

VILLAGE OF YELLOW SPRINGS, OHIO

VILLAGE COMPREHENSIVE LAND USE PLAN, 2010

Updated 10/29/2010

1. INTRODUCTION

1.1. General Purpose and Definitions

One very important role of a Comprehensive Plan or as will be referred to as “Plan”, is as a statement of policy. In this capacity, this plan outlines the community's desires regarding issues such as atmosphere or community character, quality of life and growth. These desires should translate into statements of goals, which may be followed by some discussion or statements concerning implementation options. A plan's general purpose is to guide and direct land use and the local government's development decisions. The comprehensive land use approach is one that recognizes the community's responsibility to reaching consensus about how physical and social resources are valued, managed and used. The Plan in some way influences nearly all-essential community services. Formulation of a community's zoning ordinance is one important example where general goals and directions outlined in the Plan provide the basis for legislative action.

The Standard State Zoning Enabling Act of the 1920's created the federal mandate that zoning be created in accordance with a comprehensive plan. This legislation required the presence of certain standards in local planning and zoning. As communities became more involved in land use planning, they began to see the need for flexibility in the zoning ordinance (e.g., floating zones, planned unit development provisions, etc.). The limits on the use of this flexibility require reliance on the comprehensive plan to help determine potential locations and/or situations where those options should be considered.

In addition, because a comprehensive plan is recognized as a legal document that supports and guides a political jurisdiction's zoning ordinance, it can be crucial in defending a community against private interests seeking to overturn a zoning ordinance in court. As policy statements, the community's intentions outlined in the plan should be as clear and concise as possible to help reduce the potential of being interpreted as arbitrary and capricious with regard to zoning controls, subdivision regulations, capital budgeting, etc. Variations in tools such as the zoning ordinance are necessary to meet varying and changing conditions, but clear guidance is required, through the Plan, about when they are appropriate. Improvements and/or new extensions of infrastructure should be in accordance with overall growth expectations established in the Plan. Annual spending and resource allocations should be supported by the goals outlined in the plan. New community additions, such as a community center, parks, governmental facilities, etc. should also be directed by the plan. These are just a few of the many examples where the Plan is essential in determining appropriate action and in defending the zoning ordinances based on it.

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

The zoning ordinance is an essential tool of the Plan as it relates to private land development. The fundamental precept behind zoning is that it must recognize the need for and establish a regulatory balance between private property rights and interests and the interest and well being of the community. Land use activities are controlled through this ordinance based on affecting a regulatory balance when the individual and communal interests do not converge. The Plan is a statement of the community's goals as a whole while the tools for implementation, such as the zoning ordinance, state the specific controls all must adhere to in order to achieve the "public good". The zoning ordinance should be viewed as a key tool for implementing the vision statement of the Plan and not simply seen as a way to avoid problems.

Zoning is the manifestation of a municipality's police powers as they relate to the use of land. The concept of zoning is a relatively simple one, yet specific zoning techniques can be complex. The controls allowed by zoning must: 1) be in accordance with a comprehensive plan, 2) have substantial relation to the general public welfare, and 3) be neither arbitrary nor capricious. Zoning may regulate land use without regard to economic depreciation or appreciation, but it may not have the effect of appropriating all meaningful land value without due compensation. If zoning powers become too oppressive in the opinion of landholders, the courts can be called upon to decide the issues of "relation to public welfare", "appropriation without compensation", and "arbitrariness".

The land use tool that addresses the development of unplatted land is the subdivision regulation. Typically, subdivision regulations are based upon: 1) the need to protect the public interest in the creation and coordination of public improvements, and 2) the need to specify areas of developmental responsibility by the various participants. Subdivision regulations specify street widths, utility networks, the layout of lots, procedures for approvals and inspections, etc.

It is important to understand the distinction between zoning and subdivision regulations. If, Yellow Springs was to gain city status (a population of 5,000 or more) extra-territorial control over subdivision developments within a three-mile radius around the corporate boundary could be an additional regulatory responsibility. This would allow the Village to exercise more control over the quality of surrounding subdivisions, but not the size of the actual subdivision development. This added authority originated from the general feeling that, in time, it is quite likely that any subdivision located three-miles or less from a municipality will either be incorporated or, at a minimum, need the public services provided by the municipality and therefore, that municipality should have some say about how it is built and served. Zoning powers, on the other hand, remain restricted to the area within the corporation limit regardless of any change in the Village's status.

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

Through this Plan, the Village government shall recognize and enhance the Village's self-reliant nature by asserting that it has or can acquire the knowledge, skills, resources and vision to identify changing conditions; locate appropriate technical assistance when needed and initiate

actions in a manner that conserves the existing Village environment and distributes benefits equitably.

The policies and positions outlined in this Plan shall be reviewed by the Village Council and the Planning Commission on a regular basis and as significant changes within the Village's development pattern occur.

1.2. Historical Overview

Soon after Ohio became a state in 1803, Lewis Davis built the first log cabin in the Yellow Springs area. He went on to establish a trading post and general store serving those who were visiting the nearby medicinal springs. In 1827, Elisha Mills purchased the land, added more buildings, and established a flourishing health resort. This was continued by the Neff family in 1842 ultimately created a popular and sophisticated spa, later (1869), a magnificent but ill-fated hotel. During that time, as many as 5,000 people were known to visit the springs on a given summer weekend. Judge William Mills, Elisha Mills' son, is recognized as the "founder" of the Village of Yellow Springs, which initially consisted of some 700 lots and 37 streets. The Mills plan for the Village has not been significantly altered in over 100 years. The planning of three 15-20 acre parks and other open spaces, such as gardens incorporated into this plan, shows that the value of open space was present from the Village's inception. By the mid 1850's, a flourmill, a grain elevator, two general stores, and a hotel were located at the intersection of Dayton and Corry Streets. Unfortunately a series of disastrous fires wiped out some of these buildings just before the turn of the century. These events caused a gradual relocation of the business district to its present location along Xenia Avenue.

The arrival of the Little Miami Railroad (1846) and the founding of Antioch, under the leadership of Horace Mann (1853)-both results of Mill's entrepreneurial skill-began a period of rapid growth in the Village. Antioch, the first college to give an equal education to both men and women, originally consist of a main building and two dormitories (North and South Halls.) The presidency of Arthur Morgan (1920's) would be a turning point in its development and influence.

The arrival and settlement of the Conway Colony during the Civil War era added significantly to the Village history; later, Yellow Springs would become one of the first towns to desegregate its schools. In 1929, the 900-acre parcel known as Glen Helen was donated to the college by Hugh Taylor Birch, friend of Arthur Morgan. This helped create a philosophy of appreciation for the natural environment and a strong advocacy for protecting surrounding open lands that has remained an important part of the Village.

In 1920 Yellow Springs was a quiet, conservative community with a population that for 50 years had fluctuated between 1,200 and 1,400 persons, consisting mostly of retired farmers. During that time, Antioch College had declined to a few dozen students and was on the verge of bankruptcy. The Village had no public water supply or sewer system and only two streets had superficial pavement.

The arrival of Arthur E. Morgan as president of Antioch College marked an important point in the life of the Village. Through his leadership and the conscious effort of residents, the college

was rebuilt and the community transformed itself from a sleepy town into a flourishing village. His vision of the small town brought faculty and entrepreneurial leadership to the community.

The late 1940s and 50s saw the influx of many new students at the college, the expansion of activity at the Wright Patterson Air Force Base, and general economic conditions improved. This generated pressure to expand the village housing stock. Such developments as West Wood and Fair Acres took place north of Yellow Springs-Fairfield Pike. By the end of the 1960s, the population of the village was edging toward 5,000. The point at which village would become a city.

There were deep and general feelings that the Village of Yellow Springs did not want to become a city. This had happened to neighboring communities. This could drastically alter the character of the village. This would overshadow the rural small town history of the community. The residents felt it was important to maintain the historic, small town values of our village.

1.3. Past Plan Overview

Throughout its history, especially since the 1920's, many Village planning efforts have been formulated. Three principal themes have recurred throughout most of these plans: 1) a continuing awareness of the need for long-range planning; 2) a continuing emphasis on the desirability of maintaining open space; and 3) a desire to keep the community relatively small and relatively self-sufficient.

The Village's first official comprehensive land use plan was adopted in 1967. One goal introduced in the document, with an associated program, was the preservation of the Village as a semi-rural community near an urbanized metropolitan area. Although generally desirable, this statement may have been in response to a regional report of a Village population projection of twenty-percent increase before 1980. Following the dissemination of this information, the Village Council refused all overtures to annex nearby rural land, enacted new restrictive zoning and subdivision code regulations and made development more costly through measures such as requiring park/open space dedications as components of any approved subdivisions. The 1967 Village Comprehensive Plan also identified a greenbelt area just west of the Village to provide a visual and geographic separation between the community and surrounding developments.

