City of Springboro
Land Use Plan

City of Springboro, Ohio

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Land Use Plan Steering Committee

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Chapter 1 – Introduction

The Springboro Land Use Plan updates and replaces a similar plan that was adopted by City Council in August 1998. While the 1998 plan provides adequate planning decision-making tools for City officials, public changes in the City since the adoption of the 1998 plan necessitate an update. In 1998 Springboro was a community of approximately 10,000 persons and development activity was focused on residential development. Today, Springboro has an estimated population of over 17,000 persons, development activity has shifted to non-residential uses supporting Springboro’s growing population and the volume of undeveloped land within the municipal boundaries has been reduced significantly.

The Springboro Land Use Plan provides a framework for long-range land use decision-making in Springboro. The plan addresses the questions of where the community is today, where it is going and the tasks needed to implement plan recommendations.

The Springboro Land Use Plan’s is organized into sixteen Policy Areas, portions of the community that share similar characteristics: land use, date of construction or development, condition and proximity. The Policy Areas, discussed at length in Chapter 2 of this report, provide existing character; future characteristics, actions and needs; preferred land uses; recommended density and open space requirements; and implementation recommendations. Chapter 3 outlines City of Springboro Annexation Policy and Chapter 4 measures to implement plan recommendations.

Land Use Plan Process

In early 2007, the City of Springboro embarked on an important process to develop an update to the Springboro Land Use Plan for the City.

The process and development of this document was based on a four-pronged public input approach. The planning process employed a Steering Committee, Key Person Interviews, Focus Groups and a Public Open House. The foundation for this planning process was the Steering Committee, which met on a monthly basis to discuss and develop the Plan. The Steering Committee represented a broad cross-section of the community, including residents, business operators, community organization leaders, and elected and appointed officials. An important role of the Steering Committee was that of “champion” of the planning process; the Steering Committee was encouraged to go out to the community and discuss the plan, soliciting and processing information regarding the Plan’s objectives and policies.
The Land Use Plan process also incorporated a public open house to review, comment and provide support for the various elements of this Plan as it was being developed. This event was held at the Heatherwoode Golf Club in April, 2008 in order to review. Over 70 persons attended this event and provided written feedback on the 16 Policy Areas established in this document. Ten Key Person interviews were also conducted consisting of residents, past City officials, business operators and major land holders. These interviews were conducted to gain one-on-one, candid input regarding the strengths, weaknesses, opportunities and threats that face Springboro. A summary of the interviews is in Appendix B.

Two focus groups were also conducted in July 2007-including members of the Springboro Planning Commission and, in August 2007, Springboro residents. The summary for these two exercises, which provide important insights into the existing community and what is desired for the future of Springboro, are in Appendix B. This information, gleaned through public involvement, provided a strong basis for existing information gathered for the Plan and laid the foundation for future recommendations for implementation of this Plan.

**Regional Location**

The City of Springboro is located in northern Warren County and southern Montgomery County between the Cincinnati and the Dayton metropolitan regions in southwest Ohio. Figure 1 illustrates the relative location of the City within the southwestern Ohio region.

The city is 10.3 square miles in area and as of 2007, according to U.S. Census Bureau estimates, had a population of 17,253, a 39 percent increase since 2000.

Springboro is well connected to the regional surface transportation network by an exit on I-75 at S.R. 73. A second I-75 interchange is planned at Austin Road on the City’s north side. Springboro is bisected by S.R. 741, a major north-south corridor, and S.R. 73, an east-west corridor. Figure 1-1 on the following page graphically identifies Springboro’s location and its proximity to the Cities of Kettering, Centerville, Middletown and Mason.
Figure 1-1 – Springboro Regional Location
Chapter 2 – Planning for Springboro’s Future

The City of Springboro is comprised of several distinct areas that include residential neighborhoods, business corridors, historic areas and open spaces that, when assembled as a whole create the City of Springboro. Each of these areas exhibits its own special character, has its own specific needs and challenges that are unique in their own way to the City overall. It is impossible to make plans for the future without considering these smaller areas separately and as a whole. To accomplish this task, a system of Policy Areas has been established based on similar land uses, proximity, date of development or construction and other general characteristics. Unique recommendations for future growth and preservation in each of these areas are part of this Land Use Plan.

Based on the results of the public involvement process which include community outreach efforts with the Land Use Plan Steering Committee and the citizens of Springboro, 16 Policy Areas have been established. These Policy Areas are identified in Figure 2-1 and are listed below. Each Policy Area contains specific information on: Existing Character; Future Characteristics, Action and Needs; Preferred Land Uses; Recommended Densities and Open Space and Implementation Recommendations.

Implementation recommendations are provided for each Policy Area of the Land Use Plan. The policy recommendations contain detailed suggestions for implementing policies, programs and other action plans relating to the analysis of the particular Policy Area. It should be noted that these policy recommendations typically require other formal adoption procedures whether through zoning ordinance amendments or other adopted of legislation.

The Policy Areas are:

1. South Tech Business Park
2. Northwest Residential Neighborhoods
3. North S.R. 741 Corridor
4. Northeast Residential Neighborhoods
5. S.R. 73/I-75 Business Parks
6. I-75 Gateway
7. City Services Center
8. Central S.R. 741 Corridor
9. Town Center
10. East Central S.R. 741 Neighborhoods
11. City Center Neighborhoods
12. Southeast Neighborhoods
13. Historic Core
14. South Richards Run Corridor
15. Clear Creek Corridor
16. Heatherwoode
Land Use

The Policy Areas that follow rely on a number of land use descriptions for both existing conditions and preferred future development patterns. Existing land use can be defined as the primary activity on a parcel of land at a specific moment in time.

The Springboro Land Use Plan identified the following general types of land uses established in the City of Springboro:

- Undeveloped or Agricultural – Land which remains in its natural state or which is exhibiting some type of farming activity.
- Single Family Residential – Land designed or used for occupancy by one family in a permanent structure.
- Multi-Family Residential – Land designed or used for occupancy for two or more families in individual units in one or more permanent structures (e.g. condominiums, apartments, townhouses, etc.).
- Mixed Use – Land designed or used to include a variety of complementary and integrated uses such as, but not limited to: residential, office, manufacturing, retail, public, or entertainment uses.
- Public and Semi Public Use – Land designed or used or controlled exclusively for public purposes by any department or branch of government, state, county or municipal, without reference to the ownership of the building or of the realty upon which it is situated or by a religious or not for profit entity. Public and semi-public uses may include churches, hospitals, schools, libraries, museums, post offices, police and fire stations, clubs and fraternal organizations, and public utilities.
- Park/Recreation/Open Space – Land used for any non-retail or not for profit facility designed to serve the active and passive recreational needs of the residents of the City. Parks and recreation may include community swimming pools, neighborhood parks, golf courses and ball fields. Open spaces include areas which are dedicated for natural preservation.
- Office – Land designed or used for services performed that primarily involve administrative, professional, medical or clerical operations.
- Retail – Land designed or used for businesses selling goods, wares or merchandise directly to the ultimate consumer for direct consumption and not for resale. Such uses include, but are not limited to: supermarkets, gas stations, shopping centers, financial institutions, restaurants, retail stores and convenience stores.
- Light Industrial – Land designed or used for the assembling, altering, converting, fabricating, finishing, processing or treatment of a product utilizing a relatively clean and quiet process which does not include or generate objectionable or hazardous elements such as smoke, odor, vibration, water pollution or dust and which is operating and storing products and materials in a completely enclosed structure.
Figure 2-1 – Springboro Policy Areas

Policy Areas
1. South Tech Business Park
2. Northwest Residential Neighborhoods
3. North S. R. 741 Corridor
4. Northeast Residential Neighborhoods
5. S.R. 73/I-75 Business Parks
6. I-75 Gateway
7. City Services Center
8. Central S.R. 741 Corridor
9. Town Center
10. East Central S.R. 741 Neighborhoods
11. City Center Neighborhoods
12. Southeast Neighborhoods
13. Historic Core
14. South Richards Run Corridor
15. Clear Creek Corridor
16. Heatherwoode
**Policy Area 1 – South Tech Business Park**

**Existing Character**

Located in the northwest portion of the City of Springboro and adjacent to I-75, the South Tech Business Park Policy Area incorporates a City-approved development Land Use Plan for a 250 acre premiere research, office and light industrial campus style development. The City has taken this proactive approach through purchasing a portion of the Business Park and developing the South Tech Business Park Land Use Plan. The area is also being developed in coordination with a multi-jurisdictional plan, the Austin Road Development and Land Use Plan, in order to broaden the City tax base and provide high end jobs. A portion of the business park, approximately one-third of the original South Tech Business Park, has been developed.

*Figure 1.1 – South Tech Business Park Policy Area*
A summary of the existing character and issues regarding the South Tech Business Park Policy Area includes the following:

- The current development pattern is a mix of light industrial, office, recreation and a small portion of retail.
- Significant areas of land are available for development including land with I-75 frontage.
- Development of this area will be based on strict design guidelines as a part of the adopted South Tech Business Park Land Use Plan and the multi-jurisdictional Austin Road Development Plan.
- The area is characterized as new and modern with respect to development.
- The area is visible from the Austin Road/I-75 Interchange.
- The area is directly west of the Dayton Wright Brothers Airport, an active general aviation airport.
- The entire Policy Area is served by the Montgomery County Sanitary Engineering Department for water and sanitary sewer.
- Current zoning is ADD-1 and ADD-2.

**Preferred Future Characteristics, Actions and Needs**

- All new development and redevelopment of properties in the South Tech Business Park Policy Area shall follow the respective regulations of the ADD-1 and ADD-2 zoning, including permitted uses, site development standards and architectural standards.
- There shall be an emphasis on providing a mix of light manufacturing uses with supporting office and retail uses.
- Green spaces and landscaping shall be incorporated into all new development and redevelopment projects, including streetscapes, to reduce impervious surfaces, reduce stormwater run off and soften the visual quality of development.
- All new development and redevelopment efforts shall promote external and internal connectivity through the installation of sidewalks, walking trails, roadway systems and bicycle trails.
- Proposals for new development and redeveloped properties shall consider the impacts of traffic circulation and incorporate access management techniques including, but not limited to: consolidation of curb cuts, shared parking, frontage roads and parking lot interconnect.
- A visually pleasing gateway/entrance should be developed for all major entrances into this Policy Area. Such gateways should emphasize the entrance into the City of Springboro and could contain design elements such as landscape beds, signage, and special lighting or a larger element such as a small park.
- The City should be an active participant in the promotion of coordinating design elements, both on public and private properties, with surrounding jurisdictions. In particular, coordination should occur between the South Tech Business Park Policy Area and the Austin Road Interchange Area to promote a cohesive design atmosphere.
Preferred Land Uses

The following land uses are identified for the South Tech Business Park Policy Area in order of preference:

• Development shall occur specifically pursuant to ADD-1 and ADD-2 district requirements as outlined below:

ADD-1 Preferred Uses:
• Light Industrial
• Research and Development
• Office
• Accessory retail, limited to 20% per parcel.

ADD-2 Preferred Uses:
• Ancillary Business Services including, but not limited to:
  • Financial Institution
  • Hotels
  • Conference Center
  • Retail uses less than 15,000 square feet in floor area
  • Personal Services
  • Restaurant without drive through

Recommended Density and Open Space Requirement

Open space is required for each parcel of developed or redeveloped land pursuant to ADD-1 and ADD-2 standards.

Implementation Recommendations

Development and redevelopment activities, including land uses, shall be specifically pursuant to the South Tech Business Park proposed Land Use Plan and the ADD-1 and ADD-2 requirements previously adopted by the City of Springboro City Council and Planning Commission.
**Policy Area 2 – Northwest Residential Neighborhoods**

**Existing Character**

Comprised of the Royal Springs, Royal Springs Meadows, Tamarack, Royal Tamarack, Springwood, Springbrook, and the Deer Trail/Hunter Springs subdivisions, the Northwest Residential Neighborhoods Policy Area is characterized by a mix of single-family detached residential dwelling styles (ranch, tri-level and two-story) and City parks.

**Figure 2.1 – Northwest Residential Neighborhoods Policy Area**
A summary of the existing character and issues relating to the Northwest Residential Neighborhoods Policy Area is as follows:

- The Policy Area is predominately built out within the City jurisdictional boundary. However, a few larger lot Township parcels remain available for development.
- The area is comprised entirely of detached, single-family residential dwellings and City parks: North Park and Foliage Lane Park. Most of the residential dwellings in this Policy Area range between ten and 40 years in age.
- The Policy Area has a diversity of housing styles including ranch, tri-level and two-story single family dwellings.
- Many of the homes in this Policy Area are considered to be moderately priced by residents and real estate agents.
- Most of the subdivisions in this Policy Area are adequately interconnected—with sidewalks, paths and roadway. One exception is the connection between the Tamarack neighborhood with the Springwood and Springbrook subdivisions that are not physically connected by roadway or sidewalk.

**Preferred Future Characteristics, Actions and Needs**

- The City should require conformance to the current physical character of housing stock as infill redevelopment or new development occurs on available and annexed parcels. For example, in a neighborhood of ranch style homes, newly developed or redeveloped properties, especially infill housing, should not be two story homes. In cases where redevelopment or development is not an infill development (three or more contiguous parcels), it may be acceptable to establish a different physical housing type.
- There is potential to provide reasonably priced housing options for newer families as the neighborhoods in this Policy Area age with the current housing stock available in the Policy Area. Discussion with residential developers and the real estate community as to the marketability of new dwelling types in this area should occur as parcels become available for development and redevelopment to vary the price ranges available to the buyer.
- As properties redevelop, potential reuse for higher density attached or detached housing on the perimeter of the Policy Area is possible where it abuts the northeast portion of Policy Area 2 (Deer Trail) and Clearcreek-Franklin Road. This reuse for higher density residential units will serve to provide a transition between busy roadways and non-residential type uses.
- A priority for the City should be the development of a physical connection—walking trail, path or sidewalk—that links North Park in Policy Area 2 and Village Park in Policy Area 3.
Preferred Land Uses

The following land uses are identified for the Northwest Residential Neighborhoods Policy Area in order of preference. This list is established to ensure adequate property maintenance and the proper reuse or development of available land.

- Detached residential dwellings.
- Attached residential dwellings in applicable areas to provide a transition between detached residential dwellings in this Policy Area and non-residential uses that surround this Policy Area.
- Public park and open space uses should be developed and maintained. Pedestrian and bicycle connections between such park and open space uses and residential dwellings should also be developed to promote non-motorized transportation.
- Public and semi-public uses.

