, 20 square feet per sign face (for a double faced sign). Monument signs **shall** be a maximum height of five feet.
vii. Monument signs must be composed of hard surfaced exterior materials are required for all uses. This can include brick, parged block, painted brick, stone and plaster/stucco.

viii. Directional signs **shall** be setback 100 feet form the Right of way.

I. Parking Location and Drive
   i. Whenever possible, parking **shall** be in the rear or side lot of a building.
   ii. Open parking areas visible within 150 feet of a street **shall** be masked from the Frontage by a Building or Streetscreen.

J. NATURAL Drainage
   i. Native plant perennial and prairie landscapes should replace turf grass where possible and be very diverse. They should be placed lower than walkways, not mounded up.
   ii. Balconies should be equipped with planter boxes designed to capture runoff from the balcony.
   iii. Green walls, if provided, **shall** be restricted to non-invasive species.
   iv. The landscape installed **shall** consist primarily of native species requiring minimal irrigation, fertilization, and maintenance

(3) Off Site Improvements

A. ROW Improvements: Public Frontages
   i. Public Frontage **shall** include trees of various species, naturalistically clustered, as well as understory.
   ii. Public Frontage **shall** include trees planted in a regularly-spaced 40 foot intervals.
   iii. The introduced landscape **shall** consist primarily of native species requiring minimal irrigation, fertilization and maintenance. Lawn **shall** be permitted only by Warrant.

(f) Rural Vista: Transect 1

(1) On-Site Improvements: Building Plan Review

A. Building Configuration

i. Building Configuration **shall** comply with table 2,3, and 4.

ii. 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.

iii. If visible from the road, place buildings toward the rear of the property.

iv. 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 complement 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 (e.g. 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 3′ to 4′ 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.

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

i. Sound levels measured at the building Frontage Line **shall** not exceed 65 decibels from sunrise to midnight and 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 building-mounted wall sign along with one ground-mounted sign.

ii. In the rural/scenic, allow for one building-mounted wall sign per business. The maximum allowable size should not exceed one 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. Ground Signs:

(a) Monument signs (defined as a sign that is horizontally oriented and does not exceed 6′ in height) should be the only permitted ground signs in the rural/scenic context. Set back all monument signs a minimum distance of 30′ from the road right-of-way to reduce the visual impact of the sign. Limit sign size to 60 square feet. Limit the actual graphic area of the sign to 2/3 of the sign square footage. Maximum letter height on monument signs should not exceed 24 inches. The integration of materials such as stone, brick or wood into sign panels, sign bases, or columns is strongly encouraged.

iv. 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.

v. Wall signs should be lit by inconspicuous building-mounted fixtures with a concealed light source.

vi. Monument signs should be up-lit from a ground-mounted fixture with a concealed light source.

vii. 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 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, must be carefully considered in order to maximize safety. Multiple site entrances and exits create traffic conflicts and visual clutter.

iv. One 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 must be approved by the Ohio Department of Transportation (ODOT).

(2) Off Site Improvements

A. ROW Improvements: Public Frontages

i. Public Frontage **shall** include trees of various species, naturalistically clustered, as well as understory.

ii. The introduced landscape **shall** consist primarily of native species requiring minimal irrigation, fertilization and maintenance. Lawn **shall** be permitted only by Warrant.

(g) Historic Rural Pike Town: Transect 2

(1) On-Site Improvements: Building Plan Review

A. LOT CONFIGURATION

i. Lot configuration should conform to table 3 and 4.

B. Building Configuration

i. Building configuration should conform to table 3 and 4.

ii. 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.

iii. Orient all new primary structures, building additions, and accessory buildings so that they are consistent (parallel and perpendicular) with primary structures on adjacent properties.

iv. 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 crossroads pike towns, reinforce the major intersection with appropriate placement of new structures at the corners.

C. Architectural

i. Building Heights should conform to table 4.

ii. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial Function, which **shall** be a minimum of 11 feet and may be a maximum of 25 feet. A single floor level exceeding 14 feet, or 25 feet at ground level, **shall** be counted as two (2) stories.

iii. The minimum size of a dwelling within a Principal Building **shall** be 300 sq ft in interior space. Outbuildings may be any size, not to exceed 440 sq ft.

iv. 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.

v. 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.

vi. Encourage the use of colors that are compatible with natural materials.

D. Screening

i. Screen parking areas with a continuous 3′ to 4′ 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.

E. 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.

F. Lighting

i. In pike towns, site lighting should provide for a sense of security and wayfinding 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 8′ in height.

iii. No lighting level measured at the building Frontage Line **shall** exceed 1.0 fc.

G. Sound

i. Sound levels measured at the building Frontage Line **shall** not exceed 65 decibels from sunrise to midnight and 55 decibels from midnight to sunrise.

H. 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.

iv. Signage **shall** not be illuminated.

I. Parking Location and Drive

i. Parking **shall** be accessed by Rear Alleys or Lanes, when such are available on the Regulating Plan.

ii. Open parking areas **shall** be masked from the Frontage by a Building or Streetscreen.

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.

vi. Access points must 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.

(2) Off Site Improvements

A. ROW Improvements: Public Frontages

i. Public Frontage **shall** include trees of various species, naturalistically clustered, as well as understory.

ii. The introduced landscape **shall** consist primarily of native species requiring minimal irrigation, fertilization and maintenance. Lawn **shall** be permitted only by Warrant.

IV. SUBDIVISION

(a) EAST NATIONAL CORRIDOR

(1) Purpose & Intent Statement: The purpose and intent of the subdivision element is to create a lot dimension and street standards that fulfill 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.

(2) Goals:

A. Create publicly dedicated access roads when appropriate
B. Create private access road when appropriate
C. Protect intrinsic qualities of neighboring land uses by discouraging subdivisions that lead to land use conflicts in roadway and lot connectivity
D. Provide regulatory tools to allow for efficient and effective private drives
E. Develop lot dimensional standards and subdivision standards curtailed to land use and access management conditions
F. Develop street development standards curtailed to land use and access management conditions
G. Create subdivision and lot layout standards that achieve land use goals, create innovative design, and fulfill the transportation and planning objectives
H. Use subdivision process to regulate and enforce access management and shared drive
I. Efficiently use land
J. Encourage nonlinear development that requires northern and southern expansion
K. Connect all adjacent parking lots and private drives
L. Innovative storm water management
M. Facilitate access management
N. Facilitate the creation of innovative transportation and roadway network
O. Identify specific uses for open space to be written into covenants of plat
P. Provide clear and specific standards for long term maintenance of green space

(3) Objectives:

A. Limit property conflicts between private land use owners
B. Limit congestion and access on private drives
C. Appropriately connect parcels and parking lots
D. Create and document enforceable cross access easements
E. Create a review process for lot combinations
F. Provide standards for lot consolidation and access roads

(b) URBAN OLD TOWN: TRANSECT 6 GOALS

(1) Maintain current grid
(2) Create a process for lot combinations (review)
(3) Facilitate the creation of innovative transportation/street system & alleys
(4) Provide connectivity between lots with private drives
(5) Encourage urban development

(c) URBAN COMMERCIAL CORRIDOR: TRANSECT 5 GOALS

(1) Maintain current grid
(2) Provide connectivity between lots with public and private drives
(3) Manage Transportation
(4) Eliminate large drive aprons and define access points
(5) Consolidate drives off of Route 40

(d) SUBURBAN FRINGE: TRANSECT 4 GOALS

(1) Utilize lot depth and encourage north-south subdivisions
(2) Encourage cluster layout

(3) Require green space
(4) Allow for the creation of private drives
(5) Facilitate and encourage connection of existing roadways and parking lots with private access drives

(e) RURAL RESEARCH PARK: TRANSECT 3 GOALS
(1) Utilize lot depth and encourage north-south subdivisions
(1) Encourage cluster layout
(2) Connect all parking lots with public and private access drives
(3) Maintain and encourage research and development lot development standards
(4) Require green space
(5) Encourage environmentally sound storm water
(6) Promote rural lot design that is complimentary to natural conditions in the topography, soil type, and hydrogeology
(7) Require subdivisions to be consistent with utilities

(f) RURAL VISTA: TRANSECT 1 GOALS
(1) Discourage additional large scale subdivisions
(2) Maintain large tracts of undeveloped land
(3) Manage and restrict growth
(4) Require subdivisions to be consistent with utilities
(5) Require conservation of green space
(6) Prohibit lot clustering along 40
(7) Require lots to be setback from 40
(8) Maintain large lot rural character in lot design

(g) RURAL PIKE TOWN: TRANSECT 2 GOALS
(1) Maintain existing lot layout
(2) Discourage additional large scale subdivisions
(3) Maintain large tracts of undeveloped land
(4) Manage and restrict growth
(5) Require subdivisions to be consistent with utilities
(6) Require conservation of green space
(7) Prohibit lot clustering along 40
(8) Require lots to be setback from 40 in rural areas
(9) Enforce rear-yard connectivity, where possible and appropriate

V. ECONOMIC DEVELOPMENT

(a) EAST NATIONAL CORRIDOR

(1) Purpose & Intent Statement: The purpose of the economic development component within the Eastern Edge Corridor Plan is to provide guidance relative to potential growth and redevelopment within the seven designated area segments. Development along this corridor will enhance the economic well-being and quality of life by encouraging continued reinvestment in mature areas and creating opportunities for compatible new growth and improvements.

(2) Goals:

A. Retain and encourage growth and expansion of current businesses while maintaining quality of life for residents.

B. Strategically locate businesses in the most complementary and successful location along the corridor. Encourage redevelopment and in-fill consistent with structures and uses and utilize amenities unique to the corridor that can provide the opportunity for sustainable business development.

C. Create incentives for creating and preserving employment opportunities in the area and for implementing recommended building standards

D. Create and maintain amenities that will be unique to the corridor and add value to the amenities necessary in the attraction of new businesses, employees and families

E. Attract high quality new development

F. Expand the local tax base

G. To maintain above average employment rates, per capita income and growth

H. To enhance the economic well-being and quality of life by encouraging continued reinvestment in the mature areas of the community

(3) Objectives:

A. Promote the expansion of existing businesses and industry

B. Attract high quality employment opportunities to the community that can utilize the skills of its workforce

C. Provide adequate economic development infrastructure (industrial parks, speculative buildings, utilities, and capital) for the location of industrial and commercial developments

D. Implementation of recommended architectural building standards will be induced in the East National Road Corridor

E. Identify and utilize tools and other incentives to increase the marketability and development potential of the area

F. Secure funds to support economic development initiatives and strategies

G. Work cooperatively with partners on the City, Township, County, and State level to attract and retain quality business development

H. Communicate the importance of the Eastern Edge Corridor Plan and progress toward accomplishing its goals to all local governments (city, county, township, etc.)

I. Maintain a cooperative attitude toward the promotion of increased business activity and light industrial and research development.

J. Utilize public/private partnerships to accomplish economic development projects

K. Encourage uniform plan review for financial incentives

L. Encourage gateway and identity signage

(b) URBAN OLD TOWN: TRANSECT 6

(1) Goals:

A. Encourage light commercial / retail in-fill development through existing city low-interest loan programs and strategic tax incentives

B. Focus on businesses supportive of downtown, Wittenberg University, the Hospital District and adjacent residential neighborhoods.

C. Encourage in-fill housing where appropriate

D. Build on existing architectural resources with prospects for new infill development to create a livable and pedestrian oriented area

(2) Objectives:

A. To better develop and capitalize on tourism opportunities that exist
B. To revitalize older commercial and industrial sites in the area in order to encourage infill commercial and residential property and maintain community character
C. To encourage a mix of shopping and mixed-use opportunities with buildings that include ground floor retail and owner-occupied flats/lofts to energize the corridor and create a "sense of place"
D. Increase access, livability, activities and the business base
E. To develop pedestrian/bike connection to Buck Creek
F. To create parking solution plan to develop parking garage for multiple users and discourage reliance on surface parking

(c) URBAN COMMERCIAL CORRIDOR: TRANSECT 5

(1) Goals:

A. Encourage location of "like" retail development
B. Encourage and enforce green space and landscaping standards

(2) Objectives:

A. To provide adequate space for the proper location of commercial land use through new developments and through the redevelopment of existing commercial property
B. To encourage commercial development in order to retain as much of the retail dollars in the community as possible

(d) SUBURBAN FRINGE: TRANSECT 4

(1) Goals:

A. Encourage redevelopment of non-conforming properties through low-interest loan program and potential tax incentives, i.e., former Roberd's facility
B. Encourage more entertainment-type businesses along with sit-down dining
C. Encourage larger, more updated theatre
D. Encourage redevelopment and reinvestment where emphasis is preservation
E. Encourage redevelopment of non-conforming properties through incentives
F. Encourage redevelopment of area along Garden Acres "commercial strip" including the Springfield Twp. Fire Building

(2) Objectives:

A. To provide adequate space for the proper location of commercial land use through new developments and through the redevelopment of existing commercial property
B. To encourage commercial development in order to retain as much of the retail dollars in the community as possible
C. To emphasize the redevelopment of existing underperforming commercial properties, obsolete or abandoned structures, and economically deteriorating areas
D. Focus on development that is supportive of adjoining neighborhoods

(e) RURAL RESEARCH PARK: TRANSECT 3

(1) Goals:

A. Continue focus on NextEdge and other technology-related development
B. Encourage complimentary uses that support the Research and Development vision – supportive services, R&D image, aesthetics and functionality
C. Attract additional amenities that support technology campus
D. Encourage housing to match job opportunities
E. Retain natural infrastructure and visual character derived from topography, woodlands, farmlands, and riparian corridors.

(2) Objectives:

A. Assist industries in expanding their workforce and operations
B. Develop incentives for Research & Development supportive uses

C. Encourage and expand linkages between the education community and the business community
D. Include research and development companies in retention and expansion portfolio/program
E. Assure an adequate supply of prime industrial sites to meet market demands for industrial development

(f) RURAL VISTA: TRANSECT 1
(1) Goals:
A. Preserve green space, neighborhoods and historic features
B. Encourage "quality of life" recreational opportunities
C. Retain the economic value of natural infrastructure and visual character derived from topography, woodlands, farmlands, and riparian corridors.
(2) Objectives:
A. Support preservation of scenic vistas, farmland, and other open space assets

(g) RURAL PIKE TOWN: TRANSECT 2
(1) Goals:
A. Encourage complimentary businesses to existing retail
B. Encourage improvements for downtown Harmony, including aesthetic improvements, landscaping, rehabilitation of distressed property
C. Encourage redevelopment of non-conforming properties through incentives
(2) Objectives:
A. Promote Harmony as a destination for tourists and visitors
B. Maintain existing commercial business and promote new commercial business
C. Encourage appropriate re-use and redevelopment of older and/or deteriorating commercial areas

D. VI. TRANSPORTATION AND PARKING

(a) OVERALL

(1) Purpose & Intent Statement: The purpose and intent of these guidelines are to establish modern best-practices for transportation and parking systems for new development and to correct existing deficiencies when re-development occurs. When properly implemented, the guidelines will promote a safe, efficient transportation network that benefits the traveling public, businesses, residents, and the maintaining agencies.

(2) Goals

A. Provide a transportation system guarded by enforceable access management policies that will preserve and maintain the public infrastructure, provide vehicular and pedestrian safety, and minimize congestion while providing efficient access to the abutting properties.
B. Provide safe, efficient on-street and off-street parking that considers access, aesthetics and land use in its design.
C. Adhere to the City of Springfield's Access Management Policy.
D. Provide safe, efficient access and parking
E. Provide multi-modal transportation
F. Provide a safe environment for pedestrians
G. Advance proposed roadways per the Clark County Thoroughfare Plan
H. Preserve, maintain, and enhance the existing infrastructure
I. Promote aesthetics in the transportation design process
J. Transportation system improvements will be driven by identified operational and safety needs

(3) Objectives

A. Develop streetscape standards consistent with the segment branding and character.
B. Combine single-user access points into shared user access to reduce curb cuts on Route 40.
C. Develop private drive and street standards.
D. Complete a parking inventory to identify opportunities for more efficient parking, central parking lots, and public parking lots.
E. Assure all traffic control devices (signing, signals, pavement markings, and lighting) within the entire corridor meet federal/state/local requirements and standards (Ohio Manual of Uniform Traffic Control Devices) for use on this type of roadway functional classification.
F. Assure all existing and proposed speed limits and no parking zones within the entire corridor meet Ohio Revised Code statutes and local requirements for this type of roadway functional classification.
G. Examine the need for traffic signal coordination along the entire corridor, excluding existing traffic signal systems. Re-examine existing traffic signal systems for operational improvement opportunities.
H. Review traffic/pedestrian crash records on a recurring basis (maximum 3 year cycle) to identify patterns or hazardous spot locations, safety countermeasures and implementation methods/opportunities.
I. Increase the safe and efficient movement of pedestrians within the entire corridor through traffic engineering methods and possible parking improvements.
J. Establish an access management policy within the city, not inclusive of the limited access right of way section which is controlled by state policy. The policy should be adopted by the city and memorialized in a manual format.
K. Reduce and eliminate curb cuts.
L. All public and private parking spaces shall be clearly marked. Federal design standards shall be used for parking stall layout (orientation, length, and pavement markings) and signing.