The actual 1980 census figures indicated the Village had lost population. Even though new homes were being built, the average family size was dropping and Antioch College had experienced a decline in student population. The local school administration expressed concern over this trend and Village Council responded by taking steps to encourage some growth. A 1973 survey of nearly 400 Village residents, in preparation for a Plan update that was completed in 1977, indicated that some growth would be acceptable and that controlled growth was preferred. Based on the survey results, the 1977 Plan re-affirmed the pursuance of the greenbelt preservation approach but also included a directive to pursue some limited commercial expansion.

Ten years later the Village Council appointed a "Planned Growth Task Force" charged with identifying existing obstacles to residential development in the community and outlining ways to address them. In November of 1987, the Task Force identified appropriate potential locations for

residential and commercial development and also introduced the concept of green space corridors linking existing parklands.

Using a system of neighborhood forums, another polling of the community was performed in 1990 in connection with the Urban-Rural Interface Project funded through a US Forestry Service grant. The general consensus expressed in these forums, by a very large margin, identified valued assets of the Village including: 1) the willingness of individuals to tolerate and encourage diversity which creates the multi-faceted make-up of the community; 2) the independent school system; 3) the present size and character of the Village; 4) the commercial/social/cultural "hub" that exists downtown; 5) the surrounding open/green/agricultural spaces; and 6) efforts by the Village and Township governments to work cooperatively on land use and other related issues. Questions about how to support and protect these assets were also raised in the forums. Identification of valued assets was followed by a list of related concerns. These included: 1) how to identify and protect existing diversity; 2) how to determine and maintain an "ideal" size for the Village; 3) how to continue adequate financing for an independent school system; and 4) how to assist and encourage continuation and expansion of local businesses without threatening other community assets.

In 2009 and 2010, a Visioning Plan for the Village of Yellow Springs and Miami Township was developed. This Plan, titled *Vision Yellow Springs and Miami Township* was the result of an intensive year-long, citizen-based initiative which brought together a diverse group of citizens to create a holistic, collaborative vision and action plan to chart a course toward a common future that reflects the community's shared values. The *Vision* identifies goals for most aspects of quality of life in the village and township, from arts and culture to economic health to land stewardship, and also presents specific actions to realize a preferred future. Village Council passed Resolution 2010-33 on September 20, 2010, which formally adopted this planning document. Appendix K is a copy of *Vision Yellow Springs and Miami Township*.

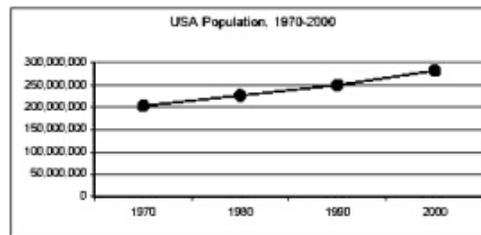
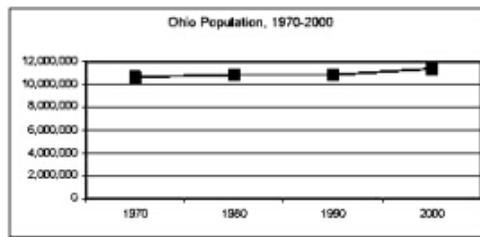
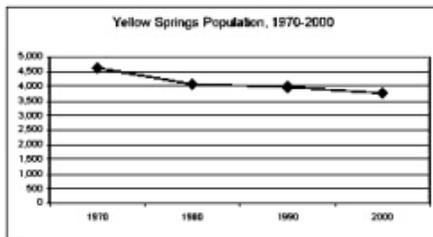
2. CURRENT CONDITIONS

2.1. 2000 Census Data

All the following statistics are taken from the Yellow Springs Cost of Living Report (YSCLR), November 2002, which was prepared by the Yellow Springs Men’s Group. This report has been included as an appendix to The Comprehensive Plan.

4. Population Change Comparison

Population Change Comparison



	Yellow Springs	Ohio	USA
1970	4,624	10,652,017	203,211,926
1980	4,077	10,797,630	226,545,805
1990	3,973	10,847,115	248,709,873
2000	3,761	11,353,140	281,421,906

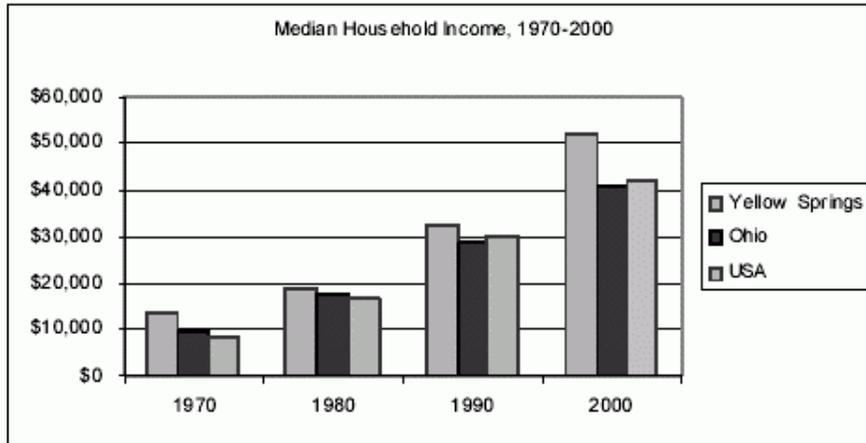
Source: US Census Bureau, 1970, 1980, 1990, 2000

Additional Population Information:

- > Population Percentage Change - Page 12 of YSCLR
- > Gender of Population Change - Page 18 of YSCLR
- > Table 6. Gender - Page 59 of YSCLR

5. Income Change Comparison

Income Change Comparison



	Yellow Springs	Ohio	USA
1970	\$13,476	\$9,682	\$8,486
1980	\$18,485	\$17,754	\$16,841
1990	\$32,500	\$28,706	\$30,056
2000	\$51,984	\$40,956	\$41,994

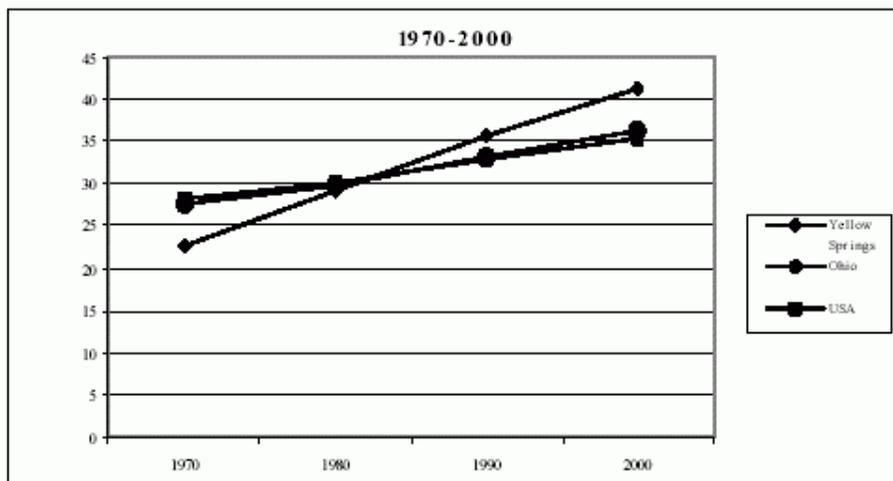
Source: US Census Bureau, 1970, 1980, 1990, 2000
 *Income is not adjusted for inflation
 See Appendix, Table 2, for more detail

Additional Income Data:

- > Poverty Change Comparison - Page 15 of YSCLR
- > Table 2, Income - Page 55 YSCLR
- > Table 3, Poverty - Page 56 YSCLR

c. Median Age Change Comparison

Median Age Change Comparison



Year	Yellow Springs	Ohio	USA
1970	22.7	27.7	28.1
1980	29.1	29.9	30.0
1990	35.6	33.3	32.9
2000	41.4	36.2	35.3

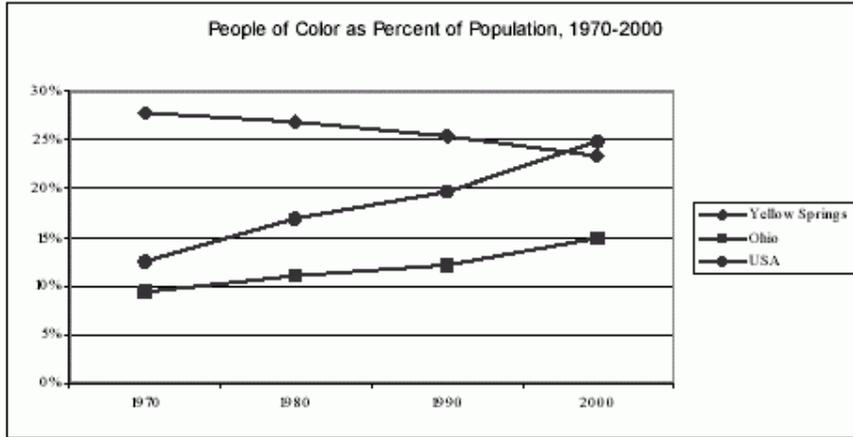
Source: US Census Bureau, 1970, 1980, 1990, 2000
See Appendix, Table 5, for more detail

Additional Age Data:

> Table 5, Age - Page 58 of YSCLR

d. Racial Diversity of Change Comparison

Racial Diversity Change Comparison



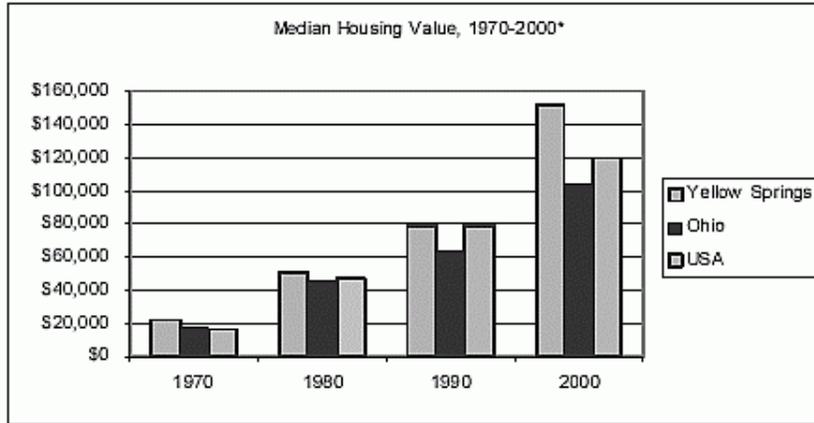
	1970	1980	1990	2000
Yellow Springs	27.8%	26.8%	25.4%	23.4%
Ohio	9.4%	11.1%	12.2%	15.0%
USA	12.5%	16.9%	19.7%	24.9%

Source: US Census Bureau, 1970, 1980, 1990, 2000
See Appendix, Table 7, for more detail

Additional Racial Diversity Data:
> Table 7. Racial Diversity - Page 60 of YSCLR

e. Housing Value Change Comparison

Housing Value Change Comparison



	Yellow Springs	Ohio	USA
1970	\$21,400	\$17,600	\$17,000
1980	\$51,000	\$44,900	\$47,200
1990	\$78,800	\$63,500	\$79,100
2000	\$151,600	\$103,700	\$119,600

Source: US Census Bureau, 1970, 1980, 1990, 2000
 *Housing Value is not adjusted for inflation
 See Appendix, Table 9, for more detail

Additional Housing Data:

- > Persons Per Household - Page 20 of YSCLR
- > Change in Households - Page 23 of YSCLR
- > Table 8. Household Size - Page 61 of YSCLR
- > Table 9. Housing Value - Page 62 of YSCLR
- > Table 10. Housing Costs Comparison - Page 63 of YSCLR

2.2. Physical Features

Yellow Springs is situated on a plateau bounded on the east and west by deep valleys, which join on the south at the confluence of the Little Miami River and the Jacoby Creek near Goes Station. The area was overrun by at least one of the four continental glaciers, which moved southward from Canada during the Pleistocene Epoch. The typical geological setting for this area consists of flat-lying consolidated sedimentary rocks predominated by limestone and shale of Silurian and Ordovician age. The geologic section for this area includes alternating layers of marine shale, limestone and dolomites. These lie in the crest and flanks of a regional structure named the Cincinnati Arch. From this crest, the sedimentary rocks slope away to the east, north, and west. Yellow Springs is situated in an area that prior to glaciations encompassed the headwaters of a large tributary of the ancient Teays River now referred to as the Hamilton River. This tributary flowed to the southwest from land that is now Greene County through current Montgomery and Butler counties. The Yellow Springs area was drained prior to glaciation by the middle branch of the Hamilton River, which cut back into the upland in the direction of Yellow Springs and Clifton. Generally, the present Little Miami River coincides with the ancestral middle and southern branches of the Hamilton River. The Illinoian and Wisconsin Glaciations that followed resulted in deposits of glacial material from 1-90 feet thick throughout the area. The material consists of glacial till and outwash.

Topography in the area ranges from 830 feet to 1,060 feet above mean sea level. Predominant soils are Brookston, Celina, Fox and Miami, all with moderate to high capacity for holding water, good productivity and resistance to erosion. The predominant Miamian soils are often chosen for home sites since they are typically well drained, but they also have low permeability. The Brookston soils present in the area are generally not well suited for building houses because of the typical poor drainage and relatively high water table. When artificially drained, they can be productive for agricultural uses. The Fox soils present are well drained and have a moderate to high permeability. Celina soils consist of level or gently sloping, moderately well drained soils that are formed in loam glacial till. The flood plain of the Little Miami River is contained within a relatively narrow gorge in the immediate vicinity of the Village.

The Village is located within six miles of I-675 and eight miles from I-70. U.S. Route 68 is a major thoroughfare running through the community. So far, the impact of the regional interstate system on the growth and development of the Village has been relatively minor overall, but the Village is feeling influences from I-675 as more Bath Township land is developed. Much of the growth in nearby communities has been dictated by the interstate influence. Presently, the I-675/Dayton-Yellow Springs Road interchange is developing at a rate that creates some secondary effects on the Village. Dayton Street was closed to through truck traffic in 2000. This interchange area has developed into a significant employment and residential center, with several office developments and a substantial warehouse distribution center. Future development plans in that area includes additional commercial and residential uses. As this interchange area becomes recognized as an employment hub, people will begin to look for home sites nearby. The Village, being approximately six miles to the east, may be perceived as a viable option for housing newcomers to that area.

2.3. Land Use Distribution

According to the records of the Greene County Auditor for 2002, 608 acres within the Village are coded for residential development. Additionally, 36 acres are coded for industrial activities and 59 acres are coded for retail uses. About 52 acres are identified as coded for agricultural activities.

The dominant residential use is single-family residences in the Village's 1.7 square mile area. Nearly 70% of the Village is occupied with various types of residences. The next highest use of land falls in the category of quasi-public, which includes Antioch College, churches and the local government facilities. Parks and open areas are the next largest land use. Although the physical space occupied by commercial uses is quite limited, the density and vitality of that space makes it significant. The central business district is the most versatile location in the Village with regard to multi-use development. Although retail uses dominate the downtown, residential, service, and public/nonprofit uses are also significant components there. Xenia Avenue downtown is one of the 63 "great American public places" cited by a panel of designers, authors and developers in the book, *The Pocket Guide to Great American Public Places*, which was published in 1995.

Within the general category of residential development, single-family concentrations occur in the south and north portions of the Village. Many homes in the central portion of the community house one family but this area is also the one most interspersed with duplexes and multi-family developments.

The area surrounding the Village is sparsely developed, mostly occupied by single-family residences and farms. Although significant residential development has occurred to the west of the Village, it has occurred in Bath Township, approximately three miles from the corporation line. South of Yellow Springs, in Xenia Township near the City of Xenia, residential development is also occurring rapidly.

About 1000 acres of predominately farmland that adjoins almost the entire northern boundary of the Village will not be developed. In 1999 the Village contributed to the purchase of an easement on this land that will perpetuate its use as a farm.

2.4. Infrastructure

The Village Government is the supplier of water, sewer and electricity. Local control of utilities and the authority to decide on extensions allow the Village to actively affect growth issues.

Present public water production at the Village's well fields just south of the Village is about one-half the total capacity of the plant. Weather related demands seem to have more effect than any changes in use or population. The plant is designed to treat one million gallons of water per day, but current extraction is limited to about three quarters of that amount on an ongoing basis.

The Village has developed a wellhead protection program in line with OEPA regulations. The three components of this program address the location of the Village water supply, the threats to this water, and ways to mitigate the threats.

The Village's wastewater treatment plant, located on Grinnell Road just outside the Village, is designed to treat up to 1.2 million gallons of water per day. Currently, about 600,000 gallons of wastewater is treated daily. The discrepancy between water produced and water treated comes from ground water infiltration into the sanitary sewer system. By today's standards the plant can realistically treat 900,000 gallons per day. Treatment capacity can also be limited by the availability of sludge disposal.

The problem of infiltration of ground water and inflow of surface water into the sanitary sewer system is presently a major concern. Aged infrastructure causes additional water to reach the treatment facility through cracks and breaks in sewer pipes. Additional water comes through illegal connections to the system. Ongoing data collection regarding infrastructure deficiencies in conjunction with a financial cost-benefit determination will guide future action.

Improving water service to the south side of the Village by eliminating dead ends in the water supply lines and by increasing the size of existing water lines as required. The objective is to increase water pressure for customers and improve firefighting capabilities. The implementation of a long-range plan to increase the quality and capacity of the electrical distribution system continues.

The Village recognizes the importance of including a state-of-the-art telecommunications system as part of the necessary infrastructure. Efforts to incorporate elements such as fiber optics, high-speed data transmission systems and other technologies will be pursued by the Village as the technology continues to develop.

Mapping of referenced utilities is available in the Village Manager's Office.

Yellow Spring's pedestrian network is relatively complete in the central business area. However, elsewhere in Town's the system is non-direct, discontinuous, and in some areas non-existent. The key implication of not having an interconnected system of sidewalks and bikeways is that residents have limited choice in transportation modes and the increased dependency on automobile use perpetuates. A major issue for the Comprehensive Plan is to identify an integrated system of transportation solutions, including a network of pedestrian facilities and bicycle routes. These improvements need to be provided in coordination with the street system and the locations of existing and future transit routes as an integral part of the complete transportation system.