Recommended Density and Open Space Requirement

- Detached residential dwellings are preferred at a moderately low overall density of 4 dwelling units per acre.
- Attached residential dwellings are preferred at a moderate overall density of 6-8 dwelling units per acre with a minimum open space requirement of 25%.

Implementation Recommendations

Emphasis by the City should be placed on the enforced maintenance of property in this Policy Area. Development and redevelopment activities should be limited to residential uses that compliment the existing residential uses with respect to housing type and size, materials used and lot coverage.
Policy Area 3 – North S.R. 741 Corridor

Existing Character

Located between Tamarack Trail and Pennyroyal Road, the North S.R. 741 Corridor Policy Area lies at the northern gateway into the City of Springboro. This area contains some of the newest non-residential development in the City, including the Marketplace at Settlers Walk at the northeastern corner of the intersection of S.R. 741 and Lytle-Five Points Road. Mixed use developments are currently being constructed on the western side of S.R. 741 in this study area, north of Lytle-Five Points Road. This Policy Area also includes the largest undeveloped parcel of land in the City, the Easton Farm, which is approximately 101 acres in size.

Figure 3.1 – North S.R. 741 Corridor
A summary of the existing character and issues relating to the North S.R. 741 Corridor Policy Area is as follows:

- The Policy Area currently includes a large amount of developable land including the Easton Farm property, which is approximately 101 acres in size. This parcel is directly accessible from S.R. 741 and Anna Drive.
- The Policy Area can be best described as a mixed-use area including retail, office, City parks and the local YMCA. This development is primarily contained along S.R. 741 between Pennyroyal Road and the northern border of Policy Area 8.
- This area contains all necessary infrastructures for existing and future development needs.
- Newer existing developments have been well designed and are primarily conventional in nature with parking lots in the front of the building, at the street.
- The Policy Area is surrounded by residential subdivisions to the east (Settlers Walk) and to the southeast (Woodland Greens, McCray Farms).
- This Policy Area is bisected by S.R. 741 that affords easy access to all parcels. It is the primary north-south transportation corridor in the community.

**Preferred Future Characteristics, Actions and Needs**

- The City prefers the continuation of the mixed-use development pattern as new development and redevelopment occurs, with non-residential uses fronting on S.R. 741. Residential uses can be permitted on S.R. 741 if located on the upper floors of a multi-story building. This can be accomplished through the rezoning of property as a traditional zoning district that permits multiple types of uses, through the application of a planned unit development district or through the creation of an overlay district.
- Promote the walkability in the Policy Area through the continued implementation and use of paths and sidewalks to link uses that front along S.R. 741 to those parcels of land that do not front on S.R. 741.
- Continue emphasis on high quality design features both on and off site. This can be accomplished through the application and enforcement of design guidelines in an overlay district or general design guidelines applicable to all retail areas of the City.
- An emphasis on high quality streetscapes and greenspace that are well maintained is preferred.
- Provide a physical connection between the Village Park Planned Unit Development in this Policy Area and North Park in Policy Area 2 by a dedicated pedestrian/bicycle trail and roadway connections in the vicinity of Anna Drive and Tamarack Trail.
Preferred Land Uses

The following land uses are identified for the North S.R. 741 Corridor Policy Area in order of preference. This list is applicable to ensure adequate property maintenance and the proper reuse or development of available land to ensure viability.

• Uses permitted in the Planned Mixed Use District(s) currently established for the Policy Area as outlined below.
  • Convenience Retail. Convenience retail means a small businesses, typically 5,000-10,000 square feet in floor area or less which provides convenience-type goods for the daily needs of the people within the surrounding residential areas.
  • Personal Service (e.g. barber shop, beauty shop, dry cleaner, health club/gym).
  • Retail; less than 75,000 square feet in gross floor area.
  • Restaurants, excluding drive through.
  • Office (Professional, Business, Medical, Dental).
  • Residential dwellings when not located on S.R. 741 or if it is located on the upper floors of a mixed use building on S.R. 741.
  • Public park and open space.
  • The Easton Farm property should be limited to one anchor type land use as a part of an overall integrated Planned Unit Development concept.
  • Facades visible from the public right-of-way on buildings over 50,000 square feet in size should be designed to break up the horizontal and vertical massing of the building so as to make the building appear as multiple buildings.
  • All uses and services shall be conducted in a completely enclosed building or structure.
  • All drive thru/drive in facilities shall be in a location as approved by the Planning Commission.

• Public and semi-public uses.

Recommended Density and Open Space Requirement

• Non-residential uses should be located on lots with a maximum lot coverage of 75%. Lot coverage includes all impervious or hard covered surfaces including, but not limited to: building footprints, sidewalks, patios, driveways, loading and unloading areas, and parking lots. Graveled areas shall be considered as an impervious surface since the continued compaction eventually creates a concrete like surface which becomes impervious to storm water.
• Detached and attached residential dwellings are preferred at a moderate overall density of 6-8 dwelling units per acre with a minimum open space requirement of 25% for attached dwellings.
Implementation Recommendations

Development and redevelopment activities in this Policy Area should emphasize mixed uses. Regulatory documents (zoning code, urban design regulations, streetscape plans, etc.) should be proactively reviewed by the City, prior to development requests, to ensure the promotion of a mixed use environment, walkability and a visually pleasing atmosphere. This ensures that the proper guidelines and regulations are in place rather than reacting to a plan submitted to the City.
Policy Area 4 – Northeast Residential Neighborhoods

Existing Character

Located in the northeastern corner of the City, the Northeast Residential Neighborhoods Policy Area contains a large number of the newest detached and attached single-family residential dwellings in Springboro. Conveniently accessed by S.R. 741, Lytle-Five Points and Yankee Roads, this Policy Area contains the neighborhoods of Settlers Walk, The Springs, Laurel Glen, Brookside, Greenleaf and Sycamore Springs. The Policy Area is served by small private community parks and recreation areas, integrated into many of the subdivisions, and by retail and personal service uses to the west on S.R. 741. The Policy Area is almost completely bordered on all sides by Clearcreek Township and Miami Township, Montgomery County.

Figure 4.1 – Northeast Residential Neighborhoods
A summary of the existing character and issues relating to the Northeast Residential Neighborhood Policy Area is as follows:

- The Policy Area includes portions of the Settlers Walk neighborhood and all of the following neighborhoods: The Springs, Sycamore Springs, Brookside, Greenleaf and Laurel Glen.
- There continues to be a large number of developable lots in this Policy Area. Construction on existing neighborhoods in The Springs continues to remain active but at a very slow pace.
- The Policy Area contains many of the newer residential dwellings in the City with most residential dwellings averaging less than 10 years in age.
- Varying housing types exist in this Policy Area, including single-family detached dwellings, condominiums and multi-family dwellings.
- Neighborhood, convenience-type retail and personal service uses are readily available on the western side of the Policy Area, located on S.R. 741.
- Many of the neighborhoods in this Policy Area include private amenities such as neighborhood pools and small pocket parks.
- Some neighborhoods in the Policy Area are physically divided from one another by arterial roads, which physically separate individual neighborhoods. For example, the Laurel Glen and Brookside neighborhoods are physically separated from The Springs, Sycamore Springs and Settlers Walk by Yankee Road.
- There are no sidewalks available for pedestrian use on Lytle-Five Points Road in the vicinity of the subdivisions. This prohibits pedestrian movement along Lytle-Five Points from the neighborhoods to S.R. 741, where the convenience retail and personal services exist.

**Preferred Future Characteristics, Actions and Needs**

- The City should develop a sidewalk plan to provide physical pedestrian connections between neighborhoods and retail uses and Yankee Road, Lytle-Five Points Road and S.R. 741.
- When development and redevelopment are proposed, the City should emphasize infill that exhibits similar characteristics to the neighborhood in which the infill is occurring. This can be done through the strict application of the Planned Unit Development regulations, where applicable, or by proactively developing design guidelines that mirror the existing building design elements.
- The City prefers the development of a greenbelt along Yankee Road to serve as a buffer and to promote a green and rural image. The greenbelt could include elements such as grass, mounding, trees and other vegetative elements.
Preferred Land Uses

The following land uses are identified for the Northeast Residential Neighborhoods Policy Area in order of preference. This list is suggested to ensure the proper reuse or development of available land in this policy area.

- Detached and attached residential dwellings.
- Public park and open spaces.
- Public and semi-public uses.

Recommended Density and Open Space Requirement

- Detached single-family residential dwellings are preferred to develop at a low- to moderate-overall density of 4-6 dwelling units per acre.
- Attached residential dwellings are preferred to develop at a moderate overall density of 6-8 dwelling units per acre with a minimum open space requirement of 25%.

Implementation Recommendations

Development and redevelopment activities in this Policy Area should emphasize residential uses that conform to the existing character of the neighborhood in which the development or redevelopment is located. Similar building materials, building massing and orientation are essential to the integration of new dwellings.
**Policy Area 5 – S.R. 73 / I-75 Business Parks**

**Existing Character**

Strategically located on the western fringes of the City, the S.R. 73/I-75 Business Park Policy Area is conveniently accessed by S.R. 73 and I-75. Physically divided by S.R. 73 and Policy Area 6 (I-75 Gateway), this Policy Area is the location for a variety of small light industrial and service-related uses that serve Springboro, the surrounding region and a national market. This well-established area provides a good source of income tax generation for the City and includes the business parks of North Pioneer, South Pioneer, Commercial Way and Advance Drive/Stolz Industrial Park.

**Figure 5.1 – S.R. 73/I-75 Business Parks**
A summary of the existing character and issues relating to the S.R. 73/I-75 Business Park Policy Area is as follows:

**Generally**

- The Policy Area is physically divided into two separate and distinct nodes north and south of S.R. 73. This area is physically divided by Policy Area 6, the I-75 Gateway.
- The area contains a mix of light industrial, manufacturing and office uses.
- Because the areas do not directly front on S.R. 73, the Policy Areas are not readily visible from the City’s major east-west arterial corridor, S.R. 73.
- This area functions as a destination providing needed goods and services for the City and region.
- A majority of the businesses in this Policy Area, in particular those in the area south of S.R. 73, is a good source of income tax generation.
- Land is available for development in both the northern and southern portions of this Policy Area.

**Northern Portion of the Policy Area (North of S.R. 73)**

- The northern portion of the Policy Area includes North Pioneer Drive, Tamarack Trail and Tahlequah Drive.
- Poor aesthetics and road conditions plague the northern portion of the Policy Area.
- There exists a mix of structures in the northern portion of the Policy Area; there are no cohesive design elements relating to form, color, building materials, size of structures or layout.
- The northern portion of this Policy Area is characterized by poor access, including a lack of through streets. This issue is predominately due to the fact that the internal roadway system consists of private streets. Ultimately the lack of secondary access presents a potential safety issue for businesses located towards the end of North Pioneer Drive, which is almost a half-mile in length, should emergency vehicles need to gain access and street is blocked.

**Southern Portion of the Policy Area (South of S.R. 73)**

- The southern portion of the Policy Area includes South Pioneer Drive, Advanced Drive, Commercial Way and Pleasant Valley Drive.
- There are few lots available for development in the southern portion of this Policy Area.
- The southern portion of the Policy Area is characterized by a more visually pleasing aesthetic design and larger-scale light industrial development when compared to northern area.
- Properties in the southern portion of the Policy Area are accessed by a visually pleasing boulevard that is well maintained.
Preferred Future Characteristics, Actions and Needs

Generally

- The City should focus efforts on incorporating internal access management techniques from the recently adopted Access Management Plan for the entire Policy Area.
- Efforts should be made by the City to make all streets public in this Policy Area. This will help to ensure proper maintenance and conformance to City roadway standards. The City Engineering Department and City Council will need to investigate the potential of making these private roadways public and the potential costs for upgrade to City standards as well as the need for continued maintenance.
- The City should proactively focus on consolidating lots for redevelopment efforts. This will assist in attracting larger users to the City or providing additional space for those businesses that currently exist and are looking to expand.
- The City should maintain the type and mix of uses as redevelopment and development efforts occur in this Policy Area. This includes light industrial, service and office type uses.
- Focus on continued infrastructure maintenance.
- In order to provide a higher quality visual environment, the City should require facade improvements where buildings are visible from public rights-of-way. This can be done through the creation and implementation of design guidelines as well as the active enforcement of property maintenance standards.

Northern Portion of the Policy Area (North of S.R. 73)

- The City should focus efforts on the redevelopment of the northern portion of the Policy Area to implement better design standards. Design standards should focus on the implementation of: architectural features, quality site design, lighting, signage and landscaping. Design standards can be implemented through the establishment of an overlay district or the application of a PUD to assist in this endeavor.

Southern Portion of the Policy Area (South of S.R. 73)

- Continue the promotion of the mix of office and light industrial/manufacturing uses is essential to the continued success to this area.
- Require improved landscaping on private property through the establishment of higher quality landscape standards in the Zoning Code. The use of trees, shrubs and other natural plantings are preferred to help soften the visual impact of this area.
- Improve the visual appeal of South Pioneer Boulevard through the development of a plan for landscaping improvements both in the public right-of-way and on private property. The City should investigate the development of a streetscape plan that will coordinate all landscape improvements within the public right-of-way.
Preferred Land Uses

The following land uses are identified for the Policy Area in order of preference. This list is suggested to ensure the proper reuse or development of available land in this policy area.

• Light industrial/manufacturing
• Research and development
• Office (professional, business, medical, dental)
• Business college and trade school
• Hospital
• Hotel and motel
• Personal service (e.g. financial institution, dry cleaning, health club, copy center, beauty salon, barber shop, etc.).
• Public and semi-public uses.
• Retail (limited to north of West Central Avenue (SR 73))

Recommended Density and Open Space Requirement

The maximum lot coverage for the entire Policy Area should not exceed 90% per individual parcel. Lot coverage includes all impervious or hard covered surfaces including, but not limited to: building footprints, sidewalks, patios, driveways, loading and unloading areas, and parking lots.

Implementation Recommendations

Development and redevelopment activities in this Policy Area should emphasize mixed uses that are cohesive in design elements and situated to promote access management. The proactive consolidation of smaller lots, as they become available, is essential to attracting larger businesses in this area or providing an expansion alternative to those businesses already in Springboro.
Policy Area 6 – I-75 Gateway

Existing Character

Visible from I-75, the I-75 Gateway Policy Area is the western retail entrance of the City. Highway-oriented business uses, gas stations, shopping centers, restaurants and entertainment venues line West Central Avenue (S.R. 73) that serves as the major east/west arterial through the City. Portions of this Policy Area contain light industrial uses at the intersection of North Pioneer Boulevard and S.R. 73. The City has made some recent improvements in this area with the installation of wayfinding signage and the installation of a boulevard on S.R. 73 near the Pioneer Boulevard intersection.