M. Utilize shared parking between developments.
N. Provide rear lot access and parking.
O. Provide cross-access easements where possible.
P. Provide multi-use trails (pedestrians, bicycles, etc.) with spurs to residential areas.
Q. Remove light poles, utility poles, and signs from the line of sight of vehicles entering US40. Revised standards shall be established for business, advertising, signing, and lighting.
R. Require clear directional signing for way-finding.

(b) URBAN OLD TOWN: TRANSECT 6

(1) Goals:

A. Promote multi-modal transportation
B. Provide safe, efficient parking and access
C. Develop a walkable community with a safe environment for pedestrians.

~~(2)~~ Objectives:

~~A.~~ Provide a barrier between the edge of the traveled road and the sidewalks.
B. Provide decorative, efficient, and non-obtrusive lighting.
C. Investigate bike path spurs to areas within the segment.
D. Define standards and responsibilities for alleys.
E. Reduce light pollution from businesses during restricted hours.
F. Review and redefine bus routes/bus stops and investigate new opportunities.
G. Designate bus bays as needed.
H. Develop parking lot design standards, assess the number of stalls required, and review internal circulation.
I. Investigate the need for truck loading areas.
J. Require cross access easements where beneficial.
K. Provide traffic calming measures for cross access and rear access connectivity, alley way design and for private drive connections.
L. Investigate the need for Intelligent Transportation System (ITS) solutions.
M. Develop and maintain a continuous traffic monitoring program (through various methods, i.e., hardwired monitoring stations, CCTV cameras, microwave technology, etc.
N. Continuously monitor the operation and efficiency of existing and future traffic signal control systems and make improvements as necessary.
O. Investigate all available opportunities for spot and segment safety improvements.

(c) URBAN COMMERCIAL CORRIDOR: TRANSECT 5

(1) Goals:

A. Promote multi-modal transportation
B. Provide safe, efficient parking and access
C. Develop a walkable community with a safe environment for pedestrians.

(2) Objectives:

A. Provide a barrier between the edge of the traveled road and the sidewalks.
B. Provide decorative, efficient, and non-obtrusive lighting.
C. Investigate bike path spurs to areas within the segment.
D. Define standards and responsibilities for alleys.
E. Reduce light pollution from businesses during restricted hours.
F. Review and redefine bus routes/bus stops and investigate new opportunities.
G. Designate bus bays as needed.
H. Develop parking lot design standards, assess the number of stalls required, and review internal circulation.
I. Investigate the need for truck loading areas.
J. Require cross access easements where beneficial.
K. Provide clearly defined and marked ingress/egress.
L. Reduce sign clutter and visual noise.
M. Encourage rear access and parking with associated way-finding.
N. Adhere to the City of Springfield's Access Management Policy.

O. Provide traffic calming measures for cross access and rear access connectivity, alley way design and for private drive connections.
P. Investigate the need for Intelligent Transportation System (ITS) solutions.
Q. Develop and maintain a continuous traffic monitoring program (through various methods, i.e., hardwired monitoring stations, CCTV cameras, microwave technology, etc.
R. Continuously monitor the operation and efficiency of existing and future traffic signal control systems and make improvements as necessary.
S. Investigate all available opportunities for spot and segment safety improvements.

(d) SUBURBAN FRINGE: TRANSECT 4

(1) Goals:
A. Promote multi-modal transportation
B. Provide safe, efficient parking and access
C. Develop a walkable community with a safe environment for pedestrians.
D. Advance proposed roadways per the Clark County Transportation Plan, where consistent with Land Use.

(2) Objectives:
A. Provide a barrier between the edge of the traveled road and the sidewalks.
B. Provide decorative, efficient, and non-obtrusive lighting.
C. Investigate bike path spurs to areas within the segment.
D. Define standards and responsibilities for alleys.
E. Reduce light pollution from businesses during restricted hours.
F. Review and redefine bus routes/bus stops and investigate new opportunities.
G. Designate bus bays as needed.
H. Develop parking lot design standards, assess the number of stalls required, and review internal circulation.
I. Investigate the need for truck loading areas.
J. Require cross access easements where beneficial.
K. Provide clearly defined and marked ingress/egress.
L. Reduce sign clutter and visual noise.
M. Encourage rear access and parking with associated way-finding.
N. Adhere to the City of Springfield's Access Management Policy.
O. Create frontage road design standards. Require property owners to pay for the design and construction of the frontage road within the limits of their property lines.
P. Require developers to construct or contribute to the construction of new roads per the Clark County Thoroughfare Plan as necessary.
Q. Adhere to the Ohio Department of Transportation's Access Management Policy along East National Road.
R. Focus near-term access management improvements along the north side of East National Road between Burnett and Roseland.
S. Eliminate parking aisles on private drives.
T. Develop design standards for boulevard designs and associated entrances into developments.
U. Provide traffic calming measures for cross access and rear access connectivity, alley way design and for private drive connections.
V. Investigate the need for Intelligent Transportation System (ITS) solutions.
W. Develop and maintain a continuous traffic monitoring program (through various methods, i.e., hardwired monitoring stations, CCTV cameras, microwave technology, etc.
X. Continuously monitor the operation and efficiency of existing and future traffic signal control systems and make improvements as necessary.
Y. Investigate all available opportunities for spot and segment safety improvements.

(e) RURAL RESEARCH PARK: TRANSECT 3

(1) Goals:

A. Promote multi-modal transportation
B. Provide safe, efficient parking and access
C. Advance proposed roadways per the Clark County Thoroughfare Plan, where consistent with Land Use.

(2) Objectives:

A. Investigate bike path spurs to areas within the segment.
B. Reduce light pollution from businesses during restricted hours.
C. Review and redefine bus routes/bus stops and investigate new opportunities.
D. Develop parking lot design standards, assess the number of stalls required, and review internal circulation.
E. Investigate the need for truck loading areas.
F. Require cross access easements where beneficial.
G. Adhere to the City of Springfield's Access Management Policy.
H. Create frontage road design standards
I. Require developers to construct or contribute to the construction of new roads per the Clark County Thoroughfare Plan as necessary.
J. Adhere to the Ohio Department of Transportation's Access Management Policy along East National Road.
K. Eliminate parking aisles on private drives.
L. Develop design standards for boulevard designs and associated entrances into developments.
M. Investigate the need for Intelligent Transportation System (ITS) solutions.
N. Develop and maintain a continuous traffic monitoring program (through various methods, i.e., hardwired monitoring stations, CCTV cameras, microwave technology, etc.
O. Continuously monitor the operation and efficiency of existing and future traffic signal control systems and make improvements as necessary.
P. Investigate all available opportunities for spot and segment safety improvements.

(f) RURAL VISTA: TRANSECT 1

(1) Goals:

A. Advance proposed roadways per the Clark County Thoroughfare Plan, where consistent with Land Use.

(2) Objectives:

A. Review and redefine bus routes/bus stops and investigate new opportunities.
B. Develop parking lot design standards, assess the number of stalls required, and review internal circulation.
C. Investigate the need for truck loading areas.
D. Require cross access easements where beneficial.
E. Require developers to construct or contribute to the construction of new roads per the Clark County Thoroughfare Plan as necessary.
F. Adhere to the Ohio Department of Transportation's Access Management Policy along East National Road.
G. Investigate the need for Intelligent Transportation System (ITS) solutions.
H. Develop and maintain a continuous traffic monitoring program (through various methods, i.e., hardwired monitoring stations, CCTV cameras, microwave technology, etc.
I. Continuously monitor the operation and efficiency of existing and future traffic signal control systems and make improvements as necessary.
J. Investigate all available opportunities for spot and segment safety improvements.
K. Continue to support a project that constructs an interstate add lane project on IR 70 from the US 40 interchange west to the existing 6-lane section. The US 40 interchange needs to be identified as a safe and viable gateway entrance interchange into Clark County and the City of Springfield.

(g) RURAL PIKE TOWN: TRANSECT 2

(1) Goals:

A. Promote multi-modal transportation
B. Provide safe, efficient parking and access
C. Develop a walkable community with a safe environment for pedestrians.
D. Advance proposed roadways per the Clark County Thoroughfare Plan, where consistent with Land Use.

(2) Objectives:

A. Provide a barrier between the edge of the traveled road and the sidewalks.
B. Provide decorative, efficient, and non-obtrusive lighting.
C. Investigate bike path spurs to areas within the segment.
D. Define standards and responsibilities for alleys.
E. Reduce light pollution from businesses during restricted hours.
F. Review and redefine bus routes/bus stops and investigate new opportunities.
G. Develop parking lot design standards, assess the number of stalls required, and review internal circulation.
H. Investigate the need for truck loading areas.
I. Require cross access easements where beneficial.
J. Reduce sign clutter and visual noise.
K. Encourage rear access and parking with associated way-finding.
L. Require developers to construct or contribute to the construction of new roads per the Clark County Thoroughfare Plan as necessary.
M. Adhere to the Ohio Department of Transportation's Access Management Policy along East National Road.
N. Investigate the need for Intelligent Transportation System (ITS) solutions.
O. Develop and maintain a continuous traffic monitoring program (through various methods, i.e., hardwired monitoring stations, CCTV cameras, microwave technology, etc.
P. Continuously monitor the operation and efficiency of existing and future traffic signal control systems and make improvements as necessary.
Q. Investigate all available opportunities for spot and segment safety improvements.
R. Continue to support a project that constructs an interstate add lane project on IR 70 from the US 40 interchange west to the existing 6-lane section. The US 40 interchange needs to be identified as a safe and viable gateway entrance interchange into Clark County and the City of Springfield.

VII. INTRINSIC QUALITIES

(a) OVERALL CORRIDOR

(1) Purpose & Intent: The Eastern Edge community has a vested interest and intent to preserve, promote and enhance the historic, archeological, cultural, scenic, natural and recreational characteristics that are the intrinsic qualities of the corridor by supporting the Goals of the Ohio Historic National Road Corridor Management Plan. In turn, the corridor will maintain its National Scenic Byway Status.

(2) GOALS:

A. Establish guidelines for respecting context of the corridor segments.
B. Address developing incentives for protection, promotion and enhancement projects in the corridor.
C. Balance economic development interests and protection of character.
D. Support tourism initiatives that tout the high quality intrinsic qualities in the corridor.
E. Support the Goals of the Ohio Historic National Road Corridor Management Plan
F. Utilize the assistance of the National Road Design Handbook
G. Develop specific guidance to delineate quality from underutilized property or underdevelopment

(3) OBJECTIVES:

A. Protect, promote, and enhance the Intrinsic Qualities of the corridor
B. Establish aesthetic standards for specific Context area
C. Target areas for specific endeavors i.e. rehabilitation, development, retention
D. Protect character and not limit reuse of property and redevelopment
E. Protection of specific properties – should be focused on properties with high qualities
F. Preserve high quality evidence of intrinsic qualities
G. Discourage preservation of properties that detract from the intrinsic qualities
H. Establish guidelines for high quality
I. Develop incentives for respecting context
J. Establish local preservation guidelines
K. Support heritage tourism
L. Retain nationally historic buildings
M. Retain locally historic buildings
N. Incorporate locally significant architectural and design features into East National Road Corridor development and designs standards

(b) URBAN OLD TOWN: TRANSECT 6

CONTEXT: URBAN OLD TOWN – TURN OF THE CENTURY ERA

(1) INTRINSIC QUALITIES: HISTORIC, NATURAL, RECREATIONAL
(2) Define the Old Town character
(3) Actively discourage noxious uses and detracting qualities that encroach on the context, character and intrinsic qualities of the segment
(4) Encourage adaptive reuse to promote preservation of historic properties
(5) Target area for heritage tourism
(6) Take active stance eliminating areas determined as blighted

(c) URBAN COMMERCIAL CORRIDOR: TRANSECT 5

Context: Urban Commercial Corridor

(1) Intrinsic Qualities: Cultural
(2) Encourage proper use of design
(3) Target area for context sensitive design to fit transition and have draw on nearby intrinsic qualities while serving commercial purpose
(4) Take active stance eliminating areas determined as blighted
(5) Require maximum abandonment clause if not used (as long as it's not just historical) - Based on functional contribution

(d) SUBURBAN FRINGE: TRANSECT 4

Context: Suburban Fringe– 1950′s Motor Era
(1) Intrinsic Qualities: Historic, Cultural
(2) Assist property stakeholders with design issues at property turnover
(3) Heed redevelopment opportunities as they arise
(4) Target aesthetics for the traffic light at Kroger
(5) Encourage proper use of design
(6) Target area for context sensitive design to fit transition and have draw on nearby intrinsic qualities while serving commercial purpose
(7) Take active stance eliminating areas determined as blighted
(8) Require maximum abandonment clause if not used (as long as it′s not just historical) - Based on functional contribution

(e) SUBURBAN FRINGE EDGE: TRANSECT 4
Context: Suburban Fringe
(1) Intrinsic Qualities: Historic, Cultural
(2) Assist property stakeholders with design issues at property turnover
(3) Heed redevelopment opportunities as they arise
(4) Encourage proper use of design
(5) Target area for context sensitive design to fit transition and have draw on nearby intrinsic qualities while serving commercial purpose
(6) Take active stance eliminating areas determined as blighted
(7) Require maximize abandonment clause if not used (as long as it′s not just historical) - Based on functional contribution

(f) RURAL RESEARCH PARK: TRANSECT 3
Context: Rural Vista – 1950′s Motor Era
(1) Intrinsic Qualities: Historic, Scenic, Natural, and Recreational
(2) Land-uses that are most appropriate for design type/community (Retro – 50′s – should be in keeping with the design code)
(3) Right design type for right land-use type

(g) RURAL VISTA: TRANSECT 1
Context: Rural Vista
(1) Intrinsic Qualities: Historic, Scenic
(2) Putting in place design standards that fulfill plan
(3) Protection of natural/environment character

(h) HISTORIC RURAL PIKE TOWN: TRANSECT 2
Context: Historic Rural Pike Town – 1950′s Motor Era
(1) Intrinsic Qualities: Historic, Cultural
(2) Define the Rural Pike Town character
(3) Actively discourage noxious uses and detracting qualities that encroach on the context, character and intrinsic qualities of the segment
(4) Encourage code compliance
(5) Encourage adaptive reuse to promote preservation of historic properties
(6) Target area for heritage tourism
(7) Take active stance eliminating areas determined as blighted

VIII. DEVELOPMENT PLAN REVIEW PROCESS

(a) Purpose & Intent Statement: Create an interjurisdictional review process to achieve the overall goals of the Eastern Edge Corridor as defined in the text of this document: the area extending from Spring Street to Newlove Road, which will be compatible with the goals of this plan.