3. PROJECTIONS

The Village obviously is expected to experience some of the same kinds of changes anticipated by other communities. Demographic changes relating to: 1) an overall growth in the elderly population; 2) an increase in single-parent families and dual-income families; 3) increases in wages earned; and 4) increases in the general cost of living are some of the realities predicted. These changes will require services that focus on the needs of the growing numbers of elderly and children as well as other special-needs populations. Other important elements, that are not as predictable and yet have great influence on the local economy, include the health of the local job market and the availability of State and Federal support services.

Regional trends that will most likely have some effect on the Village and should be incorporated into local planning efforts include: 1) a general trend toward larger housing units on smaller lots; 2) an increase in home-based businesses; 3) a changing definition of family; 4) an increase in house-sharing and other variations on household make-up; and 5) a general decrease in household size.

Prior to 1996, the Miami Valley Regional Planning Commission (MVRPC) has projected a population of 5,492 for Miami Township in the year 2015. Presently, about 77% of the Township population resides in the Village. Assuming the same distribution, the Village's population projection is 4,229 in 2015. This represents an increase of 6% from the 1990 population, which is a slightly higher growth rate than in the past.

Regional population projections show growth that ranges from nearly 16% for Greene County, 17% for Miami County and 6% for Montgomery County. According to Miami Valley Regional Planning Commission, growth rates by the year 2015 in Greene County will range from a high of 20% in Bellbrook/Sugarcreek Township to a low of 3% in Ross Township.

4.0 LAND USE PRINCIPLES AND OBJECTIVES

Introduction

Our community has consistently valued the surrounding rural environment and the small-town feel of our village that have endured since the Comprehensive Land Use Plan's first iteration, circa 1969. These have been incorporated into many community activities including all planning/land use documents. A number of long-standing issues, such as the role of tourism, have also played a familiar role in many land-use decisions. These values and issues have been discussed in previous Comprehensive Plans and are updated in this Plan.

For this 2009 update to the Comprehensive Plan, a set of nine principles have been developed to help guide future planning and land use decisions, including zoning decisions.

After the discussion of the community values, issues and the articulation of implementing principles, the major areas of land use planning are discussed and land use objectives identified.

Values and Issues

In this section the community values and recurring issues underlying and guiding the community's land use planning and decision-making activities are discussed. With each value or issue, there are interdependencies and trade-offs that enter into land use decisions, and these are also discussed below.

A. Open Space

The community has consistently expressed that it values preservation of open space, natural topographic and vegetation features, and critical environmental areas. The community has consistently identified the importance of "guaranteed" open space-- land which is legally restricted with regard to development-- and has even used the tools available through Village Government and private organizations to act on that desire. In general, these actions have been perceived as positive and retain continued local support.

As important as preservation of open space is to the community, there are trade-offs that include reduction of land available for other uses, reduction in potential property tax revenues and increases in value of adjacent land, making it less affordable to some segments of the population and thereby potentially reducing diversity. Various groups in the community are at work to mitigate these concerns through subsidized housing and the exploration of development patterns that attempt to increase density.

B. Economic Vitality

Yellow Springs has largely been a relatively self-reliant community that has the knowledge, skills, resources and vision to identify changing economic conditions, locate needed technical assistance and initiate action in such a way that protects the Village character and distributes local economic benefits equitably.

The global, national and local economic pictures are constantly changing and the Village must continue to define and maintain its role in this changing world. An unbalanced reliance upon one element of the economy, tourism for instance, is risky and should be avoided. Public and private support for new ventures spanning many areas of the marketplace must be maintained and enhanced wherever and whenever possible.

The community believes in planned growth and must continue to look seriously at how education, business and industry contribute to ongoing economic health.

C. Healthy Downtown

While one major role of the downtown is to serve the commercial needs of the community, we also recognize and seek to preserve its role as a vital place for social interaction. Presently, the downtown is a vibrant mixture of commercial, social and cultural activities. This environment is treasured by the community, and methods of supporting and encouraging that role should be pursued.

It is also crucial to recognize and preserve the downtown's character as an anchor for the community's heritage and history, and to ensure the ongoing stability of those components that make up that character, while also recognizing and protecting the rights of downtown business and property owners. Unique, locally-owned and operated businesses contribute to the identity of the downtown and should be recognized for that and encouraged. National franchises and businesses need to be made aware of this and encouraged to design their Yellow Springs locations in ways that allow them to blend into the existing fabric of the downtown and avoid changes that significantly alter the total ambiance.

D. Healthy Business Districts

While the downtown area is unique and has special qualities that the community values, there is also a recognition that the limited size of the downtown area means that it cannot serve all the economic activity needs of the community. Therefore, the economic vitality of the community also requires that all the business districts remain healthy.

E. Local Control and Acceptable Level of Public Services

The community has long exercised local control of public services such as utilities, police protection and a locally operated, independent school system. Historically there have been overt demonstrations of this commitment, including the use of local resources and revenue. Local control has enabled the Village to choose to provide higher quality services that are more expensive than less extensive services elsewhere.

Continuing to provide locally controlled services will require an on-going community commitment to maintaining a revenue base sufficient to keep these services affordable. Otherwise a higher cost of living results in challenges -- higher utility rates, for example -- which make it harder to maintain an economically diverse population.

F. Diversity

The community continues to find that it is desirable to maintain a population that is economically, ethnically, politically, culturally, educationally, professionally diverse with the full range of age groups, and that is inclusive of those with disabilities. As in the past, Villagers recognize the value of being a part of a diverse community. The wide array of resources that result from such diversity is a treasured asset. Constructive efforts must be pursued to ensure that a wide variety of lifestyles are part of the community. These efforts will involve both public and private entities.

G. Staying Small

Although the community has clearly expressed the desire to stay the same size numerous times in the past, it is important to recognize the need for movement, growth and change in order to meet new challenges over time. Rather than focusing on a fixed population size, we can agree that the current ambiance of Yellow Springs as small and rural, walkable and bikeable, should be preserved. This includes maintaining a healthy central business district, encouraging density where appropriate, and preserving green space within and around the Village. There can be room for flexibility in our vision of the Village's ideal size and shape. That vision should be based on a balanced view that considers economic, social, and environmental needs.

H. Tourism

Yellow Springs has been a place for visitors since its beginnings, when tourists came to sample the water from the mineral spring. Obviously, more recent additions such as the *Little Miami Scenic Trail* have influenced the numbers of people who visit the Village, their ages and interests, and the types of activities they are likely to engage in while here. This Plan focuses on issues that may or may not be products of tourism, such as limited parking, the need for additional public facilities, and economic development.

The Village is a charming and interesting place that people want to visit and the unique attributes of Yellow Springs that attract visitors are a source of pride to citizens. The community is also home to specialty retailers, restaurants, artisans and artists of all types who clearly require and benefit from the increased traffic that could be considered tourist.

There seems to be a general perception that there are problems needing attention related to increased numbers of cars and people for temporary periods of time mainly in the downtown area, and these problems, especially the development of alternative parking areas other than downtown should be identified and dealt with, regardless of who or what may be responsible for their existence. The Village sponsored endeavor to enhance the Cemetery Street Parking area is an example.

I. Planned Growth

Much of the essence of the existing Village depends on limited change in the surrounding Township. Not only should the Village monitor potential changes within its Urban Service Area, defined as such on the 2006 Urban Service Area Map (Appendix B to this document), but it should also seek to cooperate with Miami Township to address development and find ways to meet the needs of both Village and township residents with planned growth, without the type of uncontrolled growth commonly recognized as sprawl.

Even so, emerging regional land use plans being developed by the Regional Planning and Coordinating Commission of Greene County (www.co.greene.oh.us) and the Miami Valley Regional Planning Commission (www.mvrpc.org) must be acknowledged as possibly having an influence on our community's future land use planning efforts.

J. Historic Preservation

Historic preservation has long been a concern of Village citizens and local government representatives. Whereas there has been no direct Village governmental participation in this area, the Yellow Springs Historical Society has been in existence for many years. During the early years of historical involvement, activities were limited to surveys and data collection. As a result, there is a limited recognition of historic sites and properties. According to the National Register of Historic Places website, there are four Yellow Springs structures listed:

- Antioch Main Building
- Antioch North Hall
- Antioch South Hall
- South School (909 S. High St.)

Additionally, the Yellow Springs Historic District, bounded generally by the bike trail, Yellow Springs-Fairfield Road, High Street and Herman Street, is listed on the National Register. A map showing the

exact location of this historic district is found in Appendix J. While not within the Village corporation limits, there are also three other nearby sites listed on the National Register: Grinnell Mill, Orators Mound, and Whitehall Farm.