Figure 6.1 – I-75 Gateway
A summary of the existing character and issues relating to the I-75 Gateway Policy Area is as follows:

- This Policy Area contains all of the road frontage property along S.R. 73 between I-75 east to Clearcreek-Franklin Road.
- Because of its immediate presence along S.R. 73, this Policy Area functions as the major gateway into the City from the west with extremely high visibility.
- The Policy Area is characterized by strip mall and outlot development, fast food restaurants, gas stations, entertainment venues and small-scale office development. Because development has occurred over many decades and on varying sized lots, the area is inundated with multiple curb cuts.
- The Policy Area includes the Midway Shopping Center, an older plaza-style retail establishment with a variety of retail uses and also an educational use, Miami-Jacobs College.
- This area is currently a healthy retail environment, but surrounding regional competition and new retail development being constructed outside of the City limits is causing increasing retail rivalry (e.g. Wal-Mart to the west in the City of Franklin).
- The western portion of the Policy Area are not aesthetically pleasing due to various highly visible vacant lots and buildings and the lack of cohesive design regulations. Both private property and the public right-of-way suffer from the lack of design regulation. As a result, the area contains a large number of utilitarian and moderately deteriorated buildings.
- This area is exhibiting increasing traffic volume issues, being the only entrance into the City from I-75; truck and traffic volumes are noticeably higher at peak hours.
- Access to northbound I-75 from the east requires a left turn, against traffic, to access the northbound on ramp. This current movement often causes back up on S.R. 73 westbound as trucks attempt to access the northbound on ramp.

**Preferred Future Characteristics, Actions and Needs**

- As a major gateway into the City, the City should make it a high priority to create a visually pleasing streetscape and design standards for private property through the development of design guidelines and the application of a zoning corridor overlay district. Furthermore, the streetscape and boulevard improvements currently established to the east on S.R. 73 should be extended into this area.
- The City should encourage the redevelopment of the Midway Shopping Center property into a cohesive development with focus on design elements including architectural features and landscaping. The City can take a proactive approach by rezoning this property as a Planned Unit Development and establish a conceptual plan and design elements desired by the City.
- The City should move forward with improvements to the roadway network surrounding the I-75/S.R. 73 interchange area by modifying the northbound entrance ramp, all exit ramps, and S.R. 73 as identified in the I-75 Interchange Modification Study by the Ohio
Department of Transportation. These improvements will create safer and more efficient traffic flow at the I-75/S.R. 73 interchange.

- Use zoning techniques that permit the City to review and adopt an overall, cohesive plan (e.g. Planned Unit Development or zoning corridor overlay district) for this area to include a mix of office parks, retail and entertainment uses. A focus on physical design, access management and mix of land uses is important to this effort.
- Limit access on S.R. 73 as identified in the City S.R. 73 Access Management Plan, including consolidation of curb cuts, shared parking between uses and establishing internal connections between parking lots on adjacent properties.
- Provide for pedestrian access and movement in this area through the establishment of sidewalks and bikeways along S.R. 73 and from neighborhoods located directly northeast and southeast of this Policy Area.

Preferred Land Uses

The following land uses are identified for the Policy Area in order of preference. This list is suggested to ensure the proper reuse or development of available land in this policy area.

- Retail
- Restaurant
- Hotel
- Shopping center
- Theater
- Personal service
- Bank or Financial Institution
- Automotive filling stations (when pump and car wash facilities are located to the rear of the building and not directly visible from S.R. 73)
- Medical care facilities
- Office (professional, business, medical, dental)
- Research Laboratory
- Business college, trade school, art school
- New car sales
- Used car sales, but only when accessory to a new car sales operation.
- Public and semi-public uses.

Recommended Density and Open Space Requirement

The maximum lot coverage for the entire Policy Area should not exceed 85%. Lot coverage includes all impervious or hard covered surfaces including, but not limited to: building footprints, sidewalks, patios, driveways, loading and unloading areas, and parking lots.
Implementation Recommendations

Because this is an important western gateway into the City from I-75, development and redevelopment activities in this Policy Area should emphasize mixed uses that are cohesive in design elements and situated to promote access management. A balanced approach to improvements on private property and in the public right-of-way is necessary to promote a sense of place. Design of facilities geared to automobile access (drive through facilities gasoline pumps) should be located in such fashion that they are not readily visible from S.R. 73.
Policy Area 7 – City Services Center

Existing Character

Located just east of the I-75 Gateway Policy Area, the City Services Center is a transitional area between the highway-oriented development patterns that characterize the I-75 Gateway Area and the convenience retail focus of the Town Center Policy Areas at the S.R. 73/741 intersection. This area includes two large undeveloped parcels totaling approximately 126 acres, a number of small retail establishments and the site of the Springboro Municipal building, a redevelopment that is underway as of this writing.

Figure 7.1 – City Services Center
A summary of the existing character and issues relating to the City Services Center Policy Area is as follows:

- The Policy Area contains the properties along S.R. 73 between Clearcreek-Franklin Road east to Fairway Drive.
- The area includes the largest portion of undeveloped property remaining on the S.R. 73 corridor in Springboro. This undeveloped property includes an 83-acre parcel, known as the Eastbrook Farm on the western side of the Policy Area, north of S.R. 73, as well as a 42-acre undeveloped parcel on the south side of S.R. 73.
- This Policy Area is the location of the Springboro Municipal building, which at this time is being rebuilt on the site of the former building. Construction is expected to be completed in 2009.
- There are landscaped medians on S.R. 73 that provide for a visually pleasing corridor.
- The Policy Area has excellent interstate access.
- The area’s buildings include the Doyle House, a local and federal landmark residence that provides space for special events.
- Businesses in this Policy Area are relatively close to residential areas, particularly the neighborhoods in Policy Area 2 on the east end of the Policy Area.
- This Policy Area includes three retail strip centers: Point Plaza, Drug Mart and Park Plaza.
- There are gaps in the S.R. 73 sidewalk system, specifically on the south side of the thoroughfare.
- The Policy Area includes health care facilities such as Surecare and Primed.

Preferred Future Characteristics, Actions and Needs

- Construction on a new Municipal building is scheduled for completion in 2009. This development may be likely to generate an increased interest in the area’s existing retail properties in this Policy Area and the adjacent Policy Area to the east, the Town Center.
- The City should provide for better pedestrian access and movement in the establishment of sidewalks and bikeways along S.R. 73. Likewise, better pedestrian linkages are needed from surrounding neighborhoods and lots to the S.R. 73 corridor.
- Retail redevelopment that can serve the needs of adjacent residential subdivisions should be provided through proper zoning and marketing efforts.
- The City should encourage the connection of North Park to Community Park via a linkage along Twin Creek.
- The City should establish design guidelines for development and redevelopment efforts that focus on buildings oriented to S.R. 73 and building materials.
- Require that new development and redevelopment efforts include mixed uses with housing. This can be accomplished through mixed use buildings or a mix of residential housing on individual lots.
- Maintain the natural buffer of the Twin Creek to buffer future Eastbrook Farm development from surrounding existing residential subdivisions.
Preferred Land Uses

The following land uses are identified for the Policy Area in order of preference. This list is suggested to ensure the proper reuse or development of available land in this policy area.

- Mixed use including a residential component integrated with non-residential uses.
- Retail; less than 75,000 square feet in gross floor area.
- Restaurant with or without drive-through facilities. Drive-through facilities should not be visible from a public or private right-of-way unless approved by the Planning Commission.
- Personal service.
- Bank or financial institution. Any related drive-through facilities should not be visible from a public or private right-of-way unless approved by the Planning Commission.
- Office (professional, business, medical, dental).
- Attached and detached residential.
- Public park and open space.
- Public and semi-public uses.

Recommended Density and Open Space Requirement

- Non-residential uses should be located on lots with a maximum lot coverage of 75%. Lot coverage includes all impervious or hard covered surfaces including, but not limited to: building footprints, sidewalks, patios, driveways, loading and unloading areas, and parking lots.
- Detached and attached residential dwellings are preferred at a moderate overall density of 6-8 dwelling units per acre with a minimum open space requirement of 25% for attached dwellings.

Implementation Recommendations

Development of the two large undeveloped parcels will play a critical role in defining the character of the S.R. 73 corridor. A mixed use development pattern will provide the best opportunity to build the value of the S.R. 73 corridor while also buffering non-residential land uses from surrounding neighborhoods. Internal vehicular and pedestrian connectivity related to these developments will be essential, as will managing these properties’ access to S.R. 73. High building and site design standards should characterize the properties, particularly those areas that are visible from the S.R. 73 right of way.
Policy Area 8 – Central S.R. 741 Corridor

Existing Character

Located just north of the Town Center Policy Area and immediately south of the North S.R. 741 Corridor Policy Area, the Central S.R. 741 Corridor is a transitional area characterized by extremely small, narrow parcels. While some of these parcels have undergone redevelopment, in some cases involving lot consolidation, other lots still include detached single-family dwellings or former residential buildings that have been converted to offices and other small retail uses.

Figure 8.1 – Central S.R. 741 Corridor
A summary of the existing character and issues relating to the Central S.R. 741 Corridor Policy Area is as follows:

- The Policy Area is nearly built out; a limited number of undeveloped parcels of land exist.
- The area is bisected by S.R. 741, a major north/south thoroughfare extending from north of the Town Center Policy area at Eleanor Drive to south of Tamarack Trail.
- The Policy Area is characterized by small office uses in detached ranch dwelling structures on small lots (approximately ½ acre lots).
- The Policy Area has a limited number of small retail uses.

Preferred Future Characteristics, Actions and Needs

- Allow lot consolidation for redevelopment to accommodate larger structures and uses that will promote curb cut reduction and improve site planning where the design, massing and scale of buildings are compatible with the surrounding built environment.
- Permit conventional types of site design, but encourage architectural design that is compatible with and similar to Policy Area 3, to the north on S.R. 741, North S.R. 741 Corridor. Conventional design typically includes individual lots and buildings and parking lots placed between the building and street.
- Promote convenience retail and service uses to support existing and future office uses. A change in zoning districts may be necessary to accomplish this task.
- Promote walkability in the area through Site Plan Review process and linkages to adjoining residential and non-residential areas.

Preferred Land Uses

The following land uses are identified for the Policy Area in order of preference. This list is suggested to ensure the proper reuse or development of available land in this policy area.

- Office (professional, business, medical, dental).
- Bank or financial institution.
- Convenience retail (Convenience retail means a small retail business, typically 5,000 – 10,000 square feet in floor area or less which provides convenience-type goods for the daily needs of the people within the surrounding residential areas).
- Personal service (e.g. barber shop, beauty shop, dry cleaner, health club/gym).
- Restaurant without drive through.
- Retail.
- Public or Semi-Public Use.
- Drive through facilities should be reviewed and approved by the Planning Commission based on the proposed facility and the depth of lot.
Recommended Density and Open Space Requirement

• Non-residential uses should be located on lots with a maximum lot coverage of 75%. Lot coverage includes all impervious or hard covered surfaces including, but not limited to: building footprints, sidewalks, patios, driveways, loading and unloading areas, and parking lots.

Implementation Recommendations

• Lot consolidation will play a key role in facilitation the redevelopment and long-term viability of the Central S.R. 741 Corridor Policy Area; especially since physical lot expansion east or west will not be possible.
• Implement the S.R. 741 Corridor Traffic Study of 2007.
**Policy Area 9 – Town Center**

**Existing Character**

This Policy Area surrounds the S.R. 741/73 intersection and is arguably the most visible area of the City for Springboro residents. The area is nearly built-out and includes a variety of basic retail and services. The area also experiences high levels of peak hour traffic congestion and is currently subject to detailed zoning regulations, although the existing development largely predates these requirements.

*Figure 9.1 – Town Center*
A summary of the existing character and issues relating to the Town Center Policy Area is as follows:

- The area is generally built out; very few undeveloped lots exist.
- The area is characterized by gas stations, IGA supermarket plaza, the Anderson Funeral Home, mixed uses and other retail and service type uses. Office, personal services and multi-family dwellings predominate in the western portions of the Policy Area.
- The area is controlled by the Town Center Overlay zoning district.
- The Policy Area provides few opportunities for comfortable and safe pedestrian movement, both within the Policy Area and between it and other surrounding residential and retail areas.
- Not all uses at the S.R. 73/741 intersection are oriented towards the intersection.
- The S.R. 73/741 intersection is often perceived as congested.
- This area tends to have smaller lots as compared to other retail oriented areas of the City.
- The area is directly north of Historic Springboro (Part of the Historic Core Policy Area, # 13).

**Preferred Future Characteristics, Actions and Needs**

- Require development and redevelopment on properties that have direct frontage on S.R. 73 or S.R. 741 be physically oriented to S.R. 73 and S.R. 741.
- Neighborhood-oriented retail must be accessible through sidewalks or trails from adjacent neighborhoods to promote safe pedestrian movement. Also, pedestrian crossings and safety at the S.R. 73/741 intersection needs improvement.
- Limit access to S.R. 73 and 741 through internal access management.

**Preferred Land Uses**

The following land uses are identified for the Policy Area in order of preference. This list is suggested to ensure the proper reuse or development of available land in this policy area.

- Mixed use with a residential component established on upper floors of multi story buildings.
- Retail.
- Restaurant without drive through.
- Theater.
- Personal service (e.g. barber shop, beauty shop, dry cleaner, health club/gym).
- Bank or financial institution.
- Automotive filling stations when pumps are located to the rear of the property.
- Medical care facilities.
- Office (professional, business, medical, dental).
- Public or semi-public uses.
• Drive through facilities should be reviewed and approved by the Planning Commission based on the proposed facility and the depth of lot.

**Recommended Density and Open Space Requirement**

• Non-residential uses should be located on lots with a maximum lot coverage of 85%. Lot coverage includes all impervious or hard covered surfaces including, but not limited to: building footprints, sidewalks, patios, driveways, loading and unloading areas, and parking lots.
• Detached and attached residential dwellings are preferred at a moderate overall density of 6 dwelling units per acre.
• Attached residential dwellings are preferred at a moderate overall density of 12 dwelling units per acre with a minimum open space requirement of 25% for attached dwellings.