(b) GOALS:

(1) Uniform interjurisdictional East National Road Corridor Plan enforcement
(2) Cooperative, specific, and direct interjurisdictional administrative communication
(3) Cooperative, specific, and consistent interjurisdictional development review process
(4) The development community is aware that we work as a team
(5) Citizens trust that their needs and opinions are considered in the development review process
(6) Maintain unified development standard for East National Road Corridor
(7) The private market knows what to expect
(8) Achieve unified and valuable design that is feasible and flexible for developers
(9) Generate incentives for East National Road Corridor cooperative development

(c) OBJECTIVES:

(1) Establish an interjurisdictional development plan review process to implement East National Road Corridor Plan
(2) Establish an interjurisdictional administrative development plan review body to implement East National Road Corridor Plan, also known as a Consolidated Review Committee ("CRC")
(3) Present and future development projects in the East National Road Corridor will achieve the highest design and development value that is financially feasible to the developer
(4) Developers will be encouraged to comply with urban design standards that are optional
(5) Developers will be encouraged to comply with the BIA Smart Growth Best Practices
(6) Developers will be encouraged to comply National Board of Realtors Best Practices
(7) Developers will be encouraged to comply with the AIA Green Building Best Practices
(8) Developers will be encouraged to comply Ohio PE Best Practices
(9) Create a unified development standard for the East National Road Corridor
(10) Identify an administrative official to implement the East National Road Corridor Plan

(b) REGULATORY POLICIES:

(1) The Interjurisdictional administrative development review body shall consist of the follow representatives:
   A. Clark County Planning Director
   B. City of Springfield Planning and Zoning Administrator
   C. Springfield Township Zoning Technician
   D. Clark County Engineer
   E. City of Springfield City Engineer
   F. City of Springfield Economic Development Administrator
   G. Clark County Transportation Coordinating Committee Director
   H. Clark County CIC
(2) The development review body shall convene four times annually, preferably once every 90 days, if no development no meeting is required
(3) The development review body shall elect a chair and co-chair to provide agenizing and secretary functions
(4) Such meetings shall be publically noticed
(5) Interjurisdictional administrative development plan review body will convene to report and review development patterns and plan amendment items
(6) Each jurisdiction shall generate a quarterly Evaluation and Appraisal Report on the performance of the East National Road Corridor Plan, to include all new development that has occurred since last the report plan review, including:
   A. number of new building permits and types,

B. number of rezonings and types
C. number of variance and types
D. number of subdivisions and types
E. number of conditional use permits and types
F. Capital Improvement project and utilities development

(7) All of the following project type in the Eastern Edge Plan Area shall be reviewed by the interjurisdictional administrative development review body
A. Rezonings
B. Subdivisions
C. Variances
D. Conditional Use Permits
E. Capital Improvement project and utilities development

(8) The interjurisdictional administrative development review body shall use a standardized review form to process all development review to include, at a minimum:
A. Compatibility with Corridor Plan
B. Land Use Compatibility
C. Affect on adjoining properties
D. Building and site design
E. Parking lot layout, lighting, and screening
F. Traffic and access management
G. Water
H. Wastewater
I. Stormwater
J. Open space and buffering

(9) The interjurisdictional administrative development review body shaould adhere to the following 21-day development review schedule:
A. Plan to be routed for comment to development review body 1 day after receipt
B. Comments due from development review body 7 days from receipt
C. Comments from development review body to be shared with applicant 10 days from plan receipt
D. Responsible Jurisdiction Planning Administrator to share recommendation and project status with development review body 17 days from receipt of plan

IX. IMPLEMENTATION AND PHASING PLAN

(a) Purpose & Intent Statement: It is the purpose of the Eastern Edge Corridor community, including the Steering Committee, the Stakeholders, the Administrative Development Review Body, and the community to implement and update the plan in a timely manner that is consistent with the input received from the public meetings.

(b) GOALS:

(1) Implement plan in an appropriately timed manner
(2) Implement plan in a manner than is consistent with the public input and review process
(3) Achieve unified and valuable development on the East National Road Corridor that is feasible and flexible for the East National Road Corridor jurisdictional bodies over time
(4) Uniform interjurisdictional East National Road Corridor Plan enforcement
(5) Maintain and update East National Road Corridor Plan as environmental and development factors change

(C) OBJECTIVES:

(1) The East National Road Corridor Plan will be reviewed annually and as needed to accommodate development
(2) Create current East National Road Corridor Plan land use maps to be kept at all jurisdictions and enforced
(3) Regularly update land use and zoning maps for East National Road Corridor Plan
(4) Maintain a uniform land use and spatial data for East National Road Corridor Plan that can be used and viewed by all jurisdictions
(5) Identify an administrative officials to implement the East National Road Corridor Plan
(6) Collect development pattern data for the East National Road Corridor Plan
(7) Jurisdictions should have training in the goals objectives, and policies of plan
(8) Establish a citizen input body assembled of neighborhood associations and similar stakeholders to be informed of East National Road Corridor Plan development patterns
(9) The Eastern Edge Corridor Plan shall be implemented as Zoning Legislation and or a Zoning Overlay
(10) The underlying Zoning with the Eastern Edge Corridor Plan should be consistent with the Corridor Plan

(D) REGULATORY POLICIES

(1) Upon Corridor Plan legislation, the development plan review body shall make recommendations to implement the Corridor Plan with consistent rezonings in the Corridor Plan area.
(2) Property owners in the Corridor Plan area may be considered for voluntary rezoning under the following conditions:
   A. The development review body is accepting applications
   B. The request is consistent with the plan
   C. The property has nonconforming structures or uses
   D. The property is under one acre
   E. The property is a nonconforming industrial use that is over one acre
   F. The requested zoning is not a planned development
(3) Interjurisdictional administrative development plan review body to implement East National Road Corridor Plan will meet quarterly to discuss development patterns and plan amendment items
(4) The East National Road Corridor Plan text will be reviewed and amended according to the following schedule
   A. Year 1-3: Once annually
   B. Year 3-5: Once at year 5
   C. Year 5-10: As needed and at year 10
(5) Annual Review Year 1-3, 5, and 10:
   A. Staff will generate an annual Evaluation and Appraisal Report on the performance of the East National Road Corridor Plan
   B. Report all new development that has occurred since last plan review, to include:

I. number of new building permits and types,
II. number of rezonings and types
III. number of variance and types
IV. number of subdivisions and types
V. number conditional use permits and types

C. Applications for text revisions will be accepted Dec 1- March 1
D. Staff will review applications and make recommendation to the Planning Board and Commission for textual revisions.
E. The Commission will consider revisions to the East National Road Corridor Plan at first meeting in May
F. The Commission will adopt revisions to the East National Road Corridor Plan at last meeting in May

(6) The East National Road Corridor Plan map will be reviewed and amended according to the following schedule
A. Year 1-3: Once annually
B. Year 3-5: Once at year 5
C. Year 5-10: As needed and at year 10

(7) Annual Review Year 1-3, 5, and 10:
A. Staff will generate an annual Evaluation and Appraisal Report on the performance of the East National Road Corridor Plan
B. Report all new development that has occurred since last plan review, to include:
I. number of new building permits and types,
II. number of rezonings and types
III. number of variance and types
IV. number of subdivisions and types
V. number conditional use permits and types
C. Applications for map revisions will be accepted Dec 1- March 1
D. Staff will review applications and make recommendation to the Planning and Board and Commission for map revisions.
E. The Commission will consider revisions to the East National Road Corridor Map at first meeting in May
F. The Commission will adopt revisions to the East National Road Corridor Plan at last meeting in May

(8) Jurisdiction Planning Administrators shall receive and review copies of all changes of use permits issued in Corridor Plan area

(9) Jurisdiction Planning Administrators shall receive and review copies of all vendor licenses issued in Corridor Plan area

(10) Incentives for conversion of uses to uses compatible with Corridor Plan Land Use and Goals
A. The more compatible the proposed use, the more indirect and direct funds will be made available for redevelopment
B. The CIC and Economic Development Administrator will provide incentives for relocation
C. The CIC and Economic Development Administrator will assist in courting a compatible user for nonconforming properties and provide incentives for relocation
D. The CIC and Economic Development Administrator will assist in obtaining site clean up for nonconforming properties and provide incentives for relocation
E. New conforming users will provide historic place or similar land mark recognizing prior user

X. TABLES

Table 1: Land Use Planned Development Composition Standards								
Land Use District	**MAX Office Building SF %**	**MAX RnD Building SF %**	**MAX Retail Building SF %**	**MAX Res Building SF %**	**MAX Parking and Drive SF %**	**Expected ROW SF %**	**Min Green Space SF %**	**Sum**
Main Street Mixed Core	25%	0%	25%	10%	20%	10%	10%	100%
Premier Auto Market Core	10%	0%	10%	0%	60%	10%	10%	100%
Urban Commercial Center	10%	0%	25%	0%	40%	10%	15%	100%
Mixed Use Center	30%	0%	10%	10%	10%	20%	20%	100%
Commercial Town Center	0%	0%	20%	0%	35%	20%	25%	100%
Mixed-use Conservation Edge	0%	0%	10%	10%	20%	20%	40%	100%
Mixed Use R&D Commercial Edge	0%	10%	0%	0%	30%	20%	40%	100%
Highway Rural Retail Edge	0%	0%	15%	0%	25%	20%	40%	100%

Table 2: Land Use Single Lot Development Composition Standards						
District	**PD Lot Area**	**PD Common Area**	**MAX Building SF %**	**MAX Parking and Drive SF %**	**Min Green Space SF %**	**Sum**
Main Street Mixed Core	80.0%	20%	85%	10%	5%	100%
Premier Auto Market Core	80.0%	20%	80%	60%	10%	150%
Urban Commercial Center	75.0%	25%	50%	50%	10%	110%
Mixed Use Center	60.0%	40%	40%	50%	15%	105%
Commercial Town Center	55.0%	45%	40%	50%	20%	110%
Mixed-use Conservation Edge	40.0%	60%	40%	40%	20%	100%
Mixed Use R&D Commercial Edge	40.0%	60%	30%	60%	15%	105%
Highway Rural Retail Edge	40.0%	60%	25%	50%	30%	105%

Table 3: Land Use Building Development Standards								
District	**Min Building Front Setback**	**Min Parking Front Setback**	**Min Building and Parking Side and Rear Setback**	**Max Front Setback**	**Min Height**	**Max Height**	**Min On-site Parking**	**Max On-site Parking**
Main Street Mixed Core	0 Feet	Not Applicable	0 Feet	10 Feet	20 Feet	50 Feet	Not Applicable	1 space/500 SF
Premier Auto Market Core	0 Feet	5 Feet	0 Feet	45 Feet	20 Feet	45 Feet	Not Applicable	Not Applicable
Urban Commercial Center	0 Feet	20 Feet	0 Feet	20 Feet	15 Feet	35 Feet	1 Space/350 SF	1 space/200 SF
Mixed Use Center	0 Feet	20 Feet	5 Feet	20 Feet	15 Feet	35 Feet	1/350 SF	1 space/200 SF
Commercial Town Center	10 Feet	20 Feet	5 Feet	45 Feet	15 Feet	45 Feet	1/400 SF	1 space/230 SF
Mixed-use Conservation Edge	Not Applicable	Not Applicable	5 Feet	25 Feet	15 Feet	35 Feet	1/400 SF	1 space/230 SF
Mixed Use R&D Commercial Edge	100 Feet	100 Feet	15 Feet	Not Applicable	25 Feet	45 Feet	1/400 SF	1 space/200 SF
Highway Rural Retail Edge	100 Feet	100 Feet	15 Feet	Not Applicable	15 Feet	35 Feet	1/400 SF	1 space/200 SF

Table 4: Transect Land Development Regulations

	T1 RURAL VISTA	T2 PIKE TOWN	T3 RURAL RESEARCH PARK	T4 SUBURBAN FRINGE	T5 URBAN COMMERCIAL CORRIDOR	T6 URBAN OLD TOWN
a. BASE RESIDENTIAL DENSITY (see Section 3.4)						
By Right	not applicable	not applicable	2 units/ ac. gross	5 units/ ac. gross	8 units/ ac. gross	12 untis/ ac. gross
Maxium	not applicable	not applicable	5 units/ ac. gross	12 units/ ac. gross	20 units/ ac. gross	44 units/ ac. gross
b. THOROUGHFARES (see Table 3 and Table 4)						0 ft. max with parking stru
HW	permitted	permitted	permitted	not permitted	not permitted	not permitted
BV	not permitted	not permitted	permitted	permitted	permitted	permitted
AV	not permitted	not permitted	permitted	permitted	permitted	permitted
CS	not permitted	not permitted	not permitted	not permitted	permitted	permitted
DR	not permitted	not permitted	permitted	permitted	permitted	permitted
ST	not permitted	not permitted	permitted	permitted	permitted	not permitted
RD	permitted	permitted	permitted	not permitted	not permitted	not permitted
Rear Lane	permitted	permitted	permitted	permitted	not permitted	not permitted
Rear Alley	not permitted	not permitted	permitted	required	required	required
Path	permitted	permitted	permitted	permitted	not permitted	not permitted
Passage	not permitted	not permitted	permitted	permitted	permitted	permitted
Bicycle Trail	permitted	permitted	permitted	not permitted	not permitted	not permitted
Bicycle Lane	permitted	permitted	permitted	permitted	not permitted	not permitted
Bicycle Route	permitted	permitted	permitted	permitted	permitted	permitted
c. CIVIC SPACES (SEE Table 13)						* permitted with Open S
Park	permitted	permitted	permitted	by Warrant	by Warrar	by Warrar
Green	not permitted	not permitted	permitted	permitted	permitted	not permitted
Square	not permitted	permitted	permitted	permitted	permitted	permitted
Plaza	not permitted	not permitted	not permitted	not permitted	permitted	permitted
Playground	permitted	permitted	permitted	permitted	permitted	permitted
d. SINGLE LOT OCCUPATION						
Lot Width	by Warrant	by Warrant	250 ft. min 1500 ft. m	50 ft. min 350 ft. max	20 ft. min 200 ft. max	18 ft. min 700 ft. max
Building: Lot Coverage	by Warrant	25% - 50% max	50% max	40% ma	50% ma	90% ma
Building Size: SF as a percent of lot size	by Warrant	by Warrar	40% max	40% ma	80% ma	85% ma
Parking and Drive: Lot Coverage	by Warrant	by Warrar	60% max	50% ma	50% max	60% ma
Green Space: Lot Coverage	by Warrant	by Warrar	25% min	20% min	10% min	5% min
e. SETBACKS - PRINCIPAL BUILDING						
Front Setback (Principal)	not applicable	100 ft. min NA ft	100 ft. min NA ft. max	10 ft. min 45 ft. max	0 ft. min 20 ft. max	0 ft. min 45 ft. max
Front Setback (Secondary)	not applicable	100 ft. min NA ft	100 ft. min NA ft. max	10 ft. min 45 ft. max	0 ft. min 20 ft. max	0 ft. min 45 ft. max
Side Setback	not applicable	15 ft. min	15 ft. min	5 ft. min	0 ft. min 27 ft. max	0 ft. min 24 ft. max
Rear Setback	not applicable	15 ft. min	15 ft. min	5 ft. min	0 ft. min 27 ft. max	0 ft. min 24 ft. max
f. SETBACKS - OUTBUILDING						
Front Setback	not applicable	20 ft. min + bldg	20 ft. min + bldg setba	24 ft. min + bldg setba	40 ft. max from rear prop	10
Side Setback	not applicable	3 ft. or 6 ft.	3 ft. or 6 f	0 ft. min or 3 ft.	0 ft. min	not applicable
Rear Setback	not applicable	3 ft. min	3 ft.	3 ft.	3 ft. max	not applicable
g. BUILDING DISPOSITION (see Table 9)						
Edgeyard	permitted	permitted	permitted	permitted	not permitted	not permitted
Sideyard	not permitted	not permitted	not permitted	permitted	permitted	not permitted
Rearyard	not permitted	not permitted	not permitted	permitted	permitted	permitted
Courtyard	not permitted	not permitted	not permitted	not permitted	permitted	permitted
h. PRIVATE FRONTAGES (see Table 7)						
Common Yard	not applicable	permitted	permitted	not permitted	not permitted	not permitted
Porch & Fence	not applicable	not permitted	permitted	permitted	not permitted	not permitted
Terrace or Dooryard	not applicable	not permitted	not permitted	permitted	permitted	not permitted
Forecourt	not applicable	not permitted	not permitted	permitted	permitted	permitted
Stoop	not applicable	not permitted	not permitted	permitted	permitted	permitted
Shopfront & Awning	not applicable	not permitted	not permitted	permitted	permitted	permitted
Gallery	not applicable	not permitted	not permitted	permitted	permitted	permitted
Arcade	not applicable	not permitted	not permitted	not permitted	permitted	permitted
i. BUILDING CONFIGURATION (see Table 8)						
Principal Buiding	not applicable	2 Stories max	3 Stories max, 1 min	3 Stories max, 1 min	3 Stories max, 1 min	3 Stories max, 2 min
Outbuilding	not applicable	2 Stories max	2 Stories max	2 Stories max	2 Stories max	not applicable