Up to now, the salvage of important historic resources has relied on the goodwill and cooperation of landowners. This cooperation cannot be counted on to always be successful in the future. Due in part to the lack of regulation, a number of significant historic treasures have been lost. With the temporary closing of Antioch College and the resulting vacancy of its historic campus, and with the emphasis on infill as a strategy for growth in the Village, measures must be taken to insure the reliable conservation of historic resources. The community seems to be at the threshold of new historical conservation activity. The process of preserving our historic resources must begin with a plan of action.

1. Articulate an historical overview to establish the context for preservation activities.
2. Establish an updated inventory of historic sites.
3. Village Council should consider legislation to address the concerns of historic preservation practices.

Land Use Principles

The principles articulated below have been identified for the first time in the 2010 Comprehensive Plan for the purpose of guiding the community's land use planning and decision-making, including zoning decisions.

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

Principle 2 - Make provisions for a range of housing opportunities, costs, and choices that provide safe, quality housing for current and potential residents of all income levels, paying particular attention to modest cost housing to ensure maintenance of income diversity in our town.

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

Principle 4 - Encourage collaborative land use development that honors both landowners' rights to a fair return on the value of their land, and the community's desire to determine how and where it wants to grow. The Comprehensive Plan should be the guideline used by policymakers when making decisions on land use and zoning matters.

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

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

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

Principle 8 - Direct new residential development, should it occur, to areas either already served by existing infrastructure – water, sanitary sewer, electric, and streets – and/or to yet undeveloped areas within current Village borders where compatible land use adjacencies already exist. New development

shall be encouraged within the Village through infill and greater density and it shall not be considered outside the Urban Service Area. The Village will work with the Township to balance controlled development with goals for preservation of the Jacoby Greenbelt.

Principle 9 - Promote new retail, commercial, and industrial development in areas in the community where these land uses already exist (are already zoned for), and/or to yet undeveloped areas within current Village borders. New development shall be encouraged within the Village through infill and greater density and it shall not be considered outside the Urban Service Area. The Village will work with the Township to balance controlled development with goals for preservation of the Jacoby Greenbelt.

4.1 HOUSING

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

Principle 2 - Make provisions for a range of housing opportunities, costs, and choices that provide safe, quality housing for current and potential residents of all income levels, paying particular attention to modest cost housing to ensure maintenance of income diversity in our town.

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

Opinions about the adequacy of housing in the Village and Miami Township vary, but there is a common concern about the Village's ability to respond to changes in housing needs. Current census figures continue to suggest a shrinking and aging population. Nevertheless, there is at least the perception of limited available housing that fulfills these Principles, and that therefore planned moderate growth in housing that facilitates the achievement of these Principles should be encouraged.

To test the validity of this perception there should be periodic assessments of:

- A. the existing mix of housing types, including rentals, and costs,
- B. the changing demands for housing types and costs,
- C. how these demands are or are not being met by the existing mix, and
- D. the household incomes/economic capacity necessary to afford the housing types in the mix.

These assessments should account, in so far as it is possible to do so, for

- A. emerging trends that would create rapid change,
- B. the rise in housing costs due in part to increased taxes, public service costs (including an independent local school system) as well as for increases in “construction” and “land” costs, and
- C. the competitive cost due to the desirability of living in Yellow Springs, especially when housing is tight.

Village Government bears considerable responsibility for ensuring safe housing. The community has also indicated support for Government involvement in ensuring that Village provides a wide variety of opportunities to obtain housing. At a minimum, land use planning and decisions should ensure that policies and laws foster, or at least do not inhibit, the achievement of these Principles.

4.2 COMMERCE

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

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

Principle 9 - Promote new retail, commercial, and industrial development in areas in the community where these land uses already exist (are already zoned for), and/or to yet undeveloped areas within current Village borders. New development shall be encouraged within the Village through infill and greater density and it shall not be considered outside the Urban Service Area. The Village will work with the Township to balance controlled development with goals for preservation of the Jacoby Greenbelt.

One factor that has distinguished Yellow Springs from other communities of comparable size has been the diversity of its commercial activities. The orientation of activities include retail, professional, medical, research, educational and industrial/manufacturing. The size of these businesses ranges from individuals to hundreds of employees. This diversity has provided a wide variety of job opportunities and growth potential, and has mitigated the economic impact of the rise and fall of any particular component of commerce. Another important byproduct of this diversity has been the contribution to the community of the variety and expertise of the individuals connected to these ventures. However, trends in recent years have significantly reduced some components of this diverse mix.

Based on past and present concerns expressed by community members, one goal for future commercial activity in the Village should focus on the development and utilization of an economic strategy that conserves resources and increases local productivity. This would include emphasizing human development (skills, knowledge, talents,) expanding local control of resources (water, land, etc.) increasing internal investment capacity (providing capital to underwrite growth that will stay in the Village).

Land use planning and zoning should provide opportunity for new and expanding commercial activity while protecting current land uses and the vitality of the downtown area. To accomplish this objective, the Land Use Plan/Thoroughfare Plan (Appendix B) establishes several custom commercial districts, each with its special character and purpose:

- A. The Central Business District (CBD), with its concentration of various uses in a relatively small area, is aimed at serving mostly pedestrian traffic, but with parking needs for both bicycles and motorized vehicles. There is very little currently vacant land in this district.
- B. A General Business District (US 68/Xenia Avenue from approximately Brookside Drive to the south corporate limits) with a primary focus on automobile related businesses and large land users. Examples of such businesses include vehicular services and dealerships, motels, drive-through food services, and industrial/manufacturing operations.
- C. A light industrial area north of the Central Business District where buildings related to past industrial/commercial activities are currently being put to new uses.
- D. The area at the intersection of Dayton Street and East Enon Road including the recently established Center for Business and Education.

Land use planning and land use decisions should support all the districts to:

- A. Preserve each as an anchor for its respective (but different) role in providing places for community interactions that are commercial, social, and cultural,
- B. Ensure their stability while recognizing the rights of business and property owners,

- C. Ensure that unique, locally owned and operated businesses continue to contribute to the community's identity,
- D. Encourage businesses coming into the community to design their locations and operations to blend into these interactions, stability, and permanence of the community's retail and commercial centers.

The Village's PUD process also allows commercial activity to be established in other areas as part of a coherent plan that has received the community's support.

In order to avoid retail development in strip centers throughout the Village, retail activity should be clustered, and not simply allowed to develop wherever space and prime street frontage allow. Such clustering should be limited to increasing around the two primary retail areas already existing -- the central business district and the area south of Brookside Drive along the east side of Xenia Avenue.

Although commercial districts other than the Central Business District are currently predicated primarily on vehicular access, land use planning, zoning and community policy should also require provisions for easy access by pedestrians and bicyclists.

The Village's commercial land use policies should support a diversity of successful commercial activities, encourage assistance to existing local commercial activities and local entrepreneurial efforts, and enable and encourage commercial activities to relocate here. These policies may use concessions on density, open space and other land use features to reward conservation of resources, and environmental, economic, and other sustainability features.

4.3 INDUSTRY

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

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

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

Principle 9 - Promote new retail, commercial, and industrial development in areas in the community where these land uses already exist (are already zoned for), and/or to yet undeveloped areas within current Village borders. New development shall be encouraged within the Village through infill and greater density and it shall not be considered outside the Urban Service Area. The Village will work with the Township to balance controlled development with goals for preservation of the Jacoby Greenbelt.

Industry has long been part of the community's economic fabric. In the past, many task forces and committees have been assigned to evaluate how to continue, resurrect and perpetuate this historically vibrant part of the community, whether stimulated by local entrepreneurial ingenuity or by incubation (as by Antioch College's science and engineering disciplines which created Morris Bean, Vernay and YSI). These committees generated the Economic Development Revolving Loan Fund (EDRLF), which is strategically used to foster commercial, industrial and retail businesses that create local jobs. They decided that State and Federal Economic Development grants should be sought to secure the community's economic sustainability. External funding can contribute to sustaining local enterprises – commercial,

retail and industrial -- that are contributors to the community's business economy, diversity and independence.

Industrial land use plans and decisions should support existing industries, enabling them to grow and remain in the community. These plans should also attract new industries to locate, expand and thrive in the community by encouraging state-of-the-art telecommunications and environmentally sustainable building design and manufacturing practices. Additionally, we recognize the need to keep local commercial, industrial, retail and health care activities in the community.

It is important to recognize Health and Wellness as an industry. The Village is fortunate to be home to some of the area's finest healthcare facilities and practitioners, including medical doctors, dentists, chiropractic and other holistic care providers. The Village also has an excellent long-term care nursing center, which includes assisted living and independent living units.

4.4 EDUCATION

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

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

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

A community forum dubbed the Village of Yellow Springs as the "Education Village" owing to our own local educational institutions, and those in close proximity to the community (Education Institutions-Appendix C) that have been part of the educational assets of our community and that have contributed to the social and economic development of the community and that have collectively been among the largest employers of local residents.

While the public school population has generally declined over the past twenty-five years, local school achievement remains on a high level and community support (through taxation and tuition) continues to be acceptable to taxpayers and to parents.