**Implementation Recommendations**

Improving the manner in which buildings and uses orient to the S.R. 73/741 intersection will have a significant impact on efforts to facilitate improvements with this Policy Area. The City may wish to explore strategies for facilitating these improvements. Access management control will be particularly critical at this intersection.
Policy Area 10 – East Central S.R. 741 Neighborhoods

Existing Character

This Policy Area represents several older neighborhoods in the City of Springboro. Access is provided to the three neighborhoods from S.R. 741 to the west and Lytle-Five Points Road to the north. Convenience retail and shopping are a short distance away in Policy Areas 8, the Central S.R. 741 Corridor, and 3, North S.R. 741 Corridor.

Figure 10.1 – East Central S.R. 741 Neighborhoods
A summary of the existing character and issues relating to the East Central S.R. 741 Neighborhoods Policy Area is as follows:

• The Policy Area is comprised entirely of single family detached residential dwellings averaging 20-30 years in age.
• The area contains the mature neighborhoods that include the Sycamore Creek, McCray Farms and a portion of the Woodland Greens neighborhoods. The newly-developed Tanglewood Creek subdivision is also located in this Policy Area.
• There are sidewalks present in this Policy Area that encourages strong internal connectivity. This connectivity extends to S.R. 741.
• The eastern side of this Policy Area adjoins a golf course, Sycamore Country Club, and open areas in Clearcreek Township.

Preferred Future Characteristics, Actions and Needs

• Continue to promote the neighborhood character as detached, single-family residential dwellings.
• Encourage the continued upkeep and maintenance of buildings and properties to maintain property values and the quality of the neighborhoods.

Preferred Land Uses

The following land uses are identified for the Policy Area in order of preference. This list is suggested to ensure the proper reuse or development of available land in this policy area.

• Detached residential dwellings.
• Public and semi-public uses.

Recommended Density and Open Space Requirement

• Detached residential dwellings are preferred to develop at a low- to moderate- overall density of 2-4 dwelling units per acre.

Implementation Recommendations

Development and redevelopment activities in this Policy Area should emphasize residential uses that conform to the existing character of the neighborhood in which the development or redevelopment is located. Similar building materials, building massing and orientation are essential to the integration of new dwellings. Continuing to support high maintenance standards will be critical for this Policy Area’s future success.
**Policy Area 11 – City Center Neighborhoods**

**Existing Character**

This Policy Area adjoins the Historic Core Policy Area, Policy Area 13, and the Town Center, Policy Area 9. The area includes several of the oldest residential neighborhoods in the City built since World War II. Two unincorporated areas of Clearcreek Township also exist on the eastern side of this Policy Area.

*Figure 11.1 – City Center Neighborhoods*
A summary of the existing character and issues relating to the City Center Neighborhoods Policy Area is as follows:

- The Policy Area includes two nodes physically separated by Policy Area 9 (Town Center) and Policy Area 13 (Historic Core).
- The Policy Area includes predominately built-out with detached, single family residential dwellings.
- The area contains the Royal Oaks neighborhood, the first large-scale residential subdivision built outside of the original City plat.
- Parker Drive homes are the oldest in this Policy Area; they are characterized by brick dwellings older than 40 years in age.
- A small number of undeveloped infill lots still exist among the single family dwellings.
- The Meyer Farm subdivision is located in southern portion of this Policy Area.
- Some newer homes are faced with vinyl siding, in contrast with older brick homes.
- There is a new, 12-unit townhouse development located in the Policy Area at S.R. 73.
- The southern portion of the Policy Area differs from the northern portion of the Policy Area. The southern portion of the Policy Area contains newer dwellings, largely built in the 1960s, and lacks the brick exteriors that characterize the older areas. The southern portion of the Policy Area is characterized by ranch dwellings built at approximately 4 dwelling units per acre.
- Community Park is located on S.R. 73 in the western portion of Policy Area.
- The City’s wastewater treatment plant is located in the southern portion of the Policy Area.

**Preferred Future Characteristics, Actions and Needs**

- The area has potential for redevelopment in the southwest parts of the policy area, around Royal Oaks subdivision, and in the areas that are currently in the Township.
- The installation of curb, gutter and sidewalks is preferred.
- Replace aging infrastructure where necessary to ensure the proper delivery of City services.
Preferred Land Uses

The following land uses are identified for the Policy Area in order of preference. This list is suggested to ensure the proper reuse or development of available land in this policy area.

• Detached residential dwellings.
• Attached residential dwellings in areas to transition between non-residential uses and detached residential dwellings.
• Public park and open space.
• Public and semi-public uses.

Recommended Density and Open Space Requirement

• Detached residential dwellings are preferred to develop at a moderate overall density of 4-6 dwelling units per acre.
• Attached residential dwellings are preferred to develop at a moderate overall density of 6-8 dwelling units per acre with a minimum open space requirement of 25%.

Implementation Recommendations

Development and redevelopment activities in this Policy Area should emphasize residential uses that conform to the existing character of the neighborhood in which the development or redevelopment is located.
Policy Area 12 – Southeast Neighborhoods

Existing Character

Located in the southeastern area of the City, this Policy Area includes several of the newer neighborhoods of Springboro. Bisected by S.R. 73, this area is surrounded on two sides by Clearcreek Township where the development character transitions from smaller residential lots in the City to larger unsubdivided parcels of property and larger lot residential lots. There exists several larger pieces of property that are undeveloped including the recently annexed 73 acre Bailey Property located in the southern portion of this Policy Area on Red Lion-Five Points Road.

Figure 12.1 – Southeast Neighborhoods
A summary of the existing character and issues relating to the Southeast Neighborhoods Policy Area is as follows:

- The Policy Area includes the following residential subdivisions: Richards Run, North Hills, The Enclave, Fieldstone, Creekside, and The Fairways.
- This area contains the recently annexed Bailey Property. That property’s development is subject to annexation agreement with Clearcreek Township.
- The Policy Area’s development pattern is primarily detached single family residential; most homes are less than 10 years in age.
- Sidewalks are readily present in subdivisions, but do not connect to other developments in the City.
- Many of the homes are moderately priced in comparison to other newer residential areas of the City.
- A property at the southwest corner of S.R. 73 and Red Lion-Five Points Road was rezoned in 2002 to B-2 Local Business District to accommodate convenience retail uses.

Preferred Future Characteristics, Actions and Needs

- Efforts should be made to physically connect the individual subdivisions to other developments and Policy Areas through the construction of sidewalks, trails and bikeways to promote walkability, where they currently do not exist.
- Work with Warren County and the Ohio Department of Transportation (ODOT) to investigate the possibility of a traffic study to determine the need to widen S.R. 73 to accommodate existing and future traffic.
- Local retail development encouraged where appropriate zoning currently exists at the southwest corner of the intersection of Red Lion-Five Points Road and S.R. 73 only.
- The Ohio Department of Transportation will be installing a traffic signal at Red Lion-Five Points Road and S.R. 73 by October 2008.

Preferred Land Uses

The following land uses are identified for the Policy Area in order of preference. This list is suggested to ensure the proper reuse or development of available land in this policy area.

- Detached residential dwellings.
- Attached residential dwelling in areas to transition between non-residential uses and detached residential dwellings.
- Convenience retail limited to the southwest corner of S.R. 73 and Red Lyon-Five Points Road where presently zoned for B-2. Convenience retail uses should be individually limited to between 5,000 and 10,000 square feet in size. Convenience retail uses should also be
adequately buffered from existing residential land uses to the west and south of the property.

- Public park and open space.
- Public and semi-public uses.

**Recommended Density and Open Space Requirement**

- Non-residential uses should be located on lots with a maximum lot coverage of 85%. Lot coverage includes all impervious or hard covered surfaces including, but not limited to: building footprints, sidewalks, patios, driveways, loading and unloading areas, and parking lots.
- Detached single-family residential dwellings are preferred to develop at a moderately low overall density of 4-5 dwelling units per acre.
- Attached residential dwellings are preferred to develop at a moderate overall density of 6-8 dwelling units per acre with a minimum open space requirement of 25%.

**Implementation Recommendations**

Improving pedestrian access outside of the individual subdivisions may help overcome the geographic isolation of this Policy Area from the rest of the community. Ensuring high maintenance standards will also be critical for this Policy Area’s continued success. Development and redevelopment activities in this Policy Area should emphasize residential uses that conform to the existing character of the neighborhood in which the development or redevelopment is located.
Policy Area 13 – Historic Core

Existing Character

This Policy Area includes the area most commonly associated with Springboro: the original plat of the City and its largest concentration of pre-Civil War buildings. A large portion of the Policy Area is listed on the National Register of Historic Places and is the subject of a detailed historic preservation review process. This area is also subject to high volumes of peak hour traffic on State Route 741, which diminishes from four to two lanes before entering the Historic Core from the north. Buildings in this Policy Area date between the early 19th and mid 20th Centuries and include a mix of residences, retail businesses, personal service, light industrial and offices uses. Most of the properties are well maintained and have kept their period architecture.

Figure 13.1 – Historic Core
A summary of the existing character and issues relating to the Historic Core Policy Area is as follows:

- The Policy Area is largely built out.
- Portions of the area have local and Federal historic designation.
- The area is commonly identified by long time residents as the “Identity of Springboro”, being the original plat.
- The area’s historic character and intimate scale creates a strong sense of place.
- The land use pattern is mixed.
- Buildings are typically brick and frame construction, and are 2 stories in height. Most buildings are mid-19th century vernacular construction.
- The area is characterized by alley and on-street parking. There is a perception that adequate parking is not available.
- The Policy Area is the location of various community events throughout the year.
- There is a concentration of schools at southern end of Policy Area.
- The Policy Area is divided by S.R. 741, which is the primary north/south thoroughfare serving the City and surrounding areas.
- The Policy Area is periodically congested with vehicular traffic, especially during school arrival and release times and at the morning and afternoon rush hours.
- The area appears to be slowly transitioning from retail and residential uses to office uses.
- Detailed plans and design policies for the Historic Core are identified in the 1998 Land Use Plan.

Preferred Future Characteristics, Actions and Needs

- Continue to maintain the historic character and identity of Policy Area through strict enforcement of design guidelines to ensure that property maintenance, infill, and new development are conducive to the historic core design and atmosphere.
- Consider modifying the Zoning Code to promote “form based zoning” to reinforce the character and design of the Historic District. Form based zoning places heavy emphasis on the integrated design of buildings and mixed uses over a strong focus on specific land uses.
- Manage traffic through congestion mitigation and improved directional signage for the Richards Run bypass route through Policy Area 14, the South Richards Run Corridor.
- Maintain the viability of businesses through small business support networks, joint marketing and signage and public education regarding the availability of parking in the Historic Core.
- Maintain and enhance the community’s connectivity to this area, both physically in terms of sidewalks and walking paths, and through promotion of the district to local residents.
- Maintain the mix of residential, service and retail business uses to ensure a lively, interactive district.
- Plan for and develop this area as a destination district (e.g. arts district, bridal district, etc.).
Preferred Land Uses

The following land uses are identified for the Policy Area in order of preference. This list is suggested to ensure the proper reuse or development of available land in this policy area.

- Office.
- Retail.
- Restaurant without drive through.
- Detached residential dwellings.
- Attached residential dwellings.
- Accessory apartment. Accessory apartments are dwelling units that are not the primary use of the parcel of land, but co-exist with another use such as a retail establishment or even a detached residential dwelling.
- Public and semi-public uses.

Recommended Density and Open Space Requirement

- Permitted land uses should be limited in building size to be conducive to the Historic Core areas physical character. Such square footage would also emphasize historic preservation.
- Non-residential uses should be located on lots with a maximum lot coverage of 90%. Lot coverage includes all impervious or hard covered surfaces including, but not limited to: building footprints, sidewalks, patios, driveways, loading and unloading areas, and parking lots.

Implementation Recommendations

Education regarding historic preservation techniques, such as is available from the Ohio State Historical Society’s Building Doctor program, would also assist efforts to maintain the unique character of this valuable district.

Part of the challenge facing this district is the assumption that parking is not available. Although no known study has been conducted regarding the level of use that the existing public parking lot receives, it is likely that this resource is underutilized due to low visitor awareness of its availability and convenience. Installing wayfinding signage that directs visitors to this lot would begin to overcome this perception, as would promotional materials, either independently distributed or printed in a local newspaper, that demonstrate that parking is available. Signing and promoting the use of the Richards Run bypass route would also greatly assist efforts to maintain the Historic Core’s viability.
Policy Area 14 – South Richards Run Corridor

Existing Character

This Policy Area includes a variety of land uses and development issues, ranging from heavy industries to multi-family residential development. The Policy Area also includes a roadway that was designed as a by-pass for the S.R. 741 segment that passes through the Historic Core and to access underutilized land in the area. Portions of this area are also located in the Richards Run flood plain.

Figure 14.1 – South Richards Run Corridor
A summary of the existing character and issues relating to the South Richards Run Corridor Policy Area is as follows:

- The Policy Area is characterized by a diverse mix of uses, including the High Concrete plant facility, Mound Steel, the City of Springboro Service/Maintenance Building, undeveloped property, a developing office and business park and attached multi-family residential dwellings.
- South Richards Run Road currently serves as a Historic Core (Policy Area 13) by-pass option for peak hour vehicular and heavy truck traffic on S.R. 741.
- The Policy Area is surrounded by residential uses of varying densities.
- The Policy Area includes a large portion of the Richards Run floodplain.

Preferred Future Characteristics, Actions and Needs

- Encourage the development of larger areas of available property as office.
- Encourage office infill development around the existing concrete facility.
- Continue and promote the use of South Richards Run Road as a viable by-pass for the Historic Core to reduce traffic congestion in the Historic Core and Town Center Policy Areas.

Preferred Land Uses

The following land uses are identified for the Policy Area in order of preference. This list is suggested to ensure the proper reuse or development of available land in this policy area.

- Office.
- Open space located on the east side of Richards Run Road adjacent to the Fieldstone Subdivision which will serve as a buffer between the more intensive developments on Richards Run Road and the Fieldstone subdivision.
- Public and semi-public uses.

Recommended Density and Open Space Requirement

- Non-residential uses should be located on lots with a maximum lot coverage of 80%. Lot coverage includes all impervious or hard covered surfaces including, but not limited to: building footprints, sidewalks, patios, driveways, loading and unloading areas, and parking lots.
Implementation Recommendations

Properties should be encouraged to develop as office type uses with a strong de-emphasis on industrial uses. Because of its relative high visibility on S.R. 73, high landscaping and design standards that coordinate building and lot design in this area are preferable. This area should serve as a transition between the residential uses in Policy Area 12 (Southeast Neighborhoods) and Policy Area 13 (Historic Core).
Policy Area 15 – Clear Creek Corridor

Existing Character

This largely rural Policy Area is located at the southwestern edge of the City and is bordered by Clearcreek Township, Franklin Township and the City of Franklin. With the exception of one subdivision, this area largely consists of parkland and a wide flood plain associated with Clear Creek and farmland.