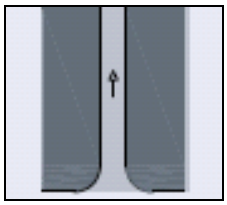
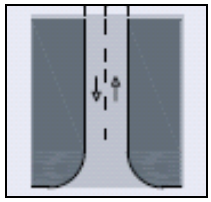
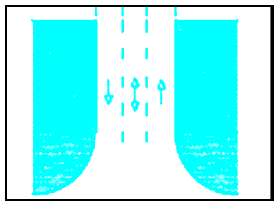
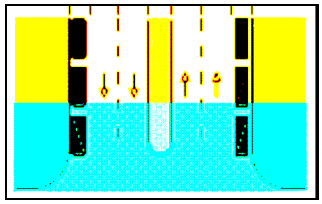
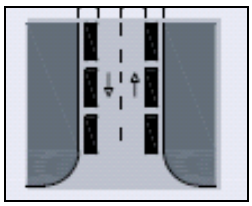
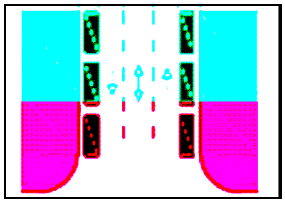
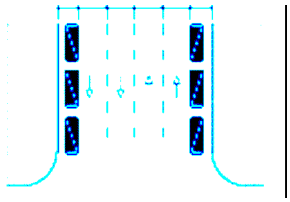
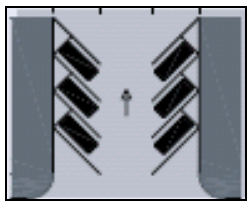
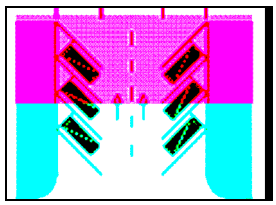
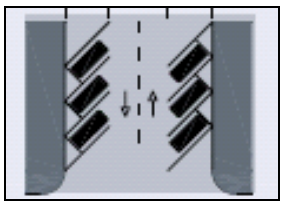
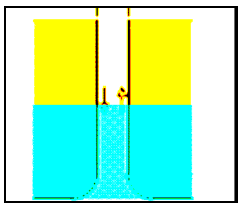
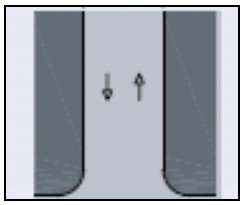
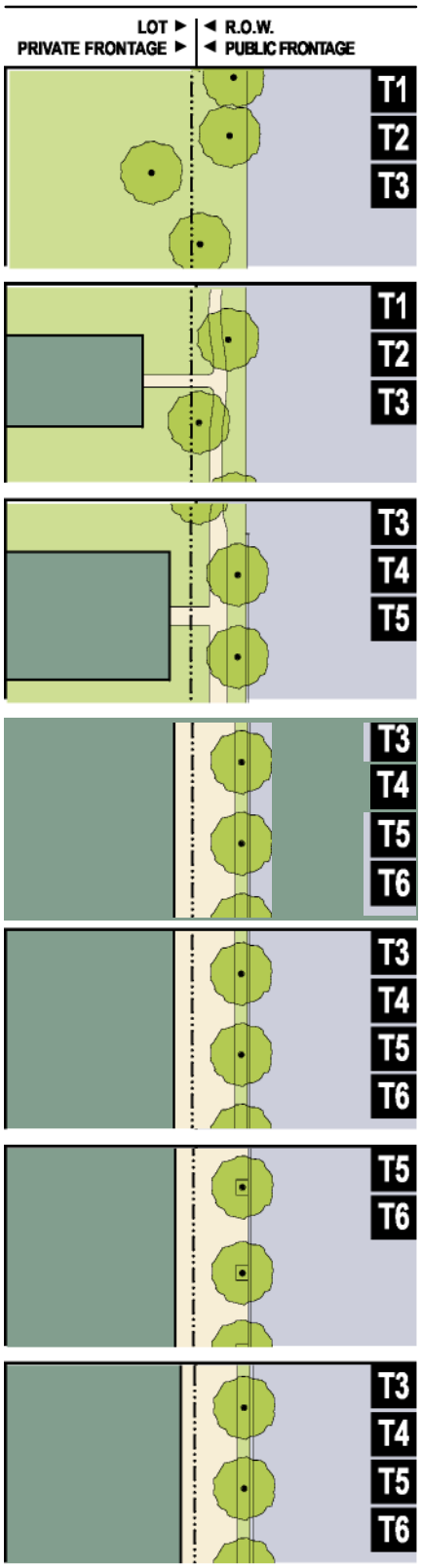
TABLE 5. VEHICULAR LANE & PARKING ASSEMBLIES				
		1	**2**	**3**
a.	**NO PARKING**			
b.	**PARKING ONE SIDE PARALLEL**			
c.	**PARKING BOTH SIDES PARALLEL**			
d.	**PARKING BOTH SIDES DIAGONAL**			
e.	**PARKING ACCESS**			

Table 6: Recommended Internal Project Roadway Types

Development Land Use Type	Use Service Type	Dedicated Public Right of Way Vs. Private Drive	T1	T2	T3	T4	T5	T6
Main Street Mixed Core	Mixed	Public						C.1
Main Street Mixed Core	Mixed	Private Drive						A.2 or C.1
Premier Auto Market Core	Auto-Oriented	Public						C.1
Premier Auto Market Core	Auto-Oriented	Private Drive						A.2 or C.1
Urban Commercial Center	Auto-Oriented	Public					C.1	
Urban Commercial Center	Auto-Oriented	Private Drive					A.2 or C.1	
Mixed Use Center	Mixed	Public					C.1	
Mixed Use Center	Mixed	Private Drive					A.2 or C.1	
Commercial Town Center	Mixed Commercial	Public				C.1 or C.2 or C.3 or B.1		
Commercial Town Center	Mixed Commercial	Private Drive				D.1 or D.2 or D.3 or A.1		
Mixed-use Conservation Edge	Mixed Commercial	Public			C.1 or C.2 or D.3 or B.1	C.1 or C.2 or D.3 or B.1		
Mixed-use Conservation Edge	Green Space	Public			C.1 or D.3	C.1 or D.3		
Mixed-use Conservation Edge	Residential	Public			C.1 or B.1	C.1 or B.1		
Mixed-use Conservation Edge	Mixed Commercial	Private			C.1 or D.3 or A.1 or A.2	C.1 or D.3 or A.1 or A.2		
Mixed-use Conservation Edge	Green Space	Private			C.1 or D.3 or A.2	C.1 or D.3 or A.2		
Mixed-use Conservation Edge	Residential	Private			C.1 or A.2	C.1 or A.2		
Mixed Use R&D Commercial Edge	R&D	Public			A.2 or A.3			
Mixed Use R&D Commercial Edge	R&D	Private			A.2 or A.3 or C.1			
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.



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.

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.

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 allee, with the exception that streets with a right-of-way (R.O.W.) width of 40 feet or less are exempt from tree requirements.

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 allee.

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 allee.

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.

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 allee.

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

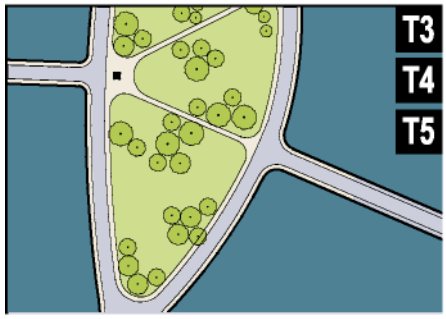
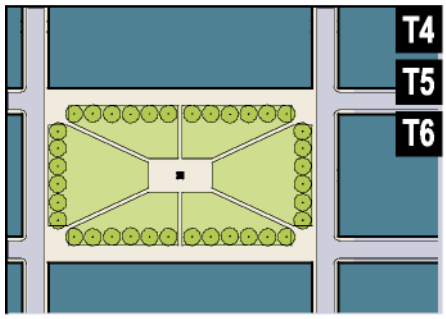
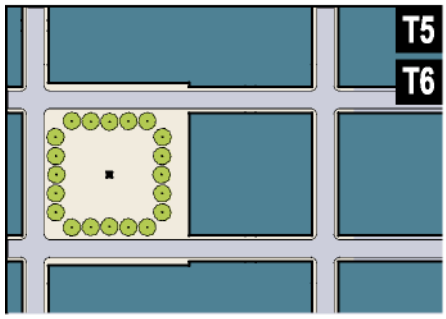
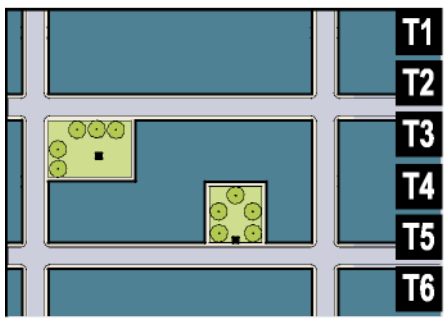
Park: a natural preserve available for unstructured recreation. a park may be independent of surrounding building Frontages. its landscape shall consist of Paths and trails, meadows, waterbodies, woodland and open shelters, all naturalistically disposed. Parks may be lineal, following the trajectories of natural corridors. the minimum size shall be 8 acres. larger parks may be approved by Warrant as special Districts in all zones.	
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 1/2 acre and the maximum shall be 5 acres.	
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 1/2 acre and the maximum shall be 8 acres.	
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 1/2 acre and the maximum shall be 2 acres.	
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.	

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.

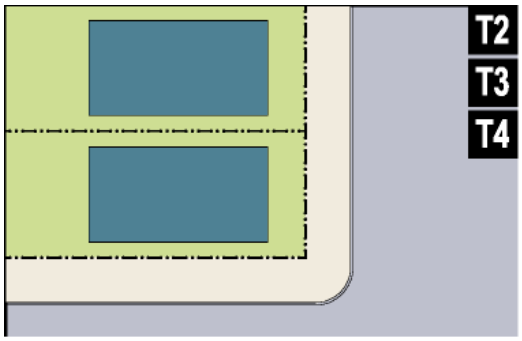
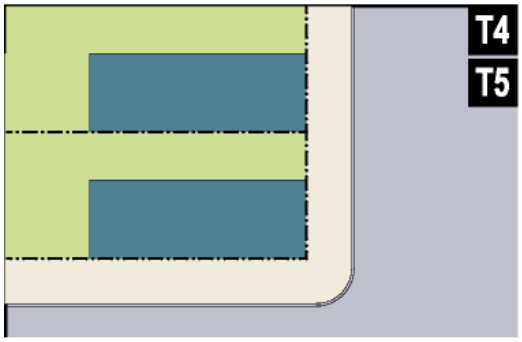
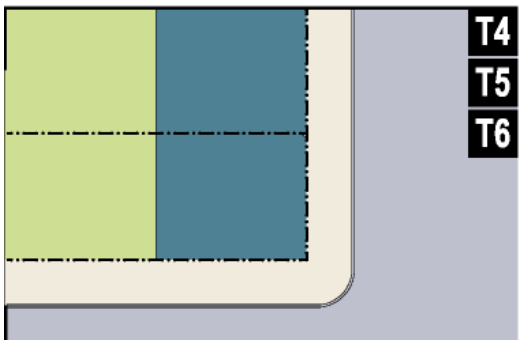
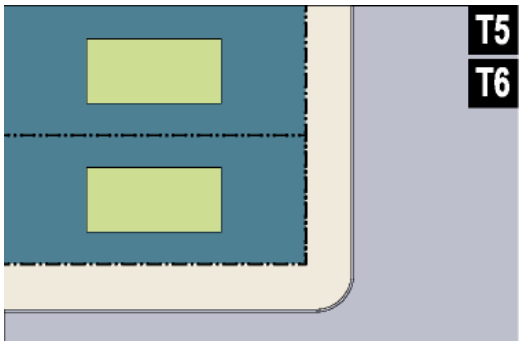
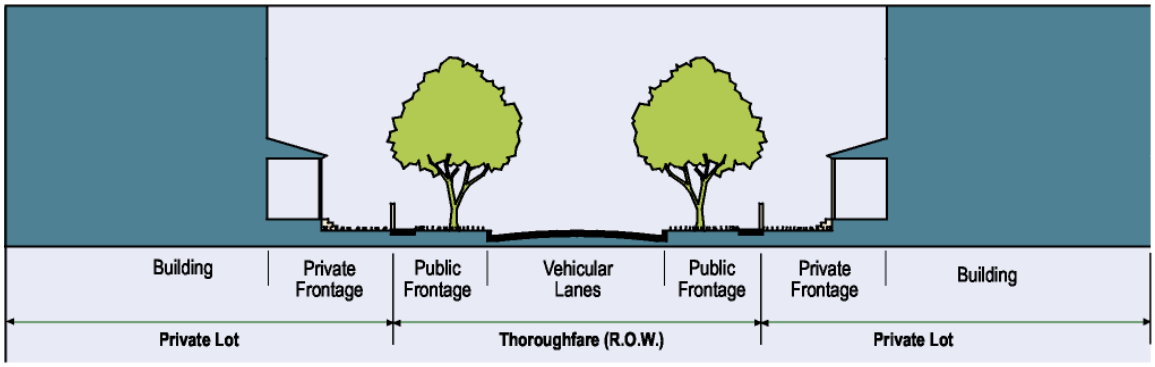
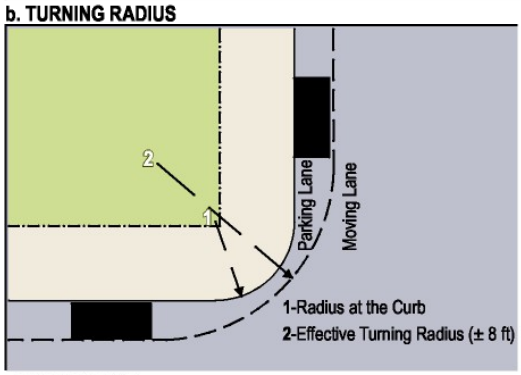
Edgeyard: specific types - single family house, cottage, villa, estate house, urban villa. a building that occupies the center of its lot with setbacks on all sides. this is the least urban of types as the front yard sets it back from the Frontage, while the side yards weaken the spatial definition of 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.	
Sideyard: specifictypes - charleston single house, double house, zero-lot-line house, 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 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.	
Rearyard: 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 lot as the sole yard. this is a very urban type as the continuous Facade 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.	
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 of 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.	

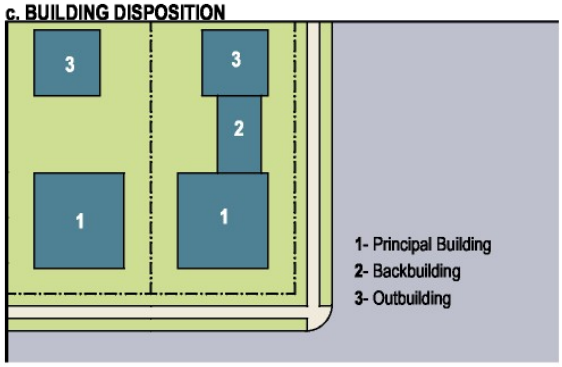
TABLE 10: Definitions Illustrated. this table provides a number of diagrams to support and clarify the Definitions