With the temporary closing of Antioch College on July 1, 2008, and the anticipated opening of the New Antioch College in the Fall of 2011, it is especially important that community land use planning continue to enable the community's local educational institutions to:

- 1) attract and retain students,
- 2) retain the open spaces their campuses and contiguous land uses represent,
- 3) maintain the relatively clear and safe intersections proximate to their facilities, and
- 4) maintain their roles in civic and recreational community activities.

Land use policies should enable safe access to schools by pedestrians, bicyclists, buses, and other vehicles (whether by parents or student drivers).

Locations of all the educational institutions have the advantages of significant open area and nearby green space, which is of great benefit to the schools and efficiently permit varied nearby activities. The principal traffic intersections near these locations are relatively clear. Thus, although traffic can be

heavy during some parts of the day, the safety record of the locations has been very good. In any future development, it is recommended that pressure to develop heavily at intersections in proximity to educational centers should be resisted in favor of the need to preserve this safety record. Side setbacks at principal intersections should conform to front setbacks.

The Community Children’s Center location does not have the advantage of a large setback from Corry Street. In fact, the setback is rather small, making drop-off and pick-up of students less than ideal. The playground and access are also small and would appear to receive precipitation runoff from adjacent higher ground to the west.

All the educational institutions have remarkably high automobile use associated with their activities and perceived as a need by students and/or faculty. With the exception of the High School and the new Antioch Midwest facility, automobile parking near the schools during normal operations is at a premium.

All of the locations have modest infrastructure in spite of the relatively heavy utilization of the properties. Many of the structures and even principal buildings appear to need improved maintenance.

The Mills Lawn School plays important and generally appreciated roles in downtown recreational and civic events. In any future planning, the value of these roles should be taken into account.

4.5 PARKS AND RECREATION

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

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

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

Both community-owned and nearby parks and recreational areas contribute to the desirability of the community as a place to live, work and learn.

- A. Village owned parks and recreational areas include:
 - Ellis Park
 - Gaunt Park
 - Bryan Center
 - Duncan Park
 - Beatty-Hughes Park
 - Hilda Rahn Park (location of the Train Station – Chamber of Commerce)
 - YS Toddler Park
 - YS Skate Park
 - YS Women’s Park
 - Portions of the Little Miami Bike Trail
- B. Nearby recreational areas that are not owned by the Village include:
 - Glen Helen
 - John Bryan State Park
 - Clifton Gorge
 - Little Miami Scenic Trail (the bike path)

- Greene County Park system
- Mills Lawn School Playground and Tennis Courts
- Antioch College Tennis Courts
- Yellow Springs High School Track and Athletic Fields

Community land use planning should ensure the continued viability of the Village-owned park and recreation areas and make provisions in new developments for properly managed and maintained “neighborhood parks” in accordance with the Parks and Recreation Master Plan (Appendix D), which needs to be updated.

4.6 TRANSPORTATION INFRASTRUCTURE AND THOROUGHFARE PLAN

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

Principle 7 - Make provisions for a transportation infrastructure that supports safety, compatibility, and accessibility for pedestrian, bicycle, and motorized vehicles

A Land Use Plan/Thoroughfare Plan (see Appendix B) designates how the elements of the community’s transportation infrastructure – streets, sidewalks, and bike-ways – work together to fulfill these Principles. The Thoroughfare Plan should integrate the Village plan with the larger system of county, state, and federal roads, highways, interstates and bikeway systems.

Local Street Network

The majority of streets serve local traffic within the Village. Most existing streets and associated infrastructure are in a 50-foot right-of-way; although some have only a 40-foot right-of-way. Many streets have a pavement width of 20 feet or less and no walkways on one side of the street. The present design standards for new streets provide an option for an estate street which includes a 24-foot wide pavement on a 50-foot right-of-way. This design allows for an aboveground swale system in lieu of the standard underground storm sewer infrastructure. The original approval of this design was initiated not only for the appropriateness of the design but also as a way of lowering development costs. Several streets in the Village with this design, such as Orton Road are quite functional and have presented no serious problems. The estate street design, along with other alternatives, should be an option in future developments. Modifications to this basic design may include requirements for a sidewalk when anticipated traffic volume warrants separation of motorized traffic from pedestrians and non-motorized vehicles for safety.

An effective street network must recognize the different functions of various streets. A street hierarchy system separates routes that carry traffic to different destinations and serve different types of travel. A system that maintains the appropriate balance between movement and access is desirable. One obvious distinction in the hierarchy recognizes streets serving through traffic and those serving access to specific property. Specific access and movement criteria are the foundation for an ordered classification system with associated design standards. The street hierarchy is outlined below.

(1) Residential Access Street

The general purpose of this street is to carry traffic having destination or origin on the street itself and to provide frontage for service and access to private lots. These streets should be designed to carry the least amount of traffic at the lowest speed. The geometric design should be such that safety is promoted and one that contributes to an overall desirable residential neighborhood design. Typically, these streets are

short loops, cul-de-sacs, or courts. Residential subdivisions should be designed so that all or most housing units front on this type of street. Design standards include:

1. No section conveys an average daily traffic volume greater than 250 vehicles at a design speed of 25 mph.
2. In a minimum 40-foot right-of-way.
3. Two moving lanes with minimum width of 10 feet each.
4. Parking lane with width of 8 feet is optional.
5. Curbing is required with a parking lane, optional otherwise.
6. Sidewalks and tree lawns should also be viewed as necessary when they add an important component to the overall design but are not required in all cases.

(2) Residential Sub-collector

The purpose of this street is to carry the traffic of adjoining residential access streets to destinations within the immediate neighborhood. The traffic would be limited to that from intersecting residential access streets along with the traffic generated on the street itself. This street does not interconnect adjoining neighborhoods and should not carry regional through traffic. Some properties can front on these streets when a development design does not allow them to front on the access street. Design standards include:

1. No section conveys an average daily traffic volume greater than 500 vehicles at a design speed of 25 mph.
2. Usually in a 40 to 60-foot right-of-way.
3. Two moving lanes with minimum width of 10 feet each.
4. One or two 8-foot wide parking lanes.
5. Curbing should be included and is required with a parking lane.
6. One or two 5-foot sidewalks
7. Tree lawns with minimum width of 4 feet on each side of street.

The variation in design elements for any particular case would depend on the expected intensity of the street use, not only by vehicles but pedestrians and bicycles, and how it would complement surrounding areas.

(3) Residential Collector

The purpose of this street is to conduct and distribute traffic between lower-order streets and higher-order ones. These streets should carry the largest volume of residential traffic at higher speeds. To allow free traffic flow, on-street parking and direct access to homes should be prohibited. Residential collectors expected to carry considerable volume should be designed so that they are not used as short cuts between neighborhoods. Not all developments will require residential collectors but, as a general rule, developments over 150 dwellings will typically contain collectors. Design standards include:

1. Average daily traffic volume up to 3000 vehicles at a design speed of 35 mph.
2. Usually in a 40 to 60-foot right-of-way.
3. Two moving lanes with a width of 12 feet each.
4. On-street parking and drive-way access to residential properties should be limited.

5. Curbing is required.
6. One or two 5-foot sidewalks
7. Tree lawns with minimum width of 4 feet on each side of street.

(4) Arterial

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

1. Average daily traffic volume above 3000 vehicles at a design speed of 35 to 45 mph.
2. Usually in a 50 to 60-foot right-of-way.
3. Two moving lanes with a width of 12 feet each.
4. Two 8-foot parking lanes with curbing.
5. Two 5-foot sidewalks
6. Tree lawns with minimum width of 5 feet on each side of street.

(5) Special Purpose Streets

- (a) **Alley:** This is a service road providing secondary access to lots. It is considered the same functional level as a residential access street with different standards. The amount of activity on alleys should be minimized and their layout should discourage use as shortcuts. These should be designed to discourage through traffic and no parking should be permitted. The pavement must be a minimum of 12 feet wide and 15 is preferred.
- (b) **Cul-de-Sac:** This is a street with single access for ingress and egress with a circular turn-around at its terminus. These streets are valued in residential developments as they promote neighborhood identity and allow safer, quieter living conditions. Cul-de-sacs can have different design standards, depending on the uses they serve. Those serving residences can be narrower than those serving businesses.
- (c) **Stub Street:** This is a portion of a street (of whatever kind) either approved in its entirety (but not yet constructed) or planned as a future connector (of whatever kind) to subsequent, future development of adjacent land. Design standards would be the same as its expected completion street, with additional temporary design elements, e.g., temporary turn-around as deemed necessary.
- (d) **Estate Street:** This is really a street architecture more than a special purpose street as its architecture can be used throughout the hierarchy of other streets (even special purpose ones, with the exception of alleys).

The Land Use Map included in this Plan indicates the classification of existing streets and also indicates where new street connections are desirable.

Regardless of street type, consideration should always be given to making provisions for:

- A. Bike-ways – either as part of the roadway or as separate paths,
- B. Pedestrian sidewalks/walkways at least 5’ wide – with appropriate ramping for “walkers” and wheelchairs (and revise the Zoning Code to require this width), and
- C. Intra- and inter-neighborhood connectors such as dedicated paths between lots.