Figure 15.1 – Clear Creek Corridor
A summary of the existing character and issues relating to the Clear Creek Corridor Policy Area is as follows:

- The Policy Area is characterized by two community parks: E. Milo Beck and Clearcreek Parks.
- The Policy Area includes the Beck Ridge neighborhood.
- The area includes the large floodplain and floodway of Clear Creek.
- The Policy Area is surrounded on three sides by other political subdivisions: Clearcreek Township, Franklin Township and the City of Franklin. These areas are generally lands with large lots and are undeveloped.
- Limited access to this Policy Area is afforded through a light industrial complex, South Pioneer Drive, in Policy Area 5, and via West Lower Springboro Road.
- The Policy Area has a rural and visually pleasing atmosphere.

**Preferred Future Characteristics, Actions and Needs**

- Maintain the rural and park like atmosphere and maintain the quality of the floodplain.
- Provide for internal and external connectivity with the implementation of bike paths and walking trails.

**Preferred Land Uses**

The following land uses are identified for the Policy Area in order of preference. This list is suggested to ensure the proper reuse or development of available land in this policy area.

- Public park and open space.
- Detached residential dwellings (limited only to upland areas south of West Lower Springboro Road).
- Public and semi-public uses.

**Recommended Density and Open Space Requirement**

- Detached, residential dwellings with an overall density of 2 dwelling units per acre with a minimum 40% common open space requirement (e.g. Conservation or Open Space Subdivision).
Implementation Recommendations

Development should be limited to conservation or open space type subdivision located south of Lower Springboro Road in order to promote the rural and natural beauty of the area and recognizing limitations to more intensive development (e.g., steep slopes, flood plains). Pedestrian linkages between the Beck Ridge neighborhood, new residential development, and the parks in this area should be promoted.
**Policy Area 16 – Heatherwoode**

**Existing Character**

This Policy Area includes both pre-annexation lot split homes and some of the City’s most recent subdivisions. The area also includes an 18 hole public golf course community, Heatherwoode, and a multi-facility public school complex. The area’s character is predominately low- to moderate-density detached residential and includes extensive active and passive open space areas.

**Figure 16.1 – Heatherwoode**
A summary of the existing character and issues relating to the Heatherwoode Policy Area is as follows:

- The Policy Area is located on the southernmost edge of the City and is bisected north/south by S.R. 741.
- This Policy Area is the location of the Heatherwoode Golf Club community and the Springboro Public Schools complex (Springboro High School, Springboro Junior High School, Dennis Elementary as well as administrative offices and support facilities).
- The area is characterized by large lot single family residential uses, particularly along S.R. 741.
- The area includes the Heatherwoode and Farms of Heatherwoode subdivisions and is the location of one of the City’s four conservation subdivisions, Farms of Heatherwoode, in Section 6 of the development.
- The northern portions of the Policy Area is within the Clear Creek floodplain/floodway.

Preferred Future Characteristics, Actions and Needs

- Improve pedestrian access and encourage safe school access for nearby residents through the establishment of sidewalks and/or walking trails.
- Encourage conservation subdivision policies for new residential areas, with smaller lots and large dedicated open space requirements.
- Continue to promote and maintain the Heatherwoode Golf Course as a valuable local and regional amenity.

Preferred Land Uses

The following land uses are identified for the Policy Area in order of preference. This list is suggested to ensure the proper reuse or development of available land in this policy area.

- Detached residential dwellings.
- Golf Course.
- Public parks and open space.
- Public and semi-public uses.

Recommended Density and Open Space Requirements

- Detached residential dwellings with an overall density of 4 dwelling units per acre with a minimum 25% common open space requirement. A higher density of up to 6 dwelling units per acre, on smaller lots, may be possible if a Conservation Subdivision type design is used with a minimum 40% common open space requirement.
• Low-density, detached residential dwellings with an overall density of 2 dwelling units per acre.

**Implementation Recommendations**

Development should be limited to conservation/open space type subdivision developments in order to promote the rural and natural beauty of the area. Pedestrian linkages between existing and new neighborhoods should be promoted. The retention and continued maintenance of the Heatherwoode Golf Course should also be a continued priority for the City.
Chapter 3 – Springboro Annexation Policy

The City of Springboro, as a matter of policy, does not aggressively pursue annexation of surrounding Township property. However, there are occasions where property owners request annexation to the City of Springboro, and we must entertain these requests. In situations where annexation is found by the City to be acceptable and appropriate, the following land use policies should apply with respect to future development of annexed properties:

- Properties located in Washington Township east of Dayton Wright Brothers Airport should allow office and neighborhood retail adjacent to major corridors such as Austin Road and Yankee Road and light industrial adjacent to the existing industrial area. Residential densities should occur in a manner similar to the proposed density of Policy Area 4 that is adjacent to the potentially annexed area.

- Properties located in Clearcreek Township are generally not conducive to annexation for single family residential use due to the cost of the provision of services relative to return. Properties in Clearcreek Township north of S.R. 73 are primarily conducive to single family residential use and density in a traditional subdivision layout as identified in Policy Areas 2, 4, 10 and 12.

Properties currently surrounded by or adjacent to the City that annex into the City should conform to the Policy Area that surrounds or is adjacent to the annexed area. If more than one Policy Area is adjacent to the annexed area, City Council should determine which Policy Area is more conducive to the area annexed. Any Township zoning in the City Limits should be reviewed and rezoned to the most appropriate zoning district available in the City zoning code.
Chapter 4- Implementation

As Springboro continues into its future, there is a continued need to look at opportunities within the City, both reinvestment and preservation. Focusing in on strategies that promote continued property maintenance and reinvestment in key areas will help in the overall continued quality of life in the City that the residents currently expect and enjoy. Properly guiding growth opportunities in key areas (the Easton Farm and Eastbrook Farm) will further the ability of Springboro to remain a viable community with a well rounded balance of residential and non-residential uses. The purpose of this section of the Comprehensive Land Use Plan Update is to provide a description and framework of potentially suitable techniques for implementing this Comprehensive Plan.

Implementation Strategies are elements of a Comprehensive Land Use Plan that establish a “to-do” list that a community must undertake to implement the Policy Area Plans and to provide a high quality of life for its residents and businesses. Strategies and plan elements must be prioritized by the City during the planning process to best focus financial and personnel resources.

The Springboro Comprehensive Land Use Plan strategies are a two pronged planning approach: 1) Preserving and enhancing the existing development and 2) Focusing redevelopment and new development through proactive planning efforts. First and foremost, the City must focus on the following elements in each Policy Area for guidance on preservation, development and redevelopment efforts:

- Preferred Future Characteristics, Actions and Needs
- Preferred Land Uses
- Recommended Densities and Open Space Requirements
- Implementation Recommendations

The following strategies are recommended to assist in the implementation of this Comprehensive Land Use Plan:

Zoning, Plan Documents and Design Guidelines

- Review the Springboro Zoning Code and make appropriate changes to the lists of permitted uses in each affected Zoning District in order to permit the appropriate land uses identified in each Policy Area.

- Review the Springboro Zoning Code and make the appropriate changes to affected zoning districts including recommended residential densities, minimum open space requirements and maximum lot coverage's as identified in each of the Policy Areas.
• Review the Springboro Zoning Code to determine the extent to which regulations need to be modified to implement design guidelines. The purpose of the design guidelines, particularly in residential areas, is to ensure the appropriate infill development as it may occur.

• Continue to refer to and implement existing plans that recommend specific design, preservation and development strategies in various areas of the community.

Development and Infill Development

• Encourage infill development in existing developed areas (including residential subdivisions and applicable areas in the retail corridors on S.R. 741 and S.R. 73). Infill development should reflect the designs and character of the surrounding properties and strive to meet market demand. With respect to residential infill, discussion with residential developers and real estate agents will help to validate the types of housing that are desirable in Springboro and what can be successfully marketed in the City. Particular attention should be focused on Policy Area 6 where vacancies located at the entrance to the community are highly visible (e.g. abandoned gas station at I-75 and S.R. 73, and the former Tom Katz Restaurant).

• Promote and proactively enforce property maintenance requirements.

• Continue to encourage the use of the Planned Unit Development Districts (PUD’s) as a zoning tool to facilitate quality redevelopment of larger parcels. Most development efforts will necessitate flexibility in evaluating specific sites relative to design issues, layout, parking requirements, open space preservation, landscaping and other negotiated issues, which can be successfully addressed through the PUD.

• Continue to protect existing residential neighborhoods by controlling densities and restricting the conversion of single-family homes into multi-family units or non-residential businesses where such conversions are not desired.

• Separate incompatible uses through the use of transitional zoning. An example of transitional zoning would be zoning land located between retail uses along S.R. 741 on the Easton Farm property and the residential subdivisions to the west for small-scale office space or higher density residential uses. This can be accomplished through the application of the Planned Unit Development District.

• Revise the Planning and Zoning Code to support a conservation development model that is defined by a minimum of 40% open space, density neutral development density, contiguous and high quality open space and resource—natural, cultural or historic—protection.
Connectivity

• Focus on pedestrian and bicycle connectivity in and between residential neighborhoods and connect those neighborhoods to parks, schools, public services and retail areas to provide alternative methods of transportation other than the motor vehicle. Where direct sidewalk connections are not possible, investigate the potential for a path or trail system, outside of the public right-of-way, to promote connectivity.

• Update the existing zoning code and subdivision standards, where applicable, to reflect pedestrian-friendly development techniques that will promote connectivity and a high quality of life. Based on location (residential area vs. business district), wherever possible, these features should include:
  o Buildings constructed at the sidewalk (zero setback),
  o Street trees and furniture,
  o Appropriate lighting standards, and
  o Pedestrian wayfinding.

Parks, Recreation and Open Space

• The City should develop a Parks, Recreation and Open Space Plan. Such a plan will allow the City to inventory and easily identify existing deficiencies and future needs in greater detail than is possible in a Comprehensive Land Use Plan and will help the City prioritize and plan for long-term improvements.

An effective Parks, Recreation and Open Space Plan should include the following as a minimum:

  o Investigate residents’ needs and desires for park, recreation and open space facilities;
  o Identify existing and potential programming elements;
  o Identify options for the development of new green spaces and parks;
  o Develop strategies for the reuse and enhancement of existing parks and facilities; and
  o Evaluate the potential establishment of year-round facilities.

Analysis of facilities operated by communities that are comparable to Springboro will provide the City with an understanding of the range of potential services, the operating costs of such programming and facilities, and potential strategies for funding capital improvements and operations.
Anticipate Redevelopment Impacts

- Plan for the impacts of redevelopment on existing infrastructure and uses by continuing to monitor and inventory the existing capacities of sanitary sewer, water, and road traffic volumes to properly identify the future impacts of new development on the existing systems.

- Continue to monitor and identify potential deficiencies and properly plan for the impacts of redevelopment on existing City Services (Fire, Police, Road Maintenance, refuse pick up, etc.).

Focus Efforts on Locating New Businesses and the Relocation of Existing Businesses as Needed to Conform to the Land Use Plan

Establish an inventory of the existing vacant buildings in the City. Continually update the City’s inventory of existing vacant buildings and properties and establish a strategy for reuse of existing vacant buildings and property. As the amount of available land decreases, the opportunity for businesses to grow and stay in Springboro will also decrease.
APPENDIX A
Permitted Land Uses by Policy Area and Zoning Code
Policy Area 1 – South Tech Business Park Policy Area

The South Tech Business Park Policy Area permits the following uses in order of preference. Numbered items below identify the preferred uses specified in Policy Area 1 of this planning document. Lettered items under each of the numbered items are similar type land uses that are currently permitted in the zoning districts within Policy Area 1.

1. ADD-1
   a. Light industrial
   b. Research and development
   c. Office
   d. Accessory retail; limited to 20% per parcel

2. ADD-2
   a. Ancillary business services including, but not limited to:
      i. Financial institutions
      ii. Hotels
      iii. Conference center
      iv. Retail uses less than 15,000 square feet in floor area
      v. Personal services
      vi. Restaurant without drive through
Policy Area 2 – Northwest Residential Neighborhoods Policy Area

The Northwest Residential Neighborhoods Policy Area permits the following uses in order of preference. Numbered items below identify the preferred uses specified in Policy Area 2 of this planning document. Lettered items under each of the numbered items are similar type land uses that are currently permitted in the zoning districts within Policy Area 2.

1. Detached Residential Dwellings (4 dwelling units per acre max)
   a. Detached residential dwellings at 0.6 dwelling units per acre max
   b. Detached residential dwellings at 4 dwelling units per acre max
   c. Detached residential dwellings at 6 dwelling units per acre max—11/10/08
      RECOMMENDATION TO REDUCE MAXIMUM DWELLING UNITS PER ACRE TO 4
      IN THE ZONING CODE AS APPLICABLE TO THIS POLICY AREA.
   d. Home occupation

2. Attached residential dwellings in applicable areas to provide a transition between detached residential dwellings and non-residential uses that surround this policy area (8 dwelling units per acre max)
   a. Attached residential dwellings at 12 dwelling units per acre max—11/10/08
      RECOMMENDATION TO REDUCE MAXIMUM DWELLING UNITS PER ACRE TO 8
      IN THE ZONING CODE AS APPLICABLE TO THIS POLICY AREA.

3. Public Park and Open Space

4. Public and Semi Public Uses
   a. Churches or religious places of worship
   b. Clubs and non-profit organizations
   c. Community fire house
   d. Public and private forests
   e. Publicly owned and operated properties
   f. Recreation areas
   g. Schools

Uses permitted in the Zoning Code that are not identified as preferred in this Policy Area
—11/10/08 RECOMMENDATION TO REMOVE ROADSIDE STANDS FROM THE ZONING CODE
AS APPLICABLE TO THIS POLICY AREA.

<table>
<thead>
<tr>
<th>Uses</th>
<th>Policy Area</th>
<th>Zoning District</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadside Stands</td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>
Policy Area 3 – North S.R. 741 Corridor

The North S.R. 741 Corridor Policy Area permits the following uses in order of preference. Numbered items below identify the preferred uses specified in Policy Area 3 of this planning document. Lettered items under each of the numbered items are similar type land uses that are currently permitted in the zoning districts within Policy Area 3.