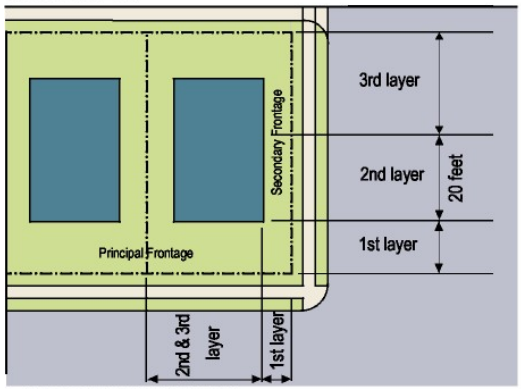
b. TURNING RADIUS



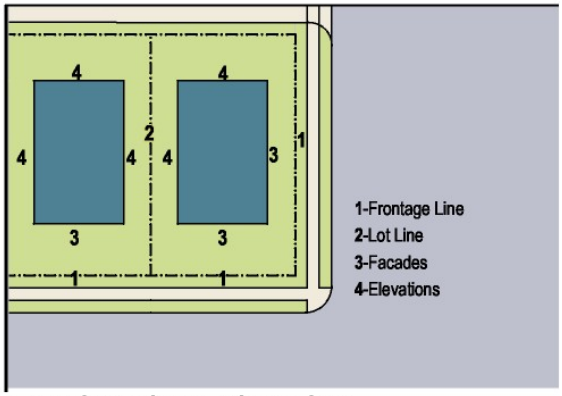
c. BUILDING DISPOSITION



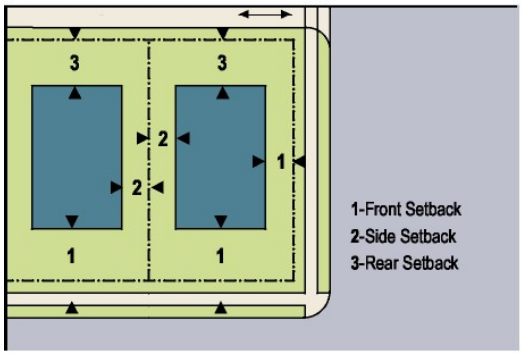
d. LOT LAYERS



e. FRONTAGE & LOT LINES

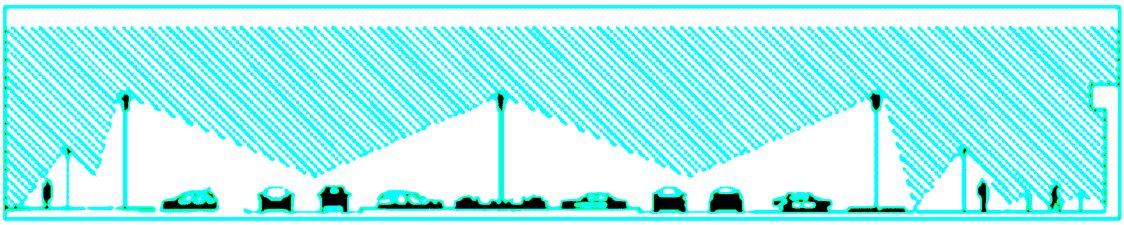


f. SETBACK DESIGNATIONS



g. NETWORK-BASED PEDESTRIAN SHED

Graphic 1: Cut-off light fixtures



XI. GLOSSARY

Alley: A public or private way with a right-of-way not more than thirty (30) feet wide, affording only secondary means of access to abutting property.
A public right-of-way not less than twenty (20) feet nor more than thirty (30) feet serving as a secondary means of access to the property.
Avenue (AV): a Thoroughfare of high vehicular capacity and low to moderate speed, acting as a short distance connector between urban centers, and usually equipped with a landscaped median.
Bicycle Lane (BL): a dedicated lane for cycling within a moderate-speed vehicular Thoroughfare, demarcated by striping.
Bicycle Route (BR): a Thoroughfare suitable for the shared use of bicycles and automobiles moving at low speeds.
Bicycle Trail (BT): a bicycle way running independently of a vehicular Thoroughfare.
Bioswale: an extended Rain Garden that may run the length of the block.
Block: the aggregate of private Lots, Passages, Rear Alleys and Rear Lanes, circumscribed by Thoroughfares.
Block Face: the aggregate of all the building Facades on one side of a Block.
Boulevard (BV): a Thoroughfare designed for high vehicular capacity and moderate speed, traversing an Urbanized area. Boulevards are usually equipped with Slip Roads buffering Sidewalks and buildings.
Buffer: Areas between parcels, lots, or different zoning districts set aside to mitigate visual, light or noise nuisances. May be an earthen berm, or any natural material like trees or shrubs or otherwise mandated by this document or the various jurisdictions.
Building Line: A line defining the minimum front, side, and rear yard requirement.
Bus Rapid Transit: a rubber tire system with its own right-of-way or dedicated lane along at least 70% of its route, providing transit service that is faster than a regular bus.
CLD or **Clustered Land Development:** a Community type structured by a Standard Pedestrian Shed oriented toward a Common Destination such as a general store, Meeting Hall, schoolhouse, or church. CLD takes the form of a small settlement standing free in the countryside.
CRC: Consolidated Review Committee.
City Planning Board (CPB): The City or Municipal Planning Board of any City. This Board controls the subdivision of land within the corporate limits.
Clark County Planning Commission (CCPC):
The Clark County Planning Commission of Clark County, Ohio. This Commission controls the subdivision of land within the unincorporated area of Clark County *EXCEPT THAT AREA WHICH IS INCLUDED WITHIN THE MOST CURRENT "CEDA AGREEMENT" AREA* (aka Commission or Planning Commission).
Civic: the term defining not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking.
Civic Building: a building operated by not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking, or for use approved by the legislative body.
Civic Parking Reserve: Parking Structure or parking lot within a quarter-mile of the site that it serves.
Civic Space: an outdoor area dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationships among their intended use, their size, their landscaping and their adjoining buildings.
Civic Zone: designation for public sites dedicated for Civic Buildings and Civic Space.
Commercial: the term collectively defining workplace, Office, Retail, and Lodging Functions.

Common Yard: a planted Private Frontage wherein the Facade is set back from the Frontage line. It is visually continuous with adjacent yards.
Conditional Use: A use permitted within a district other than a principally permitted use, requiring application for a Conditional Use and approval by the Board of Zoning Appeals that all prior conditions for approval have been met.
Configuration: the form of a building, based on its massing, Private Frontage, and height.
Consolidated Review Committee (CRC): Usually part of the Planning Office, a CRCis comprised of a representative from each of the various regulatory agencies that have jurisdiction over the permitting of a project, as well as a representative of the Development and Design Committee. See Section 1.4.3.
Corridor: a lineal geographic system incorporating transportation and/or Greenway trajectories. A transportation Corridor may be a lineal Transect Zone.
Corridor Management Plan (CMP): This is a written document that specifies the actions, procedures, controls, operational practices, and administrative strategies to maintain the archaeological, cultural, historic, natural, recreational and/or scenic qualities of the byway. A corridor management plan typically includes an inventory of the intrinsic qualities along a route, a discussion about their significance, and any management practices byway leaders will follow to enhance or preserve them.
Covenant: A written promise or pledge.
Cross Access: A service drive providing vehicular access between two or more contiguous sites so the driver need not enter the public street system.
Deed Restriction: A legal restriction on the use of land, contained in the deed to the property.
Density: the number of dwelling units within a standard measure of land area.
Density, Gross: The number of dwelling units per acre of the total land to be developed, including public ways and open space.
Density, Net: The number of dwelling units per acre of land when the acreage involved includes only the land devoted to residential uses.
Development Plan: A plan showing uses and structures proposed for a parcel of land, as required by the regulations involved.
Development Plan Land Area: Any quantity of land capable of being described with such definiteness that its location and boundaries may be established, which is designated by its owner or developer as land to be used or developed as a unit or which has been used or developed as a unit.
Development Standards: Standards controlling the size of structures and the relationships of structures and uses to each other and to open spaces and lot lines. Development standards include but are not limited to regulations controlling maximum height, minimum lot area, minimum lot frontage, minimum size of yards and setbacks, maximum lot coverage, and maximum density.
Disposition: the placement of a building on its Lot.
Drive: a Thoroughfare along the boundary between an Urbanized and a natural condition, usually along a waterfront, Park, or promontory. One side has the urban character of a Thoroughfare, with Sidewalk and building, while the other has the qualities of a Road or parkway, with naturalistic planting and rural details.
Driveway: a vehicular lane within a Lot, often leading to a garage.
Earth Berm: A low, usually linear, mound of earth covered with grass or other landscape materials used to define, screen, protect, and/or enhance the appearance of a particular space or area of land.
Easement: a right-of-way granted, but not dedicated, for limited use of private land for a public or quasi-public purpose and within which the owner of the property shall not erect any permanent structures. **:** Easements are voluntary agreements in which a property owner agrees to certain restrictions, protections, or activities. Easements

are legally recognized, are generally held by a nonprofit organization, and may be established for an agreed-upon period of time or in perpetuity. They may be donated or purchased, and in many states and jurisdictions an easement may make special tax credits or incentives available for the property owner. They may be developed to protect agricultural lands, maintain the qualities of a view shed, or preserve historic facades.

Easement, Private: Authorization by a property owner for the use by another, and for a specified purpose, of any designated part of his/her property.

Effective Parking: the amount of parking required for Mixed Use after adjustment by the Shared Parking Factor.

Elevation: an exterior wall of a building not along a Frontage Line.

Final Plan: A completed and full set of plans, drawings, data, and any and all other material needed to evaluate and review a subdivision's conformance with local subdivision regulations and which follows the approved preliminary plan as well as conformance with other applicable regulations.

Floor area, gross: The sum of the horizontal areas of the several stories of a building, measured from the exterior faces of exterior walls, or in the case of a common wall separating two buildings, from the centerline of such common wall. Gross floor area shall exclude basements and attics. The surface area of tennis courts, swimming pools, driveways, parking spaces, decks, and porches is not included in the total floor area.

Frontage: the area between a building Facade and the vehicular lanes, inclusive of its built and planted components. Frontage is divided into **Private Frontage** and **Public**

Frontage Line: a Lot line bordering a Public Frontage. Facades facing Frontage Lines define the public realm and are therefore more regulated than the Elevations facing other Lot Lines.

Frontage Road: a public or private drive which generally parallels a public street between the right-of-way and the front setback line. The frontage road provides access to private properties while separating them from the arterial street (see also Service Roads).

Green: a Civic Space type for unstructured recreation, spatially defined by landscaping rather than building Frontages.

Green Roof: a roof partially or completely covered with vegetation and soil, or a growing medium, planted over a waterproofing membrane. (Syn: eco-roof, living roof).

Greenway: an Open Space Corridor in largely natural conditions which may include trails for bicycles and pedestrians.

Growth Sector: one of four Sectors where development is permitted By Right in the SmartCode, three for New Communities and one for Infill.

Highway: a rural and suburban Thoroughfare of high vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T-1, T-2, and T-3).

Highway, Limited Access: a freeway or expressway designed for through traffic and to which abutting properties have no legal right to direct access.

Homeowner's Association: A private, non-profit corporation of homeowners established by a developer with local government approval, whose purpose it is to own, operate, and maintain various common properties, including but not limited to open space, private streets, and recreation facilities. Title to common property is held by the corporation.

Infill: noun - new development on land that had been previously developed, including most Greyfield and Brownfield sites and cleared land within Urbanized areas. verb- to develop such areas.

Intrinsic Qualities of the Historic National Road Scenic Byway

Archaeological: Those characteristics of the byway corridor that are physical evidence of historic or prehistoric human life or activity that are visible and capable of being inventoried and interpreted. The byway corridor's archaeological interest, as identified through ruins, artifacts, structural remains, and other physical evidence, has scientific significance that educates the viewer and stirs an appreciation for the past.

Cultural: Evidence and expressions of the customs or traditions of a distinct group of people that are still currently practiced. Cultural features include but are not limited to crafts, music, dance, rituals, festivals, speech, food, special events, and vernacular architecture.

Historic: Legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or man-made, that are of such historic significance that they educate the viewer and stir an appreciation for the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity. Historic features can be inventoried, mapped, and interpreted. They possess integrity of location, design, setting, material, workmanship, feeling, and association.

Natural: Those features in the visual environment that are in a relatively undisturbed state. These features predate the arrival of human populations and may include geological formations, fossils, landform, water bodies, vegetation, and wildlife. There may be evidence of human activity, but the natural features reveal minimal disturbances.

Recreational: Outdoor recreational activities directly associated with and dependent upon the natural and cultural elements of the corridor's landscape. The recreational activities provide opportunities for active and passive recreational experiences.

Scenic: The heightened visual experience derived from the view of natural and man-made elements of the visual environment of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and memorable visual experience. All elements of the landscape—landform, water, vegetation, and man-made development—contribute to the quality of the corridor's visual environment

Joint Access (or Shared Access): a driveway connecting two or more contiguous sites to the public street system.

Landscaping: Landscaping shall consist of any of the following or combination thereof: materials such as but not limited to grass, hardy ground covers, shrubs, vines, hedges, and trees; and non-living durable material commonly utilized in landscaping, such as but not limited to rocks, pebbles, sand, walls, and fences, but not including paving as a principal design element.

Layer: a range of depth of a Lot within which certain elements are permitted.

Long Pedestrian Shed: a Pedestrian Shed that is an average 1/2 mile radius or 2640 feet, used when a transit stop (bus or rail) is present or proposed as the Common Destination. A Long Pedestrian Shed represents approximately a ten-minute walk at a leisurely pace. It is applied to structure an RCD Community type. See **Pedestrian Shed**.

Lot: a parcel of land accommodating a building or buildings of unified design. The size of a Lot is controlled by its width in order to determine the grain (i.e., fine grain or coarse grain) of the urban fabric. : A parcel of land defined by metes and bounds or boundary lines in a recorded deed or on a recorded plat, fronting on a legally dedicated public thoroughfare. In determining lot area, no part thereof within the limits of the proposed thoroughfare rights-of-way shall be included.

Lot, Area: The horizontal area within the exterior lines of the lot, exclusive of any area in a public or private way open to public uses.

Lot cluster: Any single lot or a group of adjacent lots having a single uninterrupted Development Plan perimeter boundary enclosing all of the lots.
Lot Coverage: A measure of intensity of land use that represents the portion of a site that is impervious (i.e., does not absorb water). This portion includes but is not limited to all areas covered by buildings, parked structures, driveways, roads, sidewalks, and any area of concrete asphalt.
Lot, Single (or lot of record): A lot that is part of a recorded subdivision or a parcel of land that has been recorded at the county recorder's office containing property tax records.
Lot Split: a subdivision which involves the dividing or re-dividing of a land area or one or more lots within not more than one block of a recorded subdivision, and which does not involve the dedicating, vacating, widening, narrowing or change of alignment of any thoroughfare, street, alley, or easement. Lots involved in a lot split must front an existing city, county or township street or road which is platted and constructed in accordance with the provisions of this ordinance.
Main Civic Space: the primary outdoor gathering place for a community. The Main Civic Space is often, but not always, associated with an important Civic Building.
Manual of Uniform Traffic Control Devices (MUTCD): is a document issued by the Federal Highway Administration (FHWA) of the United States Department of Transportation (USDOT) to specify the standards by which traffic signs, road markings, and signals are designed , installed , and used. These specifications include the shapes, colors, and fonts used in road markings and signs. In the United States, all traffic control devices must generally conform to these standards. The manual is used by state and local agencies as well as private construction firms to ensure that the traffic control devices they use conform to the national standard. While some state agencies have developed their own set of standards, these must be in substantial conformance with the MUTCD.
Mixed Use: multiple Functions within the same building through superimposition or adjacency, or in multiple buildings by adjacency, or at a proximity determined by Warrant.
Multi Modal Transportation: transportation which includes at least two modes of transport, such as shipping by rail and by sea.
Net Acreage (Aka Net Lot Area):
Net acreage is contiguous lot area which does not include:

- Area in the existing or proposed right-of-way either by dedication or by easement,
- Any area unacceptable for septic system installation,
- Any area within a retention/detention basin,
- Any area contained within a permanent body of water, or
- Any area within an existing or proposed easement except those easement areas parallel and within ten (10) feet of the lot lines).

Net Site Area: all developable land within a site including Thoroughfares but excluding land allocated as Civic Zones.

ODOT: The State of Ohio Department of Transportation.
Ohio Manual of Uniform Traffic Control Devices (OMUTCD): establishes statewide standards for the design and use of traffic control devices on all public highways in Ohio. Legal Authority: The Ohio Revised Code (Section 4511.09) requires ODOT to adopt a manual for a uniform system of traffic control devices that conform to the system approved by the Federal Highway Administration (FHWA). To this end, ODOT publishes the Ohio Manual of Uniform Traffic Control Devices (OMUTCD), which establishes standards for design and use of traffic control devices that conform to the National Manual on Uniform Traffic Control Devices(MUTCD)

published by the Federal Highway Administration(FWHA). Section 4511.11 of the Ohio Revised Code requires that all local authorities in their respective jurisdictions place and maintain traffic control devices in conformance with OMUTCD.

Open Space: land intended to remain undeveloped; it may be reserved for Civic Space.

Park: a Civic Space type that is a natural preserve available for unstructured recreation.

Pedestrian-orientated space or feature: an area adjacent to a connecting building or walkway, developed to provide continuous safety, interest, and comfort for people walking or sitting. This may include site design features such as a bench, light pole, trashcan, and/or landscape areas on one or both sides.

Pedestrian walkway: Clearly defined, visible and/or identifiable network of pedestrian connections provided between parking lots, street sidewalks, open spaces, community facilities and buildings. **Pedestrian walkways shall be:**

1. Clearly defined, visible and identifiable
2. Minimum width of a hard surfaced walkway shall be at least five feet.
3. Walkways must be adequately lit.
4. Walkways must be maintained by the owner or owner's association.
5. A combination of brick paving and/ or colored stamped concrete or similar paving material is encouraged. Incorporation of non-linear, meandering sidewalks compatible with the site design is also encouraged.
6. Pedestrian walkways are strongly encouraged to be connected with parks, open spaces and/ or common areas within the development or in the vicinity.
7. Pedestrian walkways should be a combination of hard surface walkways, living ground cover (such as grass, shrubs) and trees. Other landscaping elements should include, pedestrian lighting, bollard, special features like trellises, special pavement and special interest landscaping.

Preliminary Plan: A completed and full set of plans, drawings, data, and any and all other material needed to evaluate and review a proposed subdivision to determine its compatibility with various regulations and compatibility with physical and other features in the area and the surrounding uses.

Planned Development (PD): Land under unified control, planned and developed as a whole in a single development operation or a definitely programmed series of development operations including all lands and buildings. Planned Developments are designed and developed subject to the provisions of these Regulations.

Planter: the element of the Public Frontage which accommodates street trees, whether continuous or individual.