4.7 GENERAL ENVIRONMENT

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

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

Some basic values have emerged and been strengthened through community dialog during the past several decades that define Yellow Springs' current and future image of itself. They all have some impact on the environment, and on the way citizens of the Village expect to relate to the environment. In general, Villagers agree that:

- (1) Being environmentally responsible-- working to improve and preserve the natural ecosystem's health-- is deemed higher priority than individual or collective economic gain.
- (2) The community values diversity and seeks to preserve the freedom and rights of individuals insofar as possible, so long as the freedom and rights of others and the long-term health of the Village environment, ambiance, and quality of life are not compromised.
- (3) The current ambiance of Yellow Springs-- small and rural-- should be preserved. A healthy central business district, the hub of the Village, is an integral part of the valued ambiance, as is green space both within and around the Village.
- (4) While recognizing that Yellow Springs has attributes worth preserving, stagnation is not a desirable goal and a healthy economy is also important. The community sees itself as connected to and influenced by surrounding communities and the world, and proactive in developing and using new ideas and appropriate technology for land use strategies and protecting the environment.
- (5) Conservation, be it applied to the natural environment as a whole or resources such as air, water and energy, is more than a concept in Yellow Springs. Village government should lead and support programs and practices that conserve energy and reduce, if not avoid, contaminating our air and water.

In terms of the community's goals vis-à-vis the environment in general, these basic values support the goal of protecting or improving our landscape, air and water.

Open Space

Open spaces, both internal to the community and surrounding the Village, are important to the residents of Yellow Springs.

Preservation of natural forest, meadowland, and agricultural open space beyond the Urban Service Area is a desirable goal. Yellow Springs pledges support for the continued preservation of Glen Helen on the east and the preservation of additional greenbelt to extend completely around the Village. Currently, the Country Common to the southeast and Whitehall Farms to the north have been preserved through conservation easements. The western portion, known as the Jacoby Greenbelt, is the largest piece that has not yet been preserved and is seen as a priority as development farther to the west continues to move towards Yellow Springs.

General strategies that may be used toward this greenbelt goal include acquiring and keeping land and/or development rights, acquiring land for resale once conservation easements are applied, and active cooperation with the Tecumseh Land Trust, other conservation groups, agricultural organizations, and neighboring planning commissions. Specific strategies will include, but not be limited to, mapping of the greenbelt areas, keeping records and tracking ownership and land use activity, establishing acquisition priorities, identifying development threats, and determining a financial plan that includes appropriate compensation (financial or otherwise) for greenbelt land owners other than the Village and maintaining an

ongoing dialog with Miami Township officials and land owners to share priorities and develop mutually-beneficial strategies.

Open spaces within the Village include the Village parks, the Yellow Springs school campuses, the “Golf Course” of Antioch College, the Glass Farm and the undeveloped private land in the northwest and southwest. There are also small areas of private land in various neighborhoods that while not available to the general public, do add to the open space ambiance of the Village. Increasing the public accessibility and interconnectedness of publicly owned open spaces within the village is a desirable goal, particularly via biking/walking paths to encourage healthier and safer living for everyone. Strategies for accomplishing this goal include purchases, conservation easements, easements for biking/walking paths, and exchanging increased density for open space designation in PUD developments.

Natural Resources: Air, Water, and Energy

Recognizing that the Village of Yellow Springs has limited control over the quality of its air, environmental goals for protecting air quality should include utilizing data from the regional air-monitoring programs that track contaminant fluctuations. Encouraging the use of bicycles, enforcing laws against idling vehicles and open burning, and using low-emission fuels for Village energy expenditures are small but significant steps. Taking an active stand on practices, proposals, and developments upwind and downwind is justified within the larger goal of protecting the quality of life in Yellow Springs.

The Village is completely dependent on groundwater, and groundwater, like air, does not respect political boundaries. Recognizing this and the connection between surface water and groundwater, as well as the impact of storm water and agricultural runoff, lawn treatments, landfills, septic tanks, and non-containment of industrial and household wastes, should direct land use planning, legislation, enforcement, and the use of Village-owned land.

4.8 SPECIAL PLANNING AREAS

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

Principle 2 - Make provisions for a range of housing opportunities, costs, and choices that provide safe, quality housing for current and potential residents of all income levels, paying particular attention to modest cost housing to ensure maintenance of income diversity in our town.

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

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

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

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

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

Principle 8 - Direct new residential development, should it occur, to areas either already served by existing infrastructure – water, sanitary sewer, electric, and streets – and/or to yet undeveloped areas within current Village borders where compatible land use adjacencies already exist. New development shall be encouraged within the Village through infill and greater density and it shall not be considered outside the Urban Service Area. The Village will work with the Township to balance controlled development with goals for preservation of the Jacoby Greenbelt.

Principle 9 - Promote new retail, commercial, and industrial development in areas in the community where these land uses already exist (are already zoned for), and/or to yet undeveloped areas within current Village borders. New development shall be encouraged within the Village through infill and greater density and it shall not be considered outside the Urban Service Area. The Village will work with the Township to balance controlled development with goals for preservation of the Jacoby Greenbelt.

Four Special Planning Areas are identified on the Land Use Plan/Thoroughfare Plan (Appendix B) as important components of the Village Plan because of their size, physical location, and potential for mixed-use development. These are (1) the central business district, (2) the Dayton-Yellow Springs and East Enon Roads area, (3) the King Street and Fairfield Pike area, and (4) the US Route 68 and Hyde Road area. All the identified areas require development proposals and approvals that:

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

A performance-based approach should be considered in the review of any specific development proposals within these areas. The premise of this approach is that any type of land use is possible, as long as the impact of growth and development does not threaten natural, social and economic qualities that are deemed worthy of protection. This premise, however, should not be so restrictive as to preclude preservation of those things we wish to preserve. These natural, social and economic qualities should be explicitly defined beforehand. Compatibility with existing adjacent uses and infrastructure/service demand must also be addressed in using this approach.

Area 1: The Central Business District

The Central Business District has physical, social and economic importance as the community's hub. There has been, and continues to be, clear and on-going support for measures that would enhance the downtown area as a community focal point. This means that the present variety of land uses, all complementary to the community with respect to services, retail, social and cultural offerings, and aesthetics, should be supported and protected. Planning should maintain and add to the elements that provide a human scale to the district – sitting benches, planters and ornamental trees, bike parking, and an eclectic mixture of building types and architectures worthy of preservation. New or renovated buildings should preserve the already established scale and harmony of height, bulk, and setbacks.

The district has fairly well defined entry points including:

- Three main entry points: US 68 at SR 343; US 68 at Limestone Street (James A McKee Way); and Dayton Street at Walnut Street
- Secondary entry points: Corry Street at Glen Street, Glen Street itself, Elm Street at Walnut, and Short Street.

All of these entry points deserve careful attention with respect to their street architecture – roadways, sidewalks, bikeways, and streetscapes, as well as the present and future land uses to insure that the Central Business District continues to have clearly identifiable entry points.

The Central Business District has two serious problems: its small size, and limited and inadequately identified parking.

The small size of the Central Business District, currently about 18 acres, limits the expansion of existing businesses and restricts the ability for new businesses to locate in the district. By comparison, land use data for other communities in the region indicates rule-of-thumb acreage of commercial land being about one acre per 100 residents, which would mean that about 39 acres should be provided to serve the present Village population. However, it is clear, both in the public opinion survey of 1973 and the 1990 neighborhood forums that citizens would discourage new commercial centers elsewhere in or near the Village that might be harmful to the retail base of the Central Business District. However, small, alternate commercial areas that do not rival the focal-point character of downtown are seen as realistic and accommodating the overall quality of Village life.

Although limited downtown parking has been the subject of many studies over the years, there is still no comprehensive plan to accommodate peak parking needs. On-street parking in the Central Business District is already maximized with respect to size and duration. Off-street parking - both private and public - also seems to be maximized, but is inadequately signed and identified. The Northern Gateway Project will provide relief through improvements to the Cemetery Street parking area.

Planning for the Central Business District should include desired development patterns and preferences regarding the direction of expansion. New or modified development in the district should reflect its legacy of relatively small lots, high density, a pedestrian orientation, and mixed uses-- for example, shops on the ground floor and offices, studios, light production or residences on the second floor. Buildings that have managed to endure as "historic treasures" should be specifically identified and protected.

Area 2: Dayton Street and East Enon Road

Education and light industry already exist in this special planning area, which is surrounded by adjacent residential and agricultural areas. The northwest corner of the intersection, which comprises the Center for Business and Education, has recently been annexed into the Village. There are only two more properties to the west on Dayton Street that lie within the Urban Service Area and can be provided with gravity sewers should they be annexed. These three properties together will form the western entrance to Yellow Springs for the foreseeable future. Additional properties to the north on East Enon Road are also within the Urban Service Area and could be added to this special planning area in the future.