1. Convenience Retail – Limited to 10,000 square feet of gross floor area—11/10/08
   RECOMMENDATION TO INCREASE THE MAXIMUM CONVENIENCE RETAIL SIZE IN THIS POLICY AREA TO 10,000 SQUARE FEET. THIS IS APPLICABLE TO ALL USES LISTED IN THE ZONING CODE BELOW.
   a. Automobile fueling station – Less than 2 acres in lot size
   b. Beverage store
   c. Car wash
   d. Coffee shop
   e. Drug store
   f. Food store
   g. Pet shops
   h. Retail bakery
   i. Roadside stand
   j. Sporting goods store
   k. Video store

2. Personal Service
   a. Animal hospital or veterinarian clinic
   b. Automobile rental agency
   c. Bank and financial institution
   d. Bed and breakfast
   e. Civic club or non-profit organization
   f. Day care center
   g. Fitness, dance or martial arts facility
   h. Laundry and dry cleaner
   i. Medical and dental services
   j. Medical care facility
   k. Nursing home or convalescent care facility
   l. Office supplies and services – Less than 3,000 square feet of gross floor area—11/10/08
   RECOMMENDATION TO INCREASE THE MAXIMUM OFFICE SUPPLIES AND SERVICES SIZE IN THIS POLICY AREA TO 10,000 SQUARE FEET.
   m. Mortuaries and funeral home
   n. Plumbing, electrical and HVAC contractors and wholesale/retail supplies
   o. Professional services
   p. Shoe and shoe repair shops
   q. Vehicle repair and service

List continued next page
3. Retail Business – Limited to less than 75,000 square feet of gross floor area—11/10/08
RECOMMENDATION TO INCREASE THE MAXIMUM RETAIL BUSINESS SIZE IN THIS
POLICY AREA TO 75,000 SQUARE FEET. THIS IS APPLICABLE TO ALL USES LISTED IN
THE ZONING CODE BELOW.
   a. Antique and craft shop, art and photography studio and gallery
   b. Department store
   c. Drug store
   d. Greenhouse, garden center, plant nursery and farm market
   e. Farm equipment and agricultural supplies
   f. Floor covering store
   g. Florist
   h. Food store
   i. Gift shop
   j. Hardware, home supply, electronic or appliance store
   k. Pool, spa, outdoor furniture, play equipment or home improvement sales
   l. Shopping center or mall
   m. Theater – Not more than 2 screens or stages

4. Restaurants – Excluding drive through facilities

5. Office
   a. Artist studio
   b. Business office
   c. Dental office
   d. Home occupation
   e. Medical office
   f. Medical research laboratory
   g. Professional office

6. Residential dwellings – Not directly located on S.R. 741 unless residential use is located on the
   upper floors of a multi-story building
   a. Attached or detached single family dwellings—11/10/08 RECOMMENDATION TO
      RESTRICT RESIDENTIAL USES ON S.R. 741 UNLESS ON THE UPPER FLOORS OF A
      MULTI-STORY BUILDING.

7. Public Park and Open Space
   a. Agricultural and horticulture
   b. Parks, playgrounds and community centers
   c. Public and private forests
   d. Recreation areas

8. Public and Semi Public Uses
   a. Church or religious place of worship
   b. Community fire house
   c. Publicly owned and operated properties
   d. Schools
Policy Area 4 – Northeast Residential Neighborhoods Policy Area

The Northwest Residential Neighborhoods Policy Area permits the following uses in order of preference. Numbered items below identify the preferred uses specified in Policy Area 4 of this planning document. Lettered items under each of the numbered items are similar type land uses that are currently permitted in the zoning districts within Policy Area 4.

1. Detached Residential Dwellings (6 dwelling units per acre max)
   a. Detached residential dwellings at 0.6 dwelling units per acre max
   b. Detached residential dwellings at 4 dwelling units per acre max
   c. Detached residential dwellings at 6 dwelling units per acre max—OK
   d. Home occupation—11/10/08 RECOMMENDATION TO INCLUDE HOME OCCUPATION REGULATIONS FROM TOWNSHIP ZONING CODE AS APPLICABLE TO THE TR-1 ZONED AREAS

2. Attached Residential Dwellings (8 dwelling units per acre max)
   a. Attached residential dwellings at 12 dwelling units per acre max—11/10/08 RECOMMENDATION TO REDUCE MAXIMUM DWELLING UNITS PER ACRE TO 8 IN THE ZONING CODE AS APPLICABLE TO THIS POLICY AREA.

3. Public Park and Open Space

4. Public and Semi Public Uses
   a. Churches or religious places of worship
   b. Clubs and non-profit organizations
   c. Community fire house
   d. Public and private forests
   e. Publicly owned and operated properties
   f. Recreation areas
   g. Schools
Policy Area 5 – S.R. 73/I-75 Business Parks Policy Area

The S.R. 73/I-75 Business Parks Policy Area permits the following uses in order of preference. Numbered items below identify the preferred uses specified in Policy Area 5 of this planning document. Lettered items under each of the numbered items are similar type land uses that are currently permitted in the zoning districts within Policy Area 5.

1. Light industrial/manufacturing  
   a. Light manufacturing and industrial

2. Research and development  
   a. Research laboratory

3. Office  
   a. Business office  
   b. Dental office  
   c. Medical office  
   d. Professional office

4. Business college and trade school  
   a. Art school  
   b. Business college  
   c. Trade school

5. Hospital  
   a. Hospital

6. Hotel and motel  
   a. Hotel and motel with or without conference center

7. Personal Service  
   a. Animal hospital and veterinarian less than 3,000 square feet  
   b. Bank and financial institution  
   c. Bed and breakfast facilities  
   d. Day care center  
   e. Laundries and dry cleaners  
   f. Medical care facility less than 15,000 square feet  
   g. Mortuaries or funeral home  
   h. Nursing home or convalescent care facility  
   i. Office supplies and services less than 3,000 square feet  
   j. Shoe repair shop

8. Public and Semi Public Uses  
   a. Art gallery  
   b. Church or religious place of worship  
   c. Library  
   d. Museum  
   e. Schools

List Continued Next Page
9. Retail Uses
   a. Limited to north of West Central Avenue (SR 73)

*Uses permitted in the Zoning Code that are not identified as preferred in this Policy Area—11/10/08*

RECOMMEND FOR ZONING CHANGE/IMPLEMENTATION TO PERMIT THE FOLLOWING USES NORTH OF WEST CENTRAL AVENUE (SR 73) ONLY (SEE 9 ABOVE).

<table>
<thead>
<tr>
<th>Uses</th>
<th>Policy Area</th>
<th>Zoning District</th>
</tr>
</thead>
<tbody>
<tr>
<td>Restaurants and Coffee Shops</td>
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<tr>
<td>Greenhouses, Garden Centers and Farm Markets</td>
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</tr>
<tr>
<td>Food Stores Not More Than 3,000 sq ft</td>
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<td></td>
</tr>
<tr>
<td>Drug Stores Less Than 3,000 sq ft</td>
<td>X</td>
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</tr>
<tr>
<td>Hardware, Home Supply, Electronic or Appliance Stores</td>
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<td></td>
</tr>
<tr>
<td>Floor Covering Stores</td>
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<tr>
<td>Video Stores Less than 3,000 sq ft</td>
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<td></td>
</tr>
<tr>
<td>Retail Bakeries</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Gift Shops</td>
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<tr>
<td>Antique and Craft Shops, Art and Photography Studios and Galleries</td>
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<tr>
<td>Beverage Stores Less than 3,000</td>
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<tr>
<td>Florists</td>
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<td></td>
</tr>
<tr>
<td>Sporting Goods Stores Less than 3,000 sq ft</td>
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<td></td>
</tr>
<tr>
<td>Pet Shops Less Than 3,000 sq ft</td>
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<tr>
<td>Shopping Centers or Malls Less Than 15,000 sq ft</td>
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<tr>
<td>Restaurants and Beverage Establishments</td>
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</tbody>
</table>
Policy Area 6 – I-75 Gateway Policy Area

The I-75 Gateway Policy Area permits the following uses in order of preference. Numbered items below identify the preferred uses specified in Policy Area 6 of this planning document. Lettered items under each of the numbered items are similar type land uses that are currently permitted in the zoning districts within Policy Area 6.

1. Retail
   a. Antique and craft shops, art and photography studios and galleries
   b. Beverage stores
   c. Cemetery monument sales
   d. Drug stores
   e. Floor covering stores
   f. Florists
   g. Food stores
   h. Gift shop
   i. Greenhouse, garden center or farm market
   j. Hardware, home supply, electronic or appliance stores
   k. Pet shops
   l. Pharmacies
   m. Sporting goods stores
   n. Retail Bakeries
   o. Video stores

2. Restaurant
   a. Restaurant and beverage establishment

3. Hotel
   a. Hotel or motel with or without conference center

4. Shopping Center
   a. Shopping centers and malls

5. Theater
   a. Theater

6. Personal Service
   a. Animal hospital and veterinarian clinics
   b. Bed and breakfast facility
   c. Day care center
   d. Laundry and dry cleaner
   e. Mortuaries and funeral homes
   f. Nursing home and convalescent care facility
   g. Office supplies and services
   h. Shoe repair shops

List Continued Next Page
7. Bank or Financial Institution
   a. Bank or financial institution

8. Automotive Filling Station
   a. Automotive filling station

9. Medical Care Facility
   a. Medical care facility

10. Office
   a. Business office
   b. Dental office
   c. Medical office
   d. Professional office

11. Research Laboratories (without off-site/environmental impacts) — 11/10/08
    RECOMMENDATION TO INCLUDE RESEARCH LABORATORIES TO THIS POLICY AREA.

12. Business College, Trade Schools, Art Schools — 11/10/08 RECOMMENDATION TO INCLUDE
    BUSINESS COLLEGE, TRADE SCHOOLS, ART SCHOOLS TO THIS POLICY AREA.

13. New Car Sales

14. Used Car Sales (only when accessory to a new car sales business)

15. Public and Semi Public Uses
   a. Art gallery
   b. Church or religious place of worship
   c. Hospital
   d. Libraries
   e. Museums
   f. Schools

Uses permitted in the Zoning Code that are not identified as preferred in this Policy Area

<table>
<thead>
<tr>
<th>Uses</th>
<th>Policy Area</th>
<th>Zoning District</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lodging Houses, Dormitories—11/10/08 RECOMMENDED FOR REMOVAL FROM THE ZONING CODE.</td>
<td></td>
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<tr>
<td>Research Laboratories— 11/10/08 RECOMMENDED FOR INCLUSION IN POLICY AREA WITHOUT ENVIRONMENTAL IMPACTS (SEE 11 ABOVE)</td>
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<tr>
<td>Business Colleges, Trade Schools, Art Schools— 11/10/08 RECOMMENDED FOR INCLUSION IN POLICY AREA WITHOUT ENVIRONMENTAL IMPACTS (SEE 12 ABOVE)</td>
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</tbody>
</table>
Policy Area 7 – City Services Center Policy Area

The City Services Center Policy Area permits the following uses in order of preference. Numbered items below identify the preferred uses specified in Policy Area 7 of this planning document. Lettered items under each of the numbered items are similar type land uses that are currently permitted in the zoning districts within Policy Area 7.

1. Mixed use including a residential component integrated with non-residential uses

2. Retail
   a. Antique and craft shop, art and photography studio and galleries
   b. Beverage store less than 3,000 square feet
   c. Drug store less than 3,000 square feet
   d. Floor covering store
   e. Florist
   f. Food stores not more than 3,000 square feet
   g. Greenhouse, garden center and farm market
   h. Hardware, home supply, electronic or appliance store
   i. Pet shops less than 3,000 square feet
   j. Retail bakeries
   k. Shopping centers or malls less than 15,000 square feet
   l. Sporting goods store less than 3,000 square feet
   m. Video store less than 3,000 square feet

3. Restaurant with or without drive-through facilities
   a. Restaurant and coffee shop

4. Personal Service
   a. Animal hospital and veterinarian
   b. Bed and breakfast facility
   c. Day care center
   d. Laundry and dry cleaner
   e. Medical care facility less than 15,000 square feet
   f. Medical clinic
   g. Mortuary and funeral home
   h. Nursing home and convalescent care facility
   i. Office supplies and services less than 3,000 square feet
   j. Personal service
   k. Shoe and shoe repair shops

5. Bank or financial institution.
   a. Bank or financial institution

List Continued Next Page
6. Office
   a. Business office
   b. Dental office
   c. Medical office
   d. Professional office

7. Attached and detached residential dwellings (8 dwelling units an acre max)
   a. Detached residential dwelling at 4 dwelling units an acre max—11/10/08
      RECOMMENDATION TO UPZONE DENSITY TO 8 DWELLING UNITS PER ACRE
      CONSISTENT WITH POLICY AREA RECOMMENDATION AND EXISTING
      DENSITIES.

8. Public park and open space

9. Public and Semi Public Uses
   a. Churches and religious places of worship
   b. Schools
Policy Area 8 – Central S.R. 741 Corridor Policy Area

The Central S.R. 741 Corridor Policy Area permits the following uses in order of preference. Numbered items below identify the preferred uses specified in Policy Area 8 of this planning document. Lettered items under each of the numbered items are similar type land uses that are currently permitted in the zoning districts within Policy Area 8.

1. Office
   a. Business office
   b. Home occupation
   c. Professional office

2. Bank or Financial Institution
   a. Bank or financial institution

3. Convenience Retail of 5,000-10,000 square feet—11/10/08 RECOMMENDATION TO INCREASE THE MAXIMUM CONVENIENCE RETAIL SIZE IN THIS POLICY AREA BETWEEN 5,000 TO 10,000 SQUARE FEET. THIS IS APPLICABLE TO ALL USES LISTED BELOW.
   a. Beverage stores less than 3,000 square feet
   b. Food store less than 3,000 square feet
   c. Drug store less than 3,000 square feet
   d. Video store less than 3,000 square feet

4. Personal Service
   a. Animal hospital and veterinarian less than 3,000 square feet—11/10/08 RECOMMENDATION TO REMOVE MINIMUM SQUARE FOOTAGE FOR THIS USE IN THE ZONING CODE
   b. Day care center
   c. Laundry and dry cleaner
   d. Medical and dental services
   e. Medical care facility less than 15,000 square feet—11/10/08 RECOMMENDATION TO REMOVE MINIMUM SQUARE FOOTAGE FOR THIS USE IN THE ZONING CODE
   f. Mortuaries and funeral homes
   g. Nursing home and convalescent care facility
   h. Office supplies and services less than 3,000 square feet—11/10/08 RECOMMENDATION TO REMOVE MINIMUM SQUARE FOOTAGE FOR THIS USE IN THE ZONING CODE
   i. Personal service
   j. Professional service
   k. Shoe and shoe repair shop

5. Restaurant without drive through

List Continued Next Page
6. Retail—11/10/08 RECOMMENDATION TO INCLUDE THE FOLLOWING RETAIL AND THE FOLLOWING USES AS CURRENTLY PERMITTED IN THE ZONING CODE
   a. Greenhouses, garden centers and farm markets
   b. Retail bakeries
   c. Gift shops
   d. Antique and craft shops, art and photography studios and galleries
   e. Florists

7. Public or Semi-Public Use
   a. Church or religious place of worship
   b. Civic clubs and organizations
   c. Parks, playgrounds, community centers
   d. School

8. Drive through facilities should be reviewed and approved by the Planning Commission based on the proposed facility and the depth of lot.