Plaza: a Civic Space type designed for Civic purposes and Commercial activities in the more urban Transect Zones, generally paved and spatially defined by building Frontages.

Principal Building: the main building on a Lot, usually located toward the Frontage.

Principal Entrance: the main point of access for pedestrians into a building.

Principal Frontage: On corner Lots, the Private Frontage designated to bear the address and Principal Entrance to the building, and the measure of minimum Lot width. Prescriptions for the parking Layers pertain only to the Principal Frontage Prescriptions for the first Layer pertain to both Frontages of a corner Lot.

Private Road: any road or thoroughfare for vehicular travel which is privately owned and maintained and which provides the principal means of access to abutting properties.

Public Facilities: Any building or structure used by government for administrative or service purposes, but not including buildings devoted solely to the storage and maintenance of equipment and materials.

Public Frontage: the area between the Curb of the vehicular lanes and the Frontage Line.
Public Road: a road or thoroughfare under the jurisdiction of a public body that provides the principal means of access to an abutting property.
Public Use: Uses including public parking, schools, and administrative, cultural, and service buildings, but not including public land or buildings devoted solely to the storage and maintenance of equipment and materials.
Public Utility: Any building, power plant, substation, water treatment plant, pumping station, sewage treatment and disposal plant, or other similar public structure,including the furnishing of electrical, gas, telephone, water, and sewerage services.
Rain Garden: sunken garden using native plants. Trees may be included.
Record Plan: A drawing or set of drawings of an approved final subdivision prepared for appropriate signatures and recording in the County Recorder's office and for distribution to applicable agencies.
RCD: see **Regional Center Development.**
Regional Planning Commission (RPC): The CEDA Regional Planning Commission. This Commission controls the subdivision of land within the unincorporated "CEDA Area", as defined in the most recent CEDA Agreement, of Clark County, Ohio (aka Commission or Planning Commission or CEDA RPC). Also included - any other Regional Planning Commission created under the Ohio Revised Code in Clark County, Ohio.
Rear Alley (RA): a vehicular way located to the rear of Lots providing access to service areas, parking, and Outbuildings and containing utility easements. Rear Alleys should be paved from building face to building face, with drainage by inverted crown at the center or with roll Curbs at the edges.
Rear Lane (RL): a vehicular way located to the rear of Lots providing access to service areas, parking, and Outbuildings and containing utility easements. Rear Lanes may be paved lightly to Driveway standards. The streetscape consists of gravel or landscaped edges, has no raised Curb, and is drained by percolation.
Rear Lot Access: a rear loaded lot shall be defined as a lot specifically designed to be provided with, and restricted to, vehicular access from the rear laneway (Right of Way) or rear access place/laneway.
Rear-yard Building: a building that occupies the full Frontage Line, leaving the rear of the Lot as the sole yard.
Regional Center: Regional Center Development or **RCD.**
Regional Center Development (RCD): a Community type structured by a Long Pedestrian Shed or Linear Pedestrian Shed, which may be adjoined without buffers by one or several Standard Pedestrian Sheds, each with the individual Transect Zone requirements of a TND. RCD takes the form of a high-Density Mixed Use center connected to other centers by transit. See **Regulating Plan:** a Zoning Map or set of maps that shows the Transect Zones, Civic Zones, Special Districts if any, and Special Requirements if any, of areas subject to, or potentially subject to, regulation by the SmartCode.
Right-of-Way: a strip of land occupied or intended to be occupied by a street, sidewalk, crosswalk, railroad, road, electric transmission line, gas pipeline, water main, sanitary or storm water main, shade trees, or for another special use. (Land in which the state, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.)
Road (RD): a local, rural and suburban Thoroughfare of low-to-moderate vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T1-T3).

Screening: To provide privacy of adjoining uses, including masonry walls, solid preservative treated wood, chain link with solid slats, or landscaped with grass and closely planted shrubs or other evergreen plants

Sector: a neutral term for a geographic area. In the SmartCode there are six specific Sectors for regional planning that establish the legal boundaries for Open Space and development.

Service Road: a public or private street or road, auxiliary to and normally located parallel to a controlled access facility, that maintains local road continuity and provides access to parcels adjacent to the controlled access facility.

Setback: the area of a Lot measured from the Lot line to a building Facade or Elevation that is maintained clear of permanent structures.

Shared Parking Factor: an accounting for parking spaces that are available to more than one Function.

Sidewalk: the paved section of the Public Frontage dedicated exclusively to pedestrian activity.

Square: a Civic Space type designed for unstructured recreation and Civic purposes, spatially defined by building Frontages and consisting of Paths, lawns and trees, formally disposed.

Story: a habitable level within a building, excluding an Attic or raised basement.

Street (ST): a local urban Thoroughfare of low speed and capacity.

Street, Arterial: A general term denoting a highway primarily for through traffic, carrying heavy loads and large volume of traffic usually on a continuous route.

Streetscape: the appearance or view of a street.

Street screen: a freestanding wall built along the Frontage Line, or coplanar with the Facade. It may mask a parking lot from the Thoroughfare, provide privacy to a side yard, and/or strengthen the spatial definition of the public realm.

Substantial Modification: alteration to a building that is valued at more than 50% of the replacement cost of the entire building, if new, or any repair, reconstruction, or improvement of a structure, the cost of which equals or exceeds sixty (60) percent of the market value of the structure either, 1) before the improvement or repair is started, or 2) if the structure has been damaged and is being restored, before the damage occurred. For the purposes of this definition, "substantial improvement" is considered to occur when the first alteration of any wall, ceiling, floor, or other structural part of the building commences, whether or not that alteration affects the external dimensions of the structure. The term does not, however, include either 1) any project for improvement of a structure to comply with existing state or local health, sanitary, or safety code specifications which are solely necessary to assure safe living conditions, or 2) any alteration of a structure listed on the National Register of Historic Places, or a State Inventory of Historic Places.

T-Zone: Transect Zone.

Thoroughfare: a way for use by vehicular and pedestrian traffic and to provide access to Lots and Open Spaces, consisting of Vehicular Lanes and the Public Frontage. See Table 3A, Table 3B and Table 17a.

Thoroughfare, Controlled or Limited Access: A thoroughfare on the interstate highway system, or any other thoroughfare which is so designed as to carry large volumes of through traffic and preclude traffic flow interruptions normally resulting from turning and stopped traffic. Controlled or limited access thoroughfares have no grade crossings and utilize exit and entrance ramps, bridges, merge and exit lanes, and other design features to accomplish unimpeded traffic flow, and are not intended to provide direct access to abutting property. Controlled or limited access thoroughfares shall not be construed as providing lot frontage as required by these Regulations.

Thoroughfare, Major or Secondary: An officially designated Federal or state numbered highway or county or other road designated as a major thoroughfare on the Official Thoroughfare Plan of Clark County, or a county or other road designated as a secondary thoroughfare on said Plan, respectively.

Thoroughfare Plan: The Official Thoroughfare Plan of, and as adopted by, the Clark County Planning Commission, establishing the location and official right-of-way widths of principal highways and streets in the County, on file in the office of the County Recorder and the County Planning Commission, together with all amendments thereto subsequently adopted.

TND: Traditional Neighborhood Development, a Community type structured by a Standard Pedestrian Shed oriented toward a Common Destination consisting of a Mixed Use center or Corridor, and in the form of a medium-sized settlement near a transportation route.

TOD: Transit-Oriented Development. TOD is created by an overlay on all or part of a TND or RCD, or by designation on a Regional Plan, permitting increased Density to support rail or Bus Rapid Transit (BRT) as set forth in Section 5.9.2d.

Traffic Calming: the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.

Transect: a cross-section of the environment showing a range of different habitats. The rural-urban Transect of the human environment used in the SmartCode template is divided into six Transect Zones. These zones describe the physical form and character of a place, according to the Density and intensity of its land use and Urbanism.

Transect Zone (T-Zone): One of several areas on a Zoning Map regulated by the SmartCode. Transect Zones are administratively similar to the land use zones in conventional codes, except that in addition to the usual building use, Density, height, and Setback requirements, other elements of the intended habitat are integrated, including those of the private Lot and building and Public Frontage.

Transportation Enhancements (TE): The Transportation Enhancement program offers communities the opportunity to expand their transportation choices. Activities such as safe bicycle and pedestrian facilities, scenic routes, beautification, and other investments increase opportunities for recreation, accessibility, and safety for everyone beyond traditional highway programs.

Urbanized: generally, developed. Specific to the SmartCode, developed at T-3 (Sub-Urban) Density or higher.

Use: The activity conducted on or in a particular parcel of land or structure.

Vernacular: Architecture that draws more on traditional forms and functionalism, rather than on design principles or ornamentation of high-style architecture.

Warrant: a ruling that would permit a practice that is not consistent with a specific provision of this Plan, but that is justified by its Intent. Warrants are usually granted administratively.

Yield: characterizing a Thoroughfare that has two-way traffic but only one effective travel lane because of parked cars, necessitating slow movement and driver negotiation. Also, characterizing parking on such a Thoroughfare.

Zoning District, Overlay: A zoning district, the requirements for which are imposed in addition to those of the underlying zoning district.

Zoning Map: the official map or maps that are part of the zoning ordinance and delineate the boundaries of individual zones and districts.

XII. DATA

Building Use Data

Block	Tract	Occupied Housing Units		Vacant Housing Units		Owner Occupied Housing Units		Renter Occupied Housing Units	
Segments 1-2									
1	1	91.90%	159	8.10%	14	27.00%	43	73.00%	116
2	1	81.00%	286	19.00%	67	13.30%	38	86.70%	248
1	4	92.00%	377	8.00%	33	10.90%	41	89.10%	336
3	4	82.10%	381	17.90%	83	37.80%	144	62.20%	237
4	14	91.20%	322	8.80%	31	38.50%	124	61.50%	198
5	14	87.10%	223	12.90%	33	44.80%	100	55.20%	123
5	15	88.40%	305	11.60%	40	66.60%	203	33.40%	102
2	15	95.40%	334	4.60%	16	79.30%	265	20.70%	69
Segments 3-4									
1	15	96.70%	386	3.30%	13	79.00%	305	21.00%	81
1	14	94.10%	285	5.90%	18	55.40%	158	44.60%	127
4	15	93.70%	488	6.30%	33	72.50%	354	27.50%	134
1	16	95.50%	254	4.50%	12	79.10%	201	20.90%	53
2	16	95.80%	361	4.20%	16	90.30%	326	9.70%	35
3	16	97.80%	527	2.20%	12	47.60%	251	52.40%	276
4	16	97.50%	476	2.50%	12	93.30%	444	6.70%	32
Segments 5-7									
5	22	93.10%	365	6.90%	27	84.10%	307	15.90%	58
Totals:		**92.08%**	**5529**	**7.92%**	**460**	**57.47%**	**3304**	**42.53%**	**2225**

Land Use and Building Statistics

Segment 1: Spring St. - Greenmont Ave.						
	Total Acres	**Appraised Land**	**Appraised Building**	**Total Value**	**Year Built**	**Total Living Area**
Mean	0.28	$17,543.63	$148,146.72	$165,690.35	1903	1,812.15
Median	0.15	$8,745.00	$30,480.00	$39,225.00	1900	1,531.00
Mode	0.23	$10,890.00	$35,680.00	$46,570.00	1900	1,560.00
Total	359.03	$22,841,800.00	$117,924,790.00	$140,766,590.00		793,723.00

Classification	Count Of Classification	Percent
Commercial	576	44.10%
Exempt	187	14.32%
Industrial	34	2.60%
Residential	509	38.98%
Total	1306	100.00%

Segment 2: Greenmont Ave. - Burnett Rd.						
	Total Acres	**Appraised Land**	**Appraised Building**	**Total Value**	**Year Built**	**Total Living Area**
Mean	0.62	$27,721.95	$135,943.08	$163,665.04	1940	1,335.98
Median	0.22	$18,210.00	$54,110.00	$72,320.00	1941	1,204.00
Mode	0.13	$16,360.00	$2,830.00	$19,190.00	1952	816.00
Total	529.48	$24,007,210.00	$94,752,330.00	$118,759,540.00		814,949.00

Classification	Count Of Classification	Percent
Commercial	240	14%
Exempt	65	4%
Industrial	1	0%
Residential	1428	82%
Total	1734	100%

Land Use and Building Statistics

Segment 3: Burnett Rd. - Tuttle Rd.						
	Total Acres	**Appraised Land**	**Appraised Building**	**Total Value**	**Year Built**	**Total Living Area**
Mean	0.62	$27,721.95	$135,943.08	$163,665.04	1940	1,335.98
Median	0.22	$18,210.00	$54,110.00	$72,320.00	1941	1,204.00
Mode	0.13	$16,360.00	$2,830.00	$19,190.00	1952	816.00
Total	529.48	$24,007,210.00	$94,752,330.00	$118,759,540.00		814,949.00

Classification	Count Of Classification	Percent
Agriculture	2	0%
Commercial	100	12%
Exempt	41	5%
Industrial	3	0%
Residential	720	83%
Total	866	100%

Segment 4: Tuttle Rd. - Bird Rd.						
	Total Acres	**Appraised Land**	**Appraised Building**	**Total Value**	**Year Built**	**Total Living Area**
Mean	1.04	$32,168.81	$100,220.83	$132,389.64	1957	1,596.36
Median	0.28	$19,870.00	$62,790.00	$82,660.00	1954	1,373.50
Mode	0.21	$19,230.00	$41,230.00	$60,460.00	1956	936.00
Total	357.05	$11,066,070.00	$26,558,520.00	$37,624,590.00		389,513.00

Classification	Count Of Classification	Percent
Agriculture	2	0.5%
Commercial	30	9%
Exempt	3	0.5%
Residential	309	90%
Total	344	100%

Land Use and Building Statistics

Segment 5: Bird Rd. - Titus Rd.						
	Total Acres	**Appraised Land**	**Appraised Building**	**Total Value**	**Year Built**	**Total Living Area**
Mean	7	$42,923.94	$197,544.55	$240,468.48	1965	1,825.13
Median	1.38	$26,965.00	$91,180.00	$118,145.00	1971	1,760.00
Mode	0.58	$26,920.00	$ -	$26,920.00	1966	1,296.00
Total	1098.28	$6,867,830.00	$23,902,890.00	$30,770,720.00		198,939.00

Classification	Count Of Classification	Percent
Agriculture	14	9%
Commercial	16	10%
Exempt	3	2%
Industrial	2	1%
Residential	126	78%
Total	161	100%

Segment 6: Titus Rd. - Springfield/Harmony Township Line						
	Total Acres	**Appraised Land**	**Appraised Building**	**Total Value**	**Year Built**	**Total Living Area**
Mean	15.47	$52,257.86	$129,982.07	$182,239.93	1944	2,441.78
Median	3.51	$37,735.00	$103,690.00	$141,425.00	1945	2,139.00
Mode	0.75	$31,120.00	$ -	$31,120.00	1900	-
Total	649.69	$2,194,830.00	$3,769,480.00	$5,964,310.00		65,928.00

Classification	Count Of Classification	Percent
Agriculture	18	43%
Residential	24	57%
Total	42	100%

Land Use and Building Statistics

Segment 7: Springfield/Harmony Township Line - New Love Rd.						
	Total Acres	**Appraised Land**	**Appraised Building**	**Total Value**	**Year Built**	**Total Living Area**
Mean	7.36	$26,632.69	$113,416.86	$140,049.55	1951	1,645.07
Median	1.02	$17,545.00	$72,305.00	$89,850.00	1959	1,506.00
Mode	5	$12,980.00	$1,260.00	$14,240.00	1996	1,040.00
Total	1369.63	$4,953,680.00	$15,878,360.00	$20,832,040.00		185,893.00

Classification	Count Of Classification	Percent
Agriculture	30	16%
Commercial	24	13%
Residential	132	71%
Total	186	100%

Segments 1-7 Total						
	Total Acres	**Appraised Land**	**Appraised Building**	**Total Value**	**Year Built**	**Total Living Area**
Total	**4892.64**	**$95,938,630.00**	**$377,538,700.00**	**$473,477,330.00**		**3,263,894.00**

Survey Results

1. How do you feel about the segment of the corridor you are involved?					
Segment	**Very Satisfied**	**Satisfied**	**Neutral**	**Somewhat Satisfied**	**Not Satisfied**
Springfield/Harmony Township Line to New Love Rd.	1	1	0	3	0
Titus Rd. to Springfield/Harmony Township Line	0	1	1	0	0
Bird Rd. to Titus Rd.	0	3	0	0	0
Tuttle Rd. to Bird Rd.	2	2	0	2	1
Burnett Rd. to Tuttle Rd.	0	0	2	4	4
Greenmont St. to Burnett Rd.	0	0	1	0	0
Spring St. to Greenmont St.	2	0	0	0	1
Total	**5**	**7**	**4**	**9**	**6**