Development in this special planning area should:

1. Encourage education and light industry, but residential uses should not be precluded, including the possibility of mixed-use areas.
2. Discourage retail uses that would detract from the Central Business District.
3. Minimize access points and curb-cuts on Dayton Street and East Enon Road.
4. Recognize the aesthetic importance of this intersection as an entry point to the community and accordingly design for compatibility with existing structures, provide landscaping, screening and signage that enhance this gateway.
5. Protect Jacoby Creek and its watershed.

Area 3: King Street and Yellow Springs-Fairfield Road

Development in this area is expected to be residential with various densities consistent with the existing subdivisions in the general area, which include Park Meadows (high density), Kingsfield (low density), The Stancliff Neighborhood (medium-high density) and Thistle Creek (medium-high density). The

eastern third of the Village-owned Glass Farm was recently designated a conservation area, which includes a recently constructed detention pond that reduces the frequency of downstream flooding.

Most of the undeveloped land in this planning area is west of the creek and consists of interior parcels such as the Kinney property and the western part of the Glass Farm. Access points for streets are limited to Wright Street extended, Kenneth Hamilton Way extended, one point on Fairfield Road and frontage on East Enon Road. Sanitary Sewer to serve the area must come from a new sewer in Wright Street beginning at Dayton Street. Proper storm water management will be important for this area. Although, the entire area drains to the Glass Farm detention pond, this pond was not intended for, or designed to accommodate, any new development.

Planning for this area should include a Thoroughfare Plan and preliminary routing and design for sanitary trunk sewer that starts on Wright Street at Dayton Street and extends to East Enon Road. Storm water management may work best if undertaken jointly by multiple landowners and this should be encouraged.

With existing commercial land uses on Yellow Springs-Fairfield Road just west of the Village limits, there could be consideration of compatible uses on part of the Glass Farm.

Area 4: US 68 and Hyde Road (and the surrounding area)

This area currently includes residential, industrial, commercial and agricultural land uses. Any new development must be compatible with this land use reality and cannot – by the zoning regulations already applied to this area – detract from the vitality of the Central Business District. Additionally, any development should not adversely affect down-stream watercourses – including Hyde Creek, Jacoby Creek and the Little Miami River.

As yet undeveloped areas to the east of this US 68 corridor should probably be encouraged to be developed residentially, although some transient uses could possibly be allowed as well (given the proximity of the Springs Motel). Wherever feasible, access to US 68 should be from existing streets rather than from new curb cuts. Sanitary sewer extensions should be carefully planned to allow access to the entire service area.

4.9 ANNEXATION, UTILITY EXTENSION

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

The annexation of the Kinney property, the Village owned Glass Farm, and the Community Resources owned Center for Business and Education (CBE) – have added some 100+ acres to the community's land area. However, except for the CBE, no definite development plans have emerged for these annexed land areas. Other land adjacent to the Village boundaries may also be subject to annexation proposals in the future.

A policy outlining the Village Council's position regarding annexation was adopted in 1992 and amended in 2006 in response to changes in Ohio annexation law. The 2006 policy is included as Appendix K of this document.

When land that is annexed to the Village is developed, it must be provided with the necessary infrastructure of which the following components generally fall within the direct responsibility of the Village to own operate and maintain after installation by the developer:

1. Transportation including streets, sidewalks and bikeways.

2. Electrical Distribution
3. Water Distribution and Water Treatment Plant (WTP)
4. Sanitary Sewer Collection and Waste Water Treatment Plant (WWTP)
5. Storm Water Management

However, there may be instances where the Village is not directly responsible for components of the infrastructure such as operation and maintenance of private sanitary lift stations, storm water detention facilities, etc. For these infrastructure components, the Village should ensure that the development plans include the appropriate legal structures for continued operation and maintenance of facilities that remain in private ownership, and provide for Village intervention should the facilities not be properly operated and maintained.

Transportation

Transportation infrastructure was covered extensively in Section 4.6. A particular issue related to the most recent annexations is the need to develop a plan for transportation infrastructure within the area bounded by Dayton Street, East Enon Road, Fairfield Road and King Street, which has few points of access to the interior parcels.

Electric Distribution

Yellow Springs has owned, operated and maintained its own electric distribution system for many years. The system functions as an enterprise, and supports its own maintenance and capital improvements. The Village purchases power through its membership in American Municipal Power (AMP), a non-profit public power membership organization with 128 member jurisdictions in six states.

The electric distribution system was recently evaluated for reliability and future adequacy. The Electric System Task Force was commissioned by Village Council to provide information regarding the system condition. The Task Force was created due to concerns about the delivery of reliable power at sufficient capacity to meet existing and future needs, and to examine a proposal to construct a new sub-station.

The Task Force's Phase I report (October, 2007) indicated that the Village-owned system is in good condition and is well maintained. The report identified projects that will increase the capacity and quality of our electric distribution without the construction of a new sub-station given current needs and accommodating modest future growth. Electric capacity should be monitored to ensure that it is able to meet the demand as consistent, quality electric distribution is a strong component of business retention and expansion and economic development.

The Task Force's Phase II report recommends that the Village embark on an effort to reduce electric consumption through conservation, improved energy efficiency and increased use of renewable sources of power thereby reducing needed expansion of the electric system. They also recommended reducing our reliance on coal-fired generation in an effort to address the concerns of global warming and the changing energy industry. The report also recommended finding ways to create new energy related jobs in the Village by systematically investing in conservation efforts, community education and the development of renewable energy generation. Both of the Task Force's reports are attached to this Comprehensive Plan as Appendix I.

Water Distribution and Water Treatment Plant (WTP)

The Village has developed a computer model of the water distribution system that can be used for water infrastructure planning when land within the Village is developed, or when land is being considered for annexation.

Results of the computer model indicate that water supply is plentiful for normal uses in most areas, but that fire flows may be limited in some scenarios due to a “bottleneck” between Allen Street and Herman Street. Fire flows for the south end of the Village must come primarily from the well field while fire flows for the area from Herman Street north must come primarily from the water towers at Gaunt Park.

Water distribution infrastructure is well positioned to serve the recently annexed land with large water mains between the water towers at Gaunt Park and Dayton Street at East Enon Road and east to King Street. While water volume is plentiful, pressure will be low for multi-story buildings and fire suppression systems, necessitating booster pumps for those uses.

The Water Treatment Plant is designed to treat 1.0 million gallons per day (GPD). Current water consumption is normally around 750,000 GPD. This 250,000 gallon “surplus” should be adequate to accommodate modest growth.

Sanitary Sewer Collection and Waste Water Treatment Plant (WWTP)

The Village policy, adopted in 2004, is that the Village will not extend sanitary sewers outside the Village limits, and that future extensions of Village owned sewer infrastructure will only be through gravity sewers. This means that the Village will not extend sanitary service to areas that would be served by Village owned lift stations.

In 2006, the Village established an Urban Service Area based on the lands that could be served by gravity sewer as established in a 2006 Sanitary Sewer Study that is included as Appendix L. Outside the Urban Service Area the Village expects that sanitary wastewater will be treated with on-site or semi-public systems as delineated in the Facilities Planning Area documents adopted by Yellow Springs and approved by the Miami Valley Regional Planning Commission and the Ohio Environmental Protection Agency.

The recently sanitary sewer improvements in Dayton Street have facilitated the development of the Center for Business and Education. Careful planning is needed for providing sanitary sewer service throughout the already annexed land bounded by Dayton Street, East Enon Road, Fairfield Road and King Street. As described in the 2006 Sanitary Sewer Study, the primary means of serving this area and the remaining land in the northwest part of the Urban Service Area is via a trunk sewer that would begin at Dayton Street and Wright Street. This sewer must be planned and constructed with the entire service area in mind, not merely the next piece of land to be developed.

The Waste Water Treatment Plant is designed to treat 1.2 million GPD. Currently about 600,000 GPD is treated daily. This 600,000 gallon “surplus” should be adequate to accommodate modest growth.

Storm Water Management

Village ordinances require that land being subdivided provide storm water detention in accordance with Greene County standards. When land is being developed under a PUD, the Greene County standards are not mandatory so the Village has considerable latitude to require those standards or to consider site specific alternatives for storm water management. However, the existing ordinances are silent on

requirements for storm water management as relates to development undertaken through site plan review only. This is a gap that should be addressed.

A high level of storm water management must be included in all development in the northwest area that drains to the Glass Farm Branch of Yellow Springs Creek. While the recently constructed detention pond on the Glass Farm is reducing the frequency of flooding downstream, this detention pond was not designed or intended to substitute for proper storm water management by new development throughout the watershed.

**VILLAGE OF YELLOW SPRINGS
COMPREHENSIVE LAND USE PLAN
APPENDICES - 2010**

Appendix A	Urban Services Area Map
Appendix B	Land Use Plan/Thoroughfare Plan
Appendix C	Education Institutions
Appendix D	Parks & Recreation Master Plan
Appendix E	Sidewalk Survey Map
Appendix F	Yellow Springs Bikeways Map
Appendix G	Sanitary Sewer Collection Map
Appendix H	Annexation Policy
Appendix I	Energy Systems Task Force Report/Phase I and II
Appendix J	Historic District Map
Appendix K	2010 Visioning Plan – <i>Vision Yellow Springs and Miami Township</i>