<table>
<thead>
<tr>
<th>Uses</th>
<th>Policy Area</th>
<th>Zoning District</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bed and Breakfast Facilities—11/10/08 RECOMMENDING REMOVAL FROM ZONING CODE FOR THIS POLICY AREA</td>
<td>X</td>
<td></td>
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<tr>
<td>Greenhouses, Garden Centers and Farm Markets—11/10/08 RECOMMENDING INCLUSION TO THIS POLICY AREA (SEE 6 ABOVE)</td>
<td>X</td>
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<tr>
<td>Hardware, Home Supply, Electronic or Appliance Stores—11/10/08 RECOMMENDING REMOVAL FROM ZONING CODE FOR THIS POLICY AREA</td>
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<tr>
<td>Floor Covering Stores—11/10/08 RECOMMENDING REMOVAL FROM ZONING CODE FOR THIS POLICY AREA</td>
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<td></td>
</tr>
<tr>
<td>Retail Bakeries—11/10/08 RECOMMENDING INCLUSION TO THIS POLICY AREA (SEE 6 ABOVE)</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Gift Shops—11/10/08 RECOMMENDING INCLUSION TO THIS POLICY AREA (SEE 6 ABOVE)</td>
<td>X</td>
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<tr>
<td>Antique and Craft Shops, Art and Photography Studios and Galleries—11/10/08 RECOMMENDING INCLUSION TO THIS POLICY AREA (SEE 6 ABOVE)</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Florists—11/10/08 RECOMMENDING INCLUSION TO THIS POLICY AREA (SEE 6 ABOVE)</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Sporting Goods Stores Less than 3,000 sq ft—11/10/08 RECOMMENDING REMOVAL FROM ZONING CODE FOR THIS POLICY AREA</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Pet Shops Less Than 3,000 sq ft—11/10/08 RECOMMENDING REMOVAL FROM ZONING CODE FOR THIS POLICY AREA</td>
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<tr>
<td>Shopping Centers or Malls Less Than 15,000 sq ft—11/10/08 RECOMMENDING REMOVAL FROM ZONING CODE FOR THIS POLICY AREA</td>
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<tr>
<td>Single Family Residences—11/10/08 RECOMMENDING REMOVAL FROM ZONING CODE FOR THIS POLICY AREA</td>
<td>X (2 DUA Max)</td>
<td></td>
</tr>
<tr>
<td>Agriculture and Horticulture—11/10/08 RECOMMENDING REMOVAL FROM ZONING CODE FOR THIS POLICY AREA</td>
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</tbody>
</table>
Policy Area 9 – Town Center Policy Area

The Town Center Policy Area permits the following uses in order of preference. Numbered items below identify the preferred uses specified in Policy Area 9 of this planning document. Lettered items under each of the numbered items are similar type land uses that are currently permitted in the zoning districts within Policy Area 9.

1. Mixed use with a residential component established on upper floors of multi story buildings (6 dwelling units per acre max)
   a. Attached residential dwelling at 12 dwelling units per acre max—11/10/08
      RECOMMENDATION TO REDUCE MAXIMUM DWELLING UNITS PER ACRE TO 6
      IN THE ZONING CODE AS APPLICABLE TO THIS POLICY AREA.

2. Retail
   a. Antique and craft shop, art and photography studio and galleries
   b. Artist studios
   c. Beverage stores
   d. Cemetery monument sales
   e. Department stores
   f. Drug stores
   g. Farm equipment and agricultural supplies
   h. Floor covering store
   i. Florist
   j. Food stores
   k. Gift shop
   l. Greenhouse, garden center and farm market
   m. Hardware, home supply, electronic or appliance store
   n. Pet shops
   o. Plumbing, electrical and HVAC contractors and wholesale/retail supplies
   p. Pool, spa, outdoor furniture, play equipment or home improvement sales
   q. Retail
   r. Retail bakeries
   s. Shopping centers or malls
   t. Sporting goods stores
   u. Video store

3. Restaurant without drive through
   a. Restaurant and coffee shop

4. Theater
   a. Theater

5. Personal Service
   a. Animal hospitals and veterinarians
   b. Automobile rental agency
   c. Bed and breakfast facility
   d. Car wash

List Continued Next Page
6. Bank or Financial Institution
   a. Bank or financial institution

7. Automotive Filling Stations
   a. Automotive fueling station on less than 2 acres

8. Medical Care Facilities
   a. Medical care facilities

9. Office
   a. Business office
   b. Home occupation
   c. Professional office

10. Public or Semi-Public Use
    a. Church or religious place of worship
    b. Civic clubs and organizations
    c. Institutional
    d. Parks, playgrounds, community centers
    e. Quasi-public
    f. Schools

11. Drive through facilities should be reviewed and approved by the Planning Commission based on the proposed facility and the depth of lot.

**Uses permitted in the Zoning Code that are not identified as preferred in this Policy Area—11/10/08**

**RECOMMENDATION IS THE REMOVAL OF THESE USES FROM ZONING CODE FOR THIS POLICY AREA**

<table>
<thead>
<tr>
<th>Uses</th>
<th>Policy Area</th>
<th>Zoning District</th>
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</thead>
<tbody>
<tr>
<td>Detached Residential Dwellings</td>
<td>X (6 DUA Max)</td>
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<tr>
<td>Lodging Houses, Dormitories</td>
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</tr>
<tr>
<td>Single Family Residences</td>
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<tr>
<td>Greenhouses, Garden Centers and Plant Nurseries</td>
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<td></td>
</tr>
<tr>
<td>Agriculture and Horticulture</td>
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</tbody>
</table>
Policy Area 10 – East Central S.R. 741 Neighborhoods

The East Central S.R. 741 Neighborhoods Policy Area permits the following uses in order of preference. Numbered items below identify the preferred uses specified in Policy Area 10 of this planning document. Lettered items under each of the numbered items are similar type land uses that are currently permitted in the zoning districts within Policy Area 10.

1. Detached Residential Dwellings (4 dwelling units per acre max)
   a. Detached residential dwellings (0.6 -4 dwelling units per acre max)
   b. Home occupation

2. Public and Semi-Public Uses
   a. Church and religious places of worship
   b. Clubs and non-profit organizations
   c. Community fire house
   d. Public and private forests
   e. Publicly owned and operated properties
   f. Recreation areas
   g. Schools

Uses permitted in the Zoning Code that are not identified as preferred in this Policy Area—11/10/08
RECOMMENDATION IS THE REMOVAL OF THIS USE FROM ZONING CODE FOR THIS POLICY AREA

<table>
<thead>
<tr>
<th>Uses</th>
<th>Policy Area</th>
<th>Zoning District</th>
</tr>
</thead>
<tbody>
<tr>
<td>Attached residential dwellings (duplex only)</td>
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Policy Area 11 – City Center Neighborhoods Policy Area

The City Center Neighborhoods Policy Area permits the following uses in order of preference. Numbered items below identify the preferred uses specified in Policy Area 11 of this planning document. Lettered items under each of the numbered items are similar type land uses that are currently permitted in the zoning districts within Policy Area 11.

1. Detached Residential Dwellings (6 dwelling units per acre max)
   a. Detached residential dwellings (0.6 to 4 dwelling units per acre max) —11/10/08
      RECOMMENDATION TO INCREASE MAXIMUM DWELLING UNITS PER ACRE TO 6 IN THE ZONING CODE AS APPLICABLE TO THIS POLICY AREA.
   b. Home occupation — 11/10/08 RECOMMENDATION TO INCLUDE HOME OCCUPATION REGULATIONS FROM TOWNSHIP ZONING CODE AS APPLICABLE TO TR-1 ZONED AREAS

2. Attached Residential Dwellings (in areas to transition between non-residential uses and detached residential dwellings) (8 dwelling units per acre max)
   a. Attached residential dwellings (12 dwelling units per acre max) —11/10/08
      RECOMMENDATION TO REDUCE THE MAXIMUM DWELLING UNITS PER ACRE TO 8 IN THE ZONING CODE AS APPLICABLE TO THIS POLICY AREA.

3. Public Park and Open Space

4. Public and Semi-Public Uses
   a. Churches and religious places of worship
   b. Clubs and non-profit organizations
   c. Community fire house
   d. Institutional
   e. Public
   f. Public and private forests
   g. Publicly owned and operated properties
   h. Quasi-public
   i. Recreation areas
   j. Schools

Uses permitted in the Zoning Code that are not identified as preferred in this Policy Area

<table>
<thead>
<tr>
<th>Uses</th>
<th>Policy Area</th>
<th>Zoning District</th>
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<tbody>
<tr>
<td>Roadside Stands— 11/10/08 RECOMMENDING REMOVAL OF THIS USE FROM THE ZONING CODE AS IT AFFECTS THIS POLICY AREA</td>
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<tr>
<td>Retail — 11/10/08 RECOMMENDING INCLUSION TO THIS POLICY AREA (SEE 4 ABOVE)</td>
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</table>
Policy Area 12 – Southeast Neighborhoods Policy Area

The Southeast Neighborhoods Policy Area permits the following uses in order of preference. Numbered items below identify the preferred uses specified in Policy Area 12 of this planning document. Lettered items under each of the numbered items are similar type land uses that are currently permitted in the zoning districts within Policy Area 12.

1. Detached Residential Dwellings (5 dwelling units per acre max)
   a. Detached residential dwellings at 0.6 dwelling units per acre max
   b. Detached residential dwellings at 4 dwelling units per acre max
   c. Home occupation — 11/10/08 RECOMMENDATION TO INCLUDE HOME OCCUPATION REGULATIONS FROM TOWNSHIP ZONING CODE AS APPLICABLE TO TR-1 ZONED AREAS

2. Attached Residential Dwelling (in areas to transition between non-residential uses and attached residential dwellings; 8 dwelling units per acre max)

3. Convenience Retail (limited to the southwest corner of S.R. 73 and Red Lyon-Five Points Road where presently zoned for B-2. Convenience retail uses should be individually limited to between 5,000 and 10,000 square feet in size. Convenience retail uses should also be adequately buffered from existing residential land uses to the west and south of the property)

4. Public Park and Open Space

5. Public and Semi-Public Uses
   a. Church or religious place of worship
   b. Clubs and non-profit organizations
   c. Community fire house
   d. Public and private forests
   e. Publicly owned and operated properties
   f. Recreation areas
   g. Schools

Uses permitted in the Zoning Code that are not identified as preferred in this Policy Area

<table>
<thead>
<tr>
<th>Uses</th>
<th>Policy Area</th>
<th>Zoning District</th>
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</thead>
<tbody>
<tr>
<td>Roadside Stands – 11/10/08 RECOMMENDING REMOVAL OF THIS USE FROM THE ZONING CODE AS IT AFFECTS THIS POLICY AREA</td>
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Policy Area 13 – Historic Core Policy Area

The Historic Core Policy Area permits the following uses in order of preference. Numbered items below identify the preferred uses specified in Policy Area 13 of this planning document. Lettered items under each of the numbered items are similar type land uses that are currently permitted in the zoning districts within Policy Area 13.

1. Office
   a. Office

2. Retail
   a. Restaurant
   b. Retail

3. Restaurant without drive through

4. Detached residential dwellings (Size conducive to Historic Pattern)
   a. Detached residential dwellings at 4 dwelling units per acre max
   b. Detached residential dwellings at 6 dwelling units per acre max

5. Attached residential dwellings
   a. Attached residential dwellings at 12 dwelling units per acre max

6. Accessory apartment. Accessory apartments are dwelling units that are not the primary use of the parcel of land, but co-exist with another use such as a retail establishment or even a detached residential dwelling.

7. Public or Semi-Public Use
   a. Institutional
   b. Public
   c. Quasi-Public
Policy Area 14 – South Richards Run Corridor Policy Area

The South Richards Run Corridor Policy Area permits the following uses in order of preference. Numbered items below identify the preferred uses specified in Policy Area 14 of this planning document. Lettered items under each of the numbered items are similar type land uses that are currently permitted in the zoning districts within Policy Area 14.

1. Office

2. Open space (undeveloped) located on the east side of Richards Run Road adjacent to the Fieldstone Subdivision which will serve as a buffer between the more intensive developments on Richards Run Road and the Fieldstone subdivision.
   a. Public and private forests

3. Public or Semi-Public Uses
   a. Church or religious place of worship
   b. Clubs and non-profit organizations
   c. Community fire house
   d. Publicly owned and operated property
   e. Recreation areas
   f. Schools

Uses permitted in the Zoning Code that are not identified as preferred in this Policy Area

<table>
<thead>
<tr>
<th>Uses</th>
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<th>Zoning District</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light Manufacturing and Industrial – 11/10/08 RECOMMENDING REMOVAL OF THIS USE FROM THE ZONING CODE AS IT AFFECTS THIS POLICY AREA</td>
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<tr>
<td>Heavy Manufacturing and Industrial – 11/10/08 RECOMMENDING REMOVAL OF THIS USE FROM THE ZONING CODE AS IT AFFECTS THIS POLICY AREA</td>
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<tr>
<td>Detached Residential Dwellings – 11/10/08 RECOMMENDING REMOVAL OF THIS USE FROM THE ZONING CODE AS IT AFFECTS THIS POLICY AREA</td>
<td>X (0.6 DUA Max)</td>
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<tr>
<td>Home Occupation—NOT PERMITTED</td>
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<tr>
<td>Roadside Stands – 11/10/08 RECOMMENDING REMOVAL OF THIS USE FROM THE ZONING CODE AS IT AFFECTS THIS POLICY AREA</td>
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<tr>
<td>Any Combination of Uses Permitted in a Residential, Office, Business or Manufacturing District – 11/10/08 RECOMMENDING REMOVAL OF THIS USE FROM THE ZONING CODE AS IT AFFECTS THIS POLICY AREA</td>
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Policy Area 15 – Clear Creek Corridor Policy Area

The Clear Creek Corridor Policy Area permits the following uses in order of preference. Numbered items below identify the preferred uses specified in Policy Area 15 of this planning document. Lettered items under each of the numbered items are similar type land uses that are currently permitted in the zoning districts within Policy Area 15.