2. What types of land use would you like to see more of in your segment of the corridor?						
Segment	**Commercial**	**Green Space**	**Residential**	**Industrial Manufacturing**	**Industrial Research/Tech**	**Nothing**
Springfield/Harmony Township Line to New Love Rd.	0	2	1	0	0	3
Titus Rd. to Springfield/Harmony Township Line	0	2	0	0	0	0
Bird Rd. to Titus Rd.	1	3	2	0	3	0
Tuttle Rd. to Bird Rd.	2	5	3	0	0	0
Burnett Rd. to Tuttle Rd.	6	6	4	0	2	1
Greenmont St. to Burnett Rd.	0	1	1	0	0	0
Spring St. to Greenmont St.	3	2	1	0	1	0
Total	**12**	**21**	**12**	**0**	**6**	**4**

Survey Results

3. What types of commercial use would you like to on the corridor?							
Segment	**Large-Scale Retail**	**Small-Scale Retail**	**Automobile Oriented**	**Office**	**Restaurant**	**Services**	**No New Business**
Springfield/Harmony Township Line to New Love Rd.	0	1	0	0	2	0	3
Titus Rd. to Springfield/Harmony Township Line	0	0	0	0	0	0	2
Bird Rd. to Titus Rd.	1	1	0	3	3	1	0
Tuttle Rd. to Bird Rd.	0	2	0	2	3	3	2
Burnett Rd. to Tuttle Rd.	2	8	0	6	9	5	0
Greenmont St. to Burnett Rd.	0	1	0	1	1	0	0
Spring St. to Greenmont St.	1	2	1	1	3	0	0
Totals	**4**	**15**	**1**	**13**	**21**	**9**	**7**

4. What type of Green Space would you like to see in your segment of the corridor?						
Segment	**Agricultural**	**Recreational-Passive Park**	**Recreational-Active Park**	**Pocket Parks**	**Park Space in Larger Development**	**No Additional Greenspace**
Springfield/Harmony Township Line to New Love Rd.	4	3	0	1	1	1
Titus Rd. to Springfield/Harmony Township Line	1	1	0	0	0	1
Bird Rd. to Titus Rd.	1	1	3	1	0	0
Tuttle Rd. to Bird Rd.	3	4	3	1	1	0
Burnett Rd. to Tuttle Rd.	3	7	6	6	0	1
Greenmont St. to Burnett Rd.	1	1	0	1	0	0
Spring St. to Greenmont St.	1	1	0	2	1	1
Totals	**14**	**18**	**12**	**12**	**3**	**4**

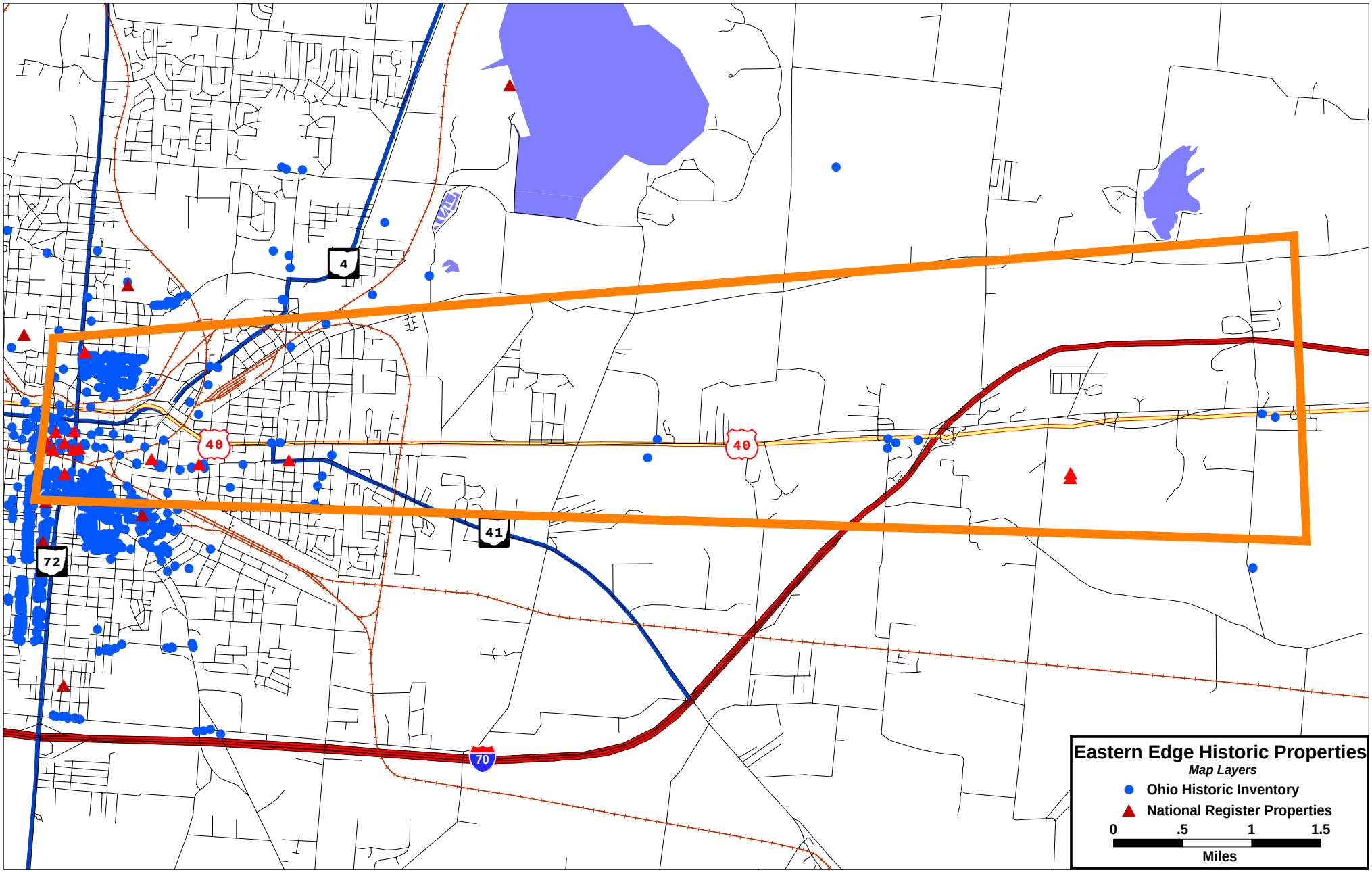
Survey Results

5. What type of residential uses would you like in your segment of the corridor?								
Segment	**Cluster Development**	**Condo/ Townhome**	**Apartments**	**Mixed -Use**	**Large Lot Residential**	**Suburban Lot Residential**	**Urban Lot Residential**	**No Additional Residential**
Springfield/Harmony Township Line to New Love Rd.	0	1	0	0	0	1	0	3
Titus Rd. to Springfield/Harmony Township Line	0	0	0	0	0	0	0	2
Bird Rd. to Titus Rd.	0	2	0	0	3	2	0	0
Tuttle Rd. to Bird Rd.	1	2	1	0	2	1	0	5
Burnett Rd. to Tuttle Rd.	1	4	1	2	2	1	2	3
Greenmont St. to Burnett Rd.	0	1	0	0	1	0	0	0
Spring St. to Greenmont St.	1	0	0	0	1	0	0	1
Total	**3**	**10**	**2**	**2**	**9**	**5**	**2**	**14**

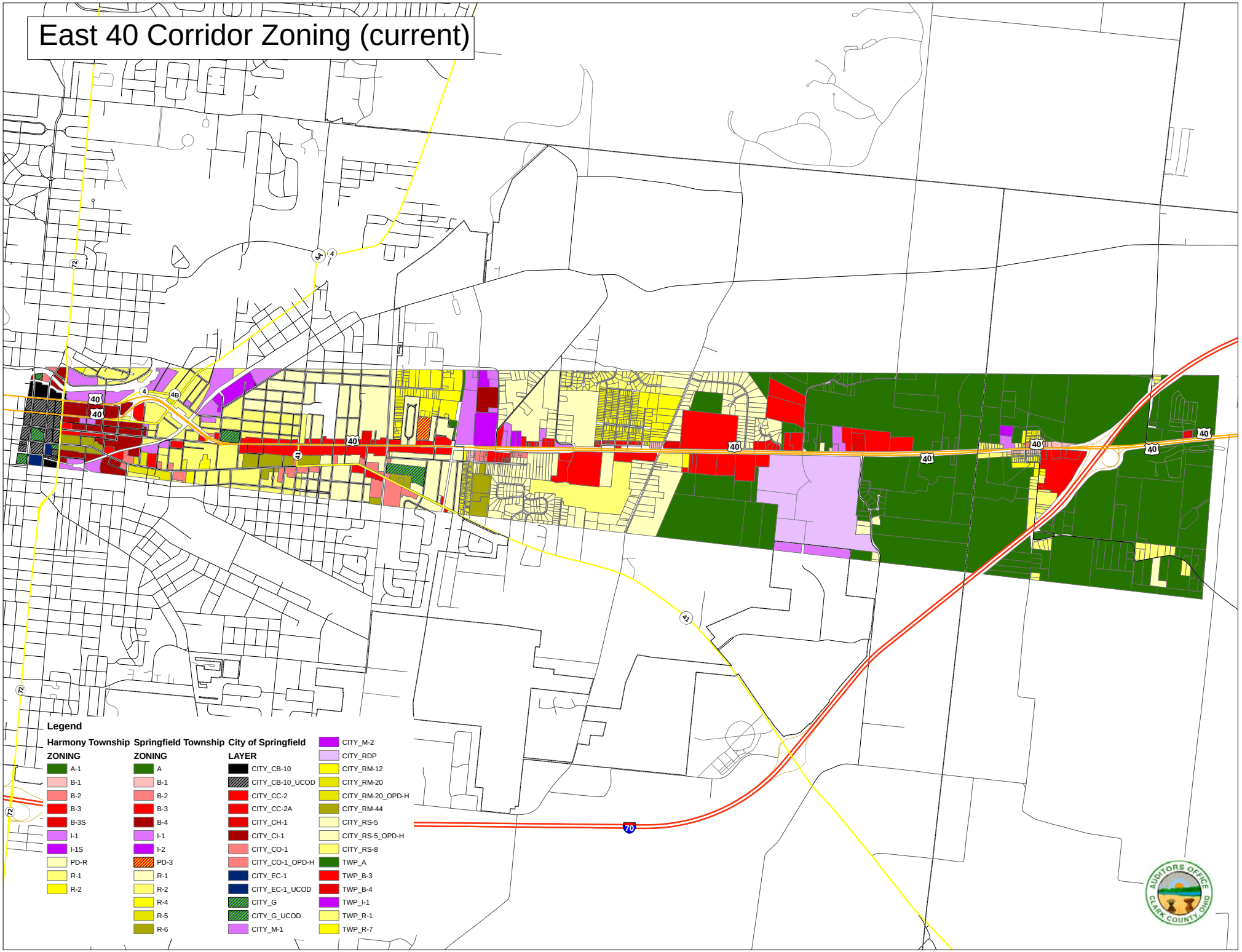
6. How important is it to you to preserve historical, culturally significant, and natural sites along your segment of the corridor?				
Segment	**Very Important**	**Important**	**Neutral**	**Somewhat Important**
Springfield/Harmony Township Line to New Love Rd.	5	0	0	0
Titus Rd. to Springfield/Harmony Township Line	2	0	0	0
Bird Rd. to Titus Rd.	3	0	0	0
Tuttle Rd. to Bird Rd.	5	1	1	0
Burnett Rd. to Tuttle Rd.	6	2	2	0
Greenmont St. to Burnett Rd.	1	0	0	0
Spring St. to Greenmont St.	2	1	0	0
Total	**24**	**4**	**3**	**0**

Ohio Historic National Road – Intrinsic Qualities Inventory in the Eastern Edge Corridor

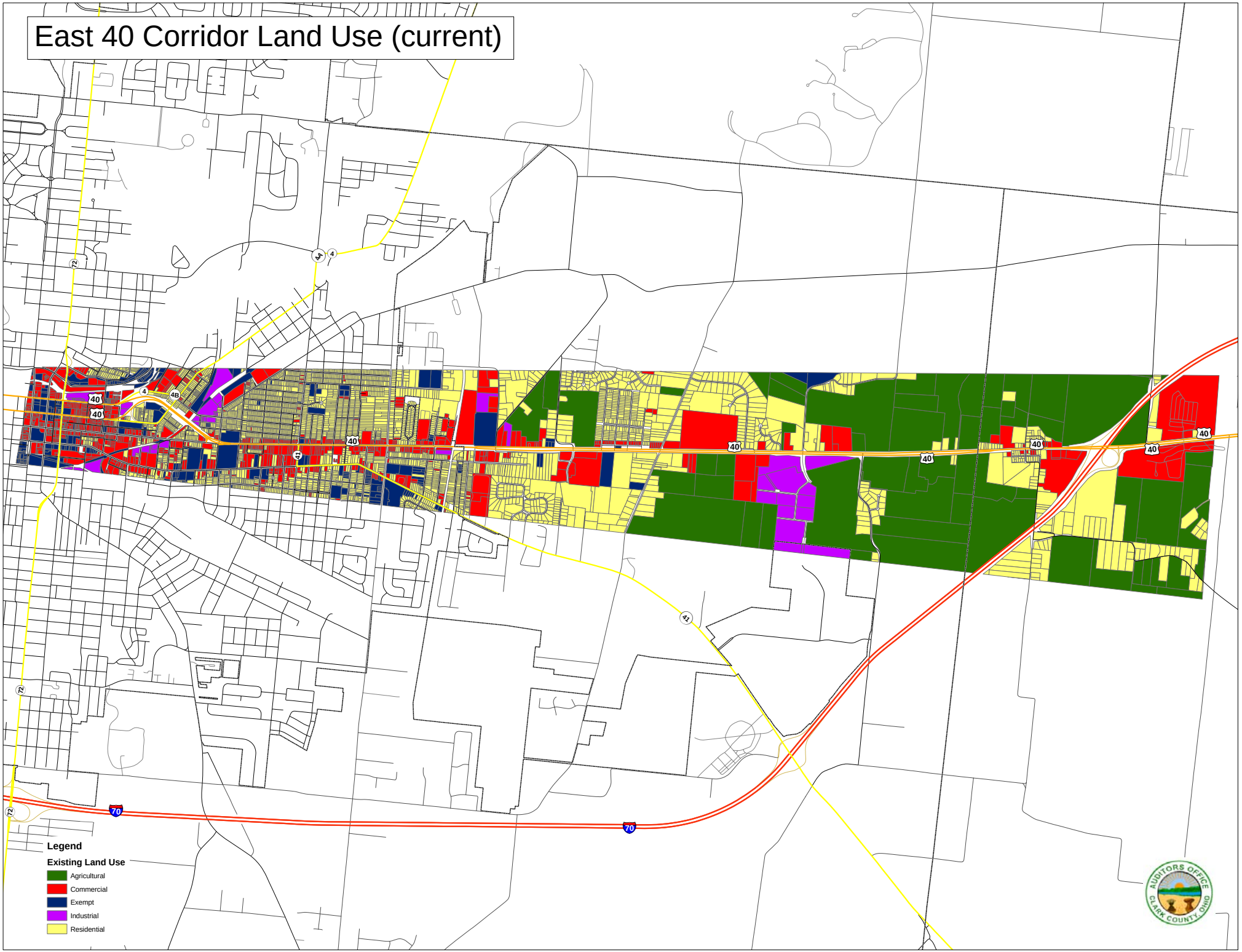
CO	ID	North	East	Name
CLA	18	1647352	703816.8	Buena Vista Tavern
CLA	19	1647347	703838.8	Johnson's Lampshop
CLA	20	1643651	710213.9	Clark Lake
CLA	21	1640133	703421.3	U.S. 40 Prestressed Concrete Bridge
CLA	22	1644280	703564.5	Crawford's Bargain Barn Campground
CLA	23	1643510	704929.6	National Links Golf Course
CLA	24	1640110	703385.1	Beaver Creek
CLA	25	1637958	703311.1	Tomorrow's Stars RV Camping Resort
CLA	26	1637815	703094.4	Beaver Valley Resort
CLA	27	1633691	703064.8	Harmony
CLA	28	1633553	702589.4	Heart of Ohio Antique Center
CLA	29	1633408	703057.6	Harmony Farmer's Market
CLA	30	1633460	702991.3	Newlove and Black Tavern
CLA	31	1633328	702978.5	Oliver Sauder's Ford
CLA	32	1633278	702979.2	U.S National Road Mile Marker 279
CLA	33	1624306	702873.7	Springfield Motel
CLA	34	1624100	702763.5	Melody Cruise in Theater
CLA	35	1623755	711846.8	Buck Creek State Park & CJ
CLA	36	1620910	703102.2	Silver Swan Motel
CLA	37	1619704	702958.5	U.S National Road Mile Marker 298
CLA	38	1614684	703031.7	U.S. 40 Concrete Slab
CLA	39	1614885	703134.6	Springfield
CLA	40	1609362	703114	Cities Service Company
CLA	41	1604699	700499.2	St. Joseph Roman Catholic Church
CLA	42	1607086	702239.2	Wescott House
CLA	43	1606592	702439.4	Pringle-Patric House
CLA	44	1605672	702241.2	East High Street Historic District
CLA	45	1605325	703306.3	Jeremiah Warder Tavern
CLA	46	1604204	703366.2	Sinclair Service Station
CLA	47	1603459	703435.2	Schuler's Bakery
CLA	48	1602050	703586.7	Ace Tavern/O'Malley's Tavern
CLA	49	1602046	703062.1	St. Raphael Church
CLA	50	1601816	703083.7	Warder Public Library
CLA	51	1601909	703151.5	Lagonda Club Building
CLA	52	1601396	702947.7	Regent Theater
CLA	53	1601619	703633	Shawnee Hotel
CLA	54	1601528	703918.5	A. B. Graham Memorial Bldg.
CLA	55	1601596	704172.5	Clark County Courthouse
CLA	56	1601531	704505	Third Presbyterian Church
CLA	59	1601182	703679.4	Main Street Buildings
CLA	60	1601009	703528.9	State Theater
CLA	61	1600951	703008.8	Esplanade/Fountain Square
CLA	62	1600948	703001.5	Clark County Heritage Center
CLA	63	1600916	701592.1	South Fountain Avenue Historic District
CLA	64	1600873	701151.9	Bookwalter Francis House


4
40
40
41
72
70
Eastern Edge Historic Properties
Map Layers
Ohio Historic Inventory
National Register Properties
0
.5
1
1.5
Miles

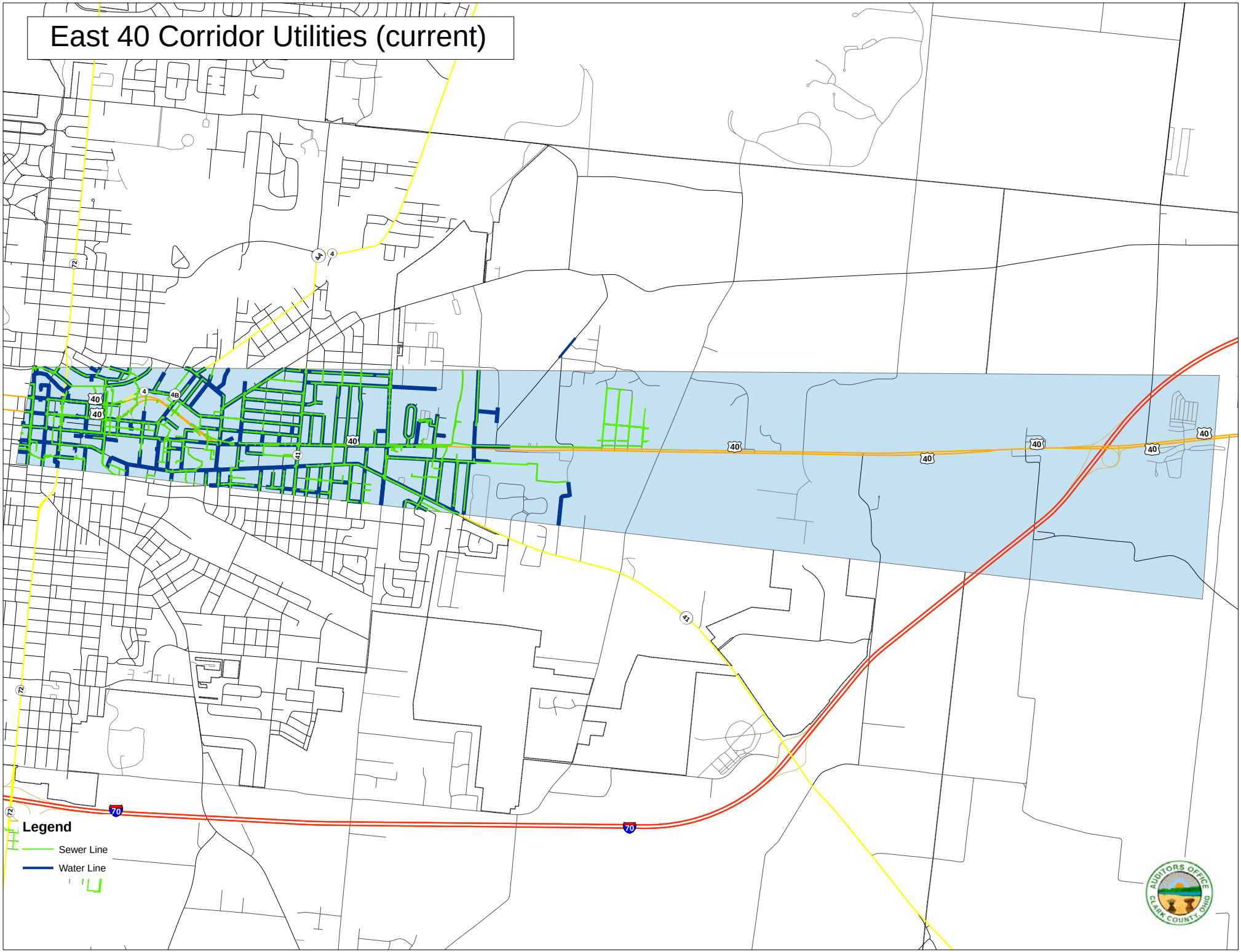
East 40 Corridor Zoning (current)



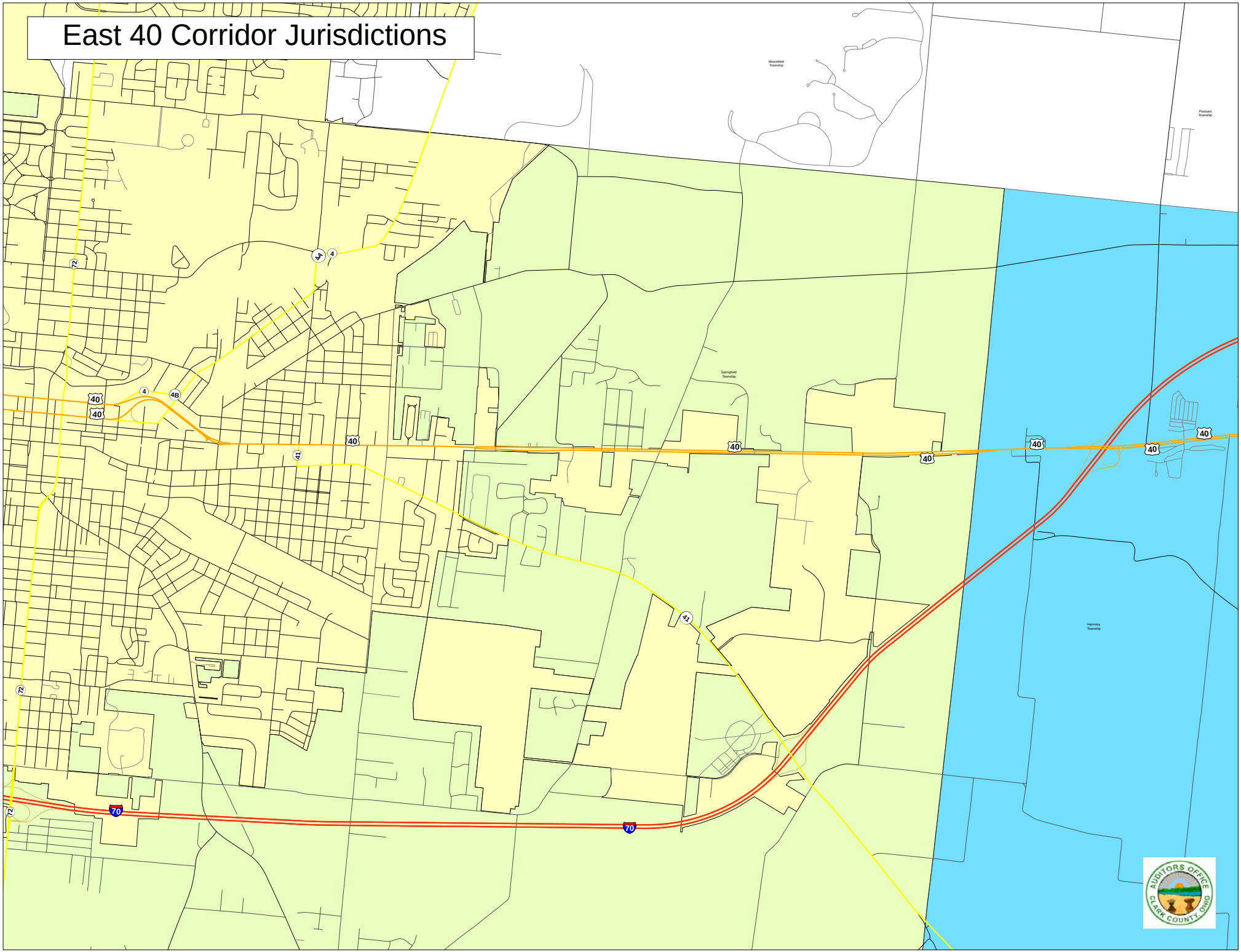
East 40 Corridor Land Use (current)



East 40 Corridor Utilities (current)

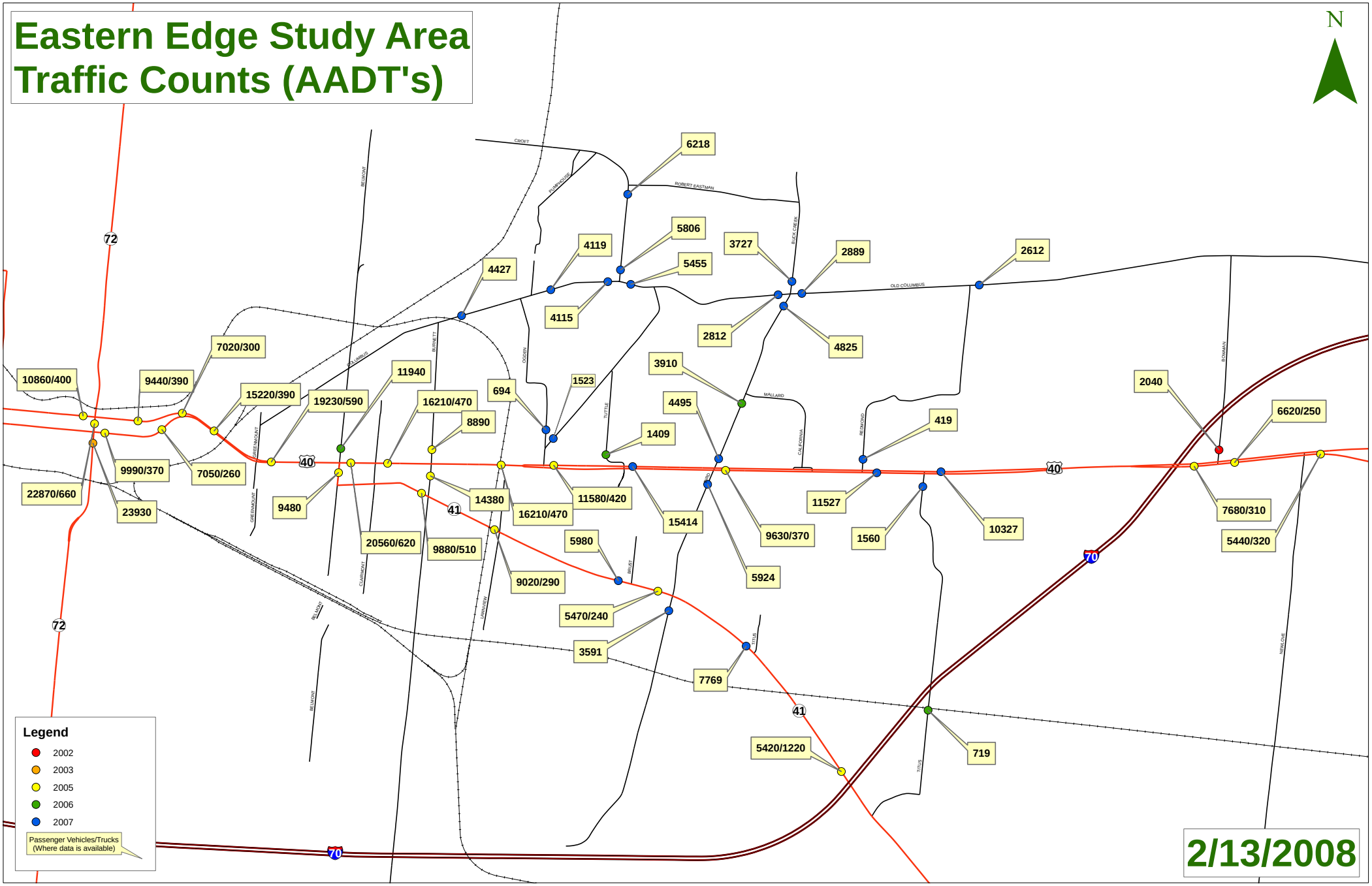


East 40 Corridor Jurisdictions



ADT Statistics for Eastern Edge Corridor

Street	Direction	Reference	Total ADT	Passenger ADT	Truck ADT	Year
Belmont	N	US40	11940			2006
Belmont	S	US40	9480			2005
Bird	S	SR41	3591			2007
Bird	N	US40	4495			2007
Bird	S	US40	5924			2007
Bird	S	Columbus	4825			2007
Bird	S	Mallard	3910			2006
Bowman	N	US40	2040			2002
Buck Creek	N	Columbus	3727			2007
Burnett	N	US40	8890			2005
Burnett	S	US40	14380			2005
Columbus	E	Bird	2889			2007
Columbus	W	Bird	2812			2007
Columbus	E	Croft	5455			2007
Columbus	W	Croft	4115			2007
Columbus	N	Ogden	1523			2007
Columbus	E	Pumphouse	4119			2007
Columbus	E	Railroad	4427			2007
Columbus	E	Redmond	2612			2007
Croft	N	Columbus	5806			2007
Croft	S	Robert Eastman	6218			2007
Ogden	N	Old Columbus	694			2007
Redmond	N	US40	419			2007
SR41	W	Bird		5470	240	2005
SR41	W	IR70		5420	1220	2005
SR41	W	Lawnview		9020	290	2005
SR41	W	Brust	5980			2007
SR41	W	Burnett		9880	510	2005
SR41	W	Titus	7769			2007
SR72	N	Columbia		22870	660	2005
SR72	S	Columbia	23930			2003
Titus	@	Railroad	719			2006
Titus	S	US40	1560			2007
Tuttle	N	US40	1409			2006
US40	E	Belmont	20560		620	2005
US40	E	Bird		9630	370	2005
US40	E	Bowman		6620	250	2005
US40	E	Clairmont		16210	470	2005
US40	E	Columbia		7050	260	2005
US40	E	E. Corp		16210	470	2005
US40	E	Greenmount		19230	590	2005
US40	E	IR70		7680	310	2005
US40	E	Newlove		5440	320	2005
US40	E	North		15220	390	2005
US40	E	Old Columbus		11580	420	2005
US40	E	Spring		9990	370	2005
US40	E	Columbus	15414			2007
US40	E	Redmond	11527			2007
US40	E	Titus	10327			2007
US40D	W	Lagonda		7020	300	2005
US40D	W	Spring		10860	400	2005
US40D	W	Warder		9440	390	2005


Eastern Edge Study Area
Traffic Counts (AADT's)
N
6218
5806
4119
5455
4427
3727
2889
2612
4115
2812
4825
7020/300
10860/400
9440/390
15220/390
19230/590
11940
16210/470
694
1523
8890
3910
4495
1409
419
2040
6620/250
9990/370
7050/260
22870/660
23930
9480
20560/620
9880/510
14380
16210/470
11580/420
15414
9630/370
11527
1560
10327
7680/310
5440/320
5980
5924
9020/290
5470/240
3591
7769
5420/1220
719
72
40
41
70
Legend
2002
2003
2005
2006
2007
Passenger Vehicles/Trucks
(Where data is available)
2/13/2008