1. Public park and open space

2. Detached residential dwellings (limited only to upland areas south of West Lower Springboro Road) (2 dwelling units per acre max)
   a. Detached residential dwellings at 0.6 dwelling units per acre max — 11/10/08
      RECOMMENDATION TO INCREASE THE MAXIMUM DWELLING UNITS PER ACRE TO 2 IN THE ZONING CODE AS APPLICABLE TO THIS POLICY AREA.
   b. Home occupation — 11/10/08 RECOMMENDATION TO INCLUDE HOME OCCUPATION REGULATIONS FROM TOWNSHIP ZONING CODE AS APPLICABLE TO TR-1 ZONED AREAS

3. Public and Semi-Public Uses
   a. Church or religious place of worship
   b. Clubs and non-profit organizations
   c. Community fire house
   d. Hospitals
   e. Libraries
   f. Public and private forests
   g. Publicly owned and operated properties
   h. Recreation areas
   i. Schools

*Uses permitted in the Zoning Code that are not identified as preferred in this Policy Area— 11/10/08 RECOMMENDING REMOVAL OF THESE USES FROM THE ZONING CODE AS IT AFFECTS THIS POLICY AREA. MAJORITY OF REMAINING AVAILABLE LAND IS PARK.*

<table>
<thead>
<tr>
<th>Uses</th>
<th>Policy Area</th>
<th>Zoning District</th>
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</thead>
<tbody>
<tr>
<td>Roadside Stands</td>
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<td></td>
</tr>
<tr>
<td>Professional and Business Offices</td>
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<tr>
<td>Research Laboratories</td>
<td>X</td>
<td></td>
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<tr>
<td>Restaurants and Beverage Establishments</td>
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<tr>
<td>Banks, Savings and Loan Associations, Investment Companies, Credit Bureaus, Brokers and Other Similar Financial Institutions</td>
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<tr>
<td>Business Colleges, Trade Schools, Art Schools</td>
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<tr>
<td>Personal Services</td>
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<tr>
<td>Pharmacies, Medical and Dental Offices</td>
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<tr>
<td>Hotel, Motel or Conference Center</td>
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<tr>
<td>Museum, Art Galleries</td>
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</table>
Policy Area 16 – Heatherwoode Policy Area

The Heatherwoode Policy Area permits the following uses in order of preference. Numbered items below identify the preferred uses specified in Policy Area 16 of this planning document. Lettered items under each of the numbered items are similar type land uses that are currently permitted in the zoning districts within Policy Area 16.

1. Detached Residential Dwellings (4 dwelling units per acre max)
   a. Detached residential dwellings at 0.6 dwelling units per acre max
   b. Detached residential dwellings at 2 dwelling units per acre max
   c. Detached residential dwellings at 4 dwelling units per acre max
   d. Home occupation

2. Golf Course

3. Public Parks and Open Space
   a. Public and private forests

4. Public and Semi-Public Uses
   a. Church or religious place of worship
   b. Clubs and non-profit organizations
   c. Community fire house
   d. Publicly owned and operated properties
   e. Recreation areas
   f. Schools

Uses permitted in the Zoning Code that are not identified as preferred in this Policy Area 11/10/08 RECOMMENDING REMOVAL OF THIS USE FROM THE ZONING CODE AS IT AFFECTS THIS POLICY AREA.

<table>
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<tr>
<th>Uses</th>
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<tbody>
<tr>
<td>Roadside Stands</td>
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</tbody>
</table>
APPENDIX B
Interview and Focus Group Summaries
TO: Springboro Comprehensive Plan Steering Committee
FROM: Della G. Rucker, AICP
DATE: July 18, 2007
SUBJECT: Summary of Focus Group with City of Springboro Planning Commission

Participants: Jim Chmiel, Becky Hartle, Chris Papakirk, Janie Ridd, Hans Landefeld Barb Gibson, Susan Geisler [from Steering Committee], From JEK: Della Rucker and Paul Culter. City staff: Dan Boron, Chris Thompson, Raj Sharma, Elmer Dudas.

Questions to focus group are recorded in *italics*. Follow-up comments elaborating on a specific point are bulleted below the main point. If comments were added by attending staff, those comments are prefaced with the staff member’s first name in brackets.

To ensure confidentiality and to elicit honest feedback, the comments from these interviews are not attributed to the speaker. When necessary, items have been deleted in order to avoid identifying the speaker. The following statements reflect the speakers’ opinions on these items and do not represent the opinions of City staff or officials or Consultant staff.

**What makes Springboro such a good place to live?**

- The City Council is stellar.
- It’s a work in progress – hope for a great City.
- We are at raw land buildout.
- New interchange at Austin Road. Large amount of change coming – some changes are scary.
- It’s a progressive but restrained community. Focus is on how to build, not just what to build. We have been progressive without being over the top.
- It’s a work in progress. It’s not messed up.
- It’s a community of people who are thoughtful.
- We have a good reputation – we have evolved to be selective in development types [that are approved]. Planning and infrastructure staff has held the line with urban design.
- There’s no desperation – we can wait. Focus is on how, not how soon.
- It’s a great community – we know what we want in investment.
- Regarding development proposals and what City wants: “If it takes 30 years, that’s OK”
- Regional location between Dayton and Cincinnati.

**Disadvantages/Challenges the City faces?**

The community has grown so much in the past 30 years – Growth has helped diversify us. Diversity is good, but the small town feel is hard to maintain.
- There is no City center
- Allegiance is often to neighborhood first.
- It’s a city of neighborhoods, and the neighborhoods are isolated.
- Makes bicycling difficult.
- It’s difficult to connect neighborhoods physically.
Residents who move here now are often transient – it’s more difficult to maintain a small town feeling.

- This is a long term trend, won’t change soon.
- Transients often come because of regional location.
- Transients choose Springboro because of good schools and resale value.
- Transients may move if job moves – either elsewhere or closer to Dayton or Cincinnati.

Traffic on 73/741 is bad.

- Rush hour is not good, school dismissal time isn’t either.
- You have no choice but to drive on 73 and 741 – no other through routes.
- 741 goes from 4 lanes to 2 through downtown.
- All the schools are on 741.

Residents who live here work somewhere else.

- Essentially a bedroom community
- City is not fully in control of its employment destiny [example: impact of downsizings of big businesses in other municipalities.

We need to do better on parks

- Problem is that there are not enough physical facilities.
- The City grew too fast to think about new parks as part of development.
- Now we have no recreation department, no recreation facility – now we are in a bind.
- Township residents participate in City programs.
- We have a YMCA.
- There are not enough ball diamonds/soccer fields – that is the biggest complaint – complaints are usually not about programming.
- Park use is changing, too – it’s no longer a place for families to cook out, but it’s a place you go for an event or purpose – quick in, quick out.
- Parks are more important to quality of life now.
- Each subdivision has its own “privatized” park – keeps neighborhoods from interacting.
- [Chris]: New City building will have some meeting spaces for community use.
- Do people want to be part of a community? Is this a point in the life situation that our residents want? Are people just nostalgic for this?.
- We need to know how these things should change for the future. What do people want?
- We don’t have any large park opportunities, but we do have an opportunity to have spokes from existing parks – like North Park – one could go though Easton Park – to add additional park land. Woods, Detention pond, etc. Can link to park on the south side of Route 73 frontage.
- To walk to a path to the green space will be of tremendous help.

We need more arts and cultural amenities. Physical improvements and programming.

We should be a simpler life, slower pace alternative to other places.

- Example: Eastbrook community – hasn’t gone past talk -- concept is older age community with different housing opportunities.

A challenge: developers’ visions often differ from City’s. City looks uncooperative.
We need diversity in housing – need starter, lower priced homes.

- We need diversity in the type of housing, not price diversity. Need to keep the quality.
- Development is cooking on single family products, not many choices in development.
- Example – Kauffman – Quads and condos – Yankee – abutting single family; single family property owners concerned about density.
- Example – Village park area.
- We face multi family NIMBY, but done right it could be a good thing.
- Concern with property values, traffic, crime, super enrollment [in schools]
- Our population is aging – we need a market basket of housing options.

**How does Planning Commission work? How do you feel about the tools and resources you have? How do you interface with City Council?**

The Land Use Plan is an important tool – it’s community based.

- It’s well thought out
- The plan evolved from the Strategic Planning process.
- The last plan was completed by an architectural firm.
- It wasn’t a land use plan but it created a sense of community.

We [Planning Commission] are flexible but we work with the developer to get the best fit.

Staff is invaluable – I value their opinion.

Staff is committed to the Vision, too.

We have the tools, the process and the resources in place, but we struggle with developers completing their developments as proposed. Most do PUD’s.

- Developers are not fulfilling their obligations.
- The reality sometimes is that it’s not going to develop as fast as the developer promised.
- Sometimes seems afterward like original plans were pie eyed fairy tales.
- The City is seen as slowing the process.
- Village Park was a recent example.
- There might be a concept plan that later feels like a bait & switch – suddenly they are not going with what they originally proposed.
- Residents don’t trust planning commission when plans change.
- We sit at length with developers to go over guidelines, etc. Then the user doesn’t want to do it that way – claims economics.
- Planning Commission loses credibility in the community.
- Planning Commission usually works by consensus – our workshop meetings are a big benefit.
- [Dan]: This is one of few communities that does not hold a public meeting in Planning Commission for rezonings. Only at Council.
How does City Council receive Planning Commission Recommendations?

Often split 4-3 based on politics. Reluctance to go against a vocal presence. Generally less consensus that on Planning Commission

- Rezonings are tough –people are often at odds.
- Example – Swope – PC said no, City Council voted yes.
- It’s tough to keep the best interests of the City in mind.
- Most of the time it’s Township residents who show up to complain.

If you could start from scratch and reconstruct the entire code and official planning commission process, what would you do differently?

Codes are outdated – we have to be updating them
- Have done lighting, parking, pavement, town center, landscaping.

Township zoning when properties come into the City is advantageous to the City because it keeps it at a low density.
- Example: Easton Farm – zoned TR-1. Will change when time is right.
- From a planning perspective, though, Township zoned properties are an unknown.

I would make the school district boundaries and the City/Township boundaries the same.

[Chris]: Applicants tell us that the process is too drawn out – Applicant needs a better understanding of what all will be involved.
- It has changed – Planning Commission added the work session and we have staff now to hammer out problems before the work session. Staff knows the plan and the Planning Commission.
- The process is not seen as a hindrance to good developers

I would not change the work session or the staff – provides great information.

I would nail down the conservation zoning standards. Now if there is a deviation, we can end up in conflict with Engineering and Public Works requirements. We need to create a new zoning code on this.

If you were in charge of Springboro tomorrow and could do anything, what would you do?

Leave Easton Farm as green space/ park area.

Have a dog park where dogs can go off-leash and have a dog pond.

Route 73 from I-75 to 741: Bulldoze the frontage and replace it with what the existing zoning will allow.

Tear out the corner of 73 and 741 – fix the traffic and the functionality, do mixed use.
Make it a Town Center – keep historical buildings.

Have a back way to everywhere. Fix discombobulated neighborhoods.
Tear down development along 73 – install access roads with green space and mounding.

Plan neighborhood so that people will walk for convenience.

Public transportation – at least for older/disabled. Convenience?

**Should Springboro try to continue to grow?**

We are mostly built out

Not sure we are willing to do much more annexation.

We need to grow the local economy – not more stores, not more population. Focus on attracting more employment/tax base.

• We are surrounded by residential in the Township anyways.

[Planning Commission asked Staff]: **What else would you like to see?**

[Engineer]: Bypass around downtown to the south was proposed years ago... was approved by County, but nixed by the City planner. Planner was convinced that it would kill downtown.

[Dan]: the historic downtown has unrealized potential – with mixed use – it's an unfulfilled opportunity.

Downtown should be the model for undeveloped parts.

Downtown is protected, but a disappointment.

Downtown needs to learn to be what it is and live with it.

The biggest problem with downtown is the transportation.
TO: Springboro Comprehensive Plan Steering Committee
FROM: Della Rucker
DATE: August 20, 2007
SUBJECT: Summary of Focus Group with City of Springboro residents

Participants: Tom LaDu, Chuck Geldner, Rudy Johnson, Terry Easton, John Condit, Jim Zandt, Dave Weinburg, Betty Bray, Mike Avellano. From City: Dan Boron. From JEk: Della Rucker and Sarah Headlee

Questions to focus group are in Italics. Follow-up comments elaborating on a specific point are bulleted below the main point. If comments were added by attending staff, those comments are prefaced with the staff member’s first name in brackets.

To ensure confidentiality and to elicit honest feedback, the comments from these interviews are not attributed to the speaker. When necessary, items have been deleted in order to avoid identifying the speaker. The following statements reflect the speakers’ opinions on these items and do not represent the opinions of City staff or officials or Consultant staff.

What are Springboro’s advantages today?

• Access to things that we like – when we lived in Brookville we had to go to Centerville to go out to eat.
• It’s easy to get to places. Can go to the Paragon or to new place in front of the mall. Quaint downtown.
• Where I live it’s nice to be able to sit outside on your porch and watch the golfers on the golf course.
• We have access to a lot of urban things.
• We have a park in the back yard – continues to have a lot of potential and appeal
• 741 North has become a speedway – so wide.
• Don’t take the character out of the land. I think Springboro should be more of a destination, not a throughway. Let’s not approve widening roads too much.
• Springboro needs to be a destination, not just a wide spot on the road – larger residential, retail, and industrial aspects to it.
• Springboro is out of land – is there any more room to grow? Further south? There are conservation issues in California but not here.
• I moved here with a relocation for a job transfer in 1992 – we were looking in Tipp City and Troy and as far south as Bellbrook. Motivation in picking Springboro was that it was within striking distance of Dayton and Cincinnati and we wouldn’t have too much withdrawal from a larger city environment.
• The school district was also very well considered.
• Golf tourneys and meetings and getting involved to make a difference – it has kept us here – you can make a difference if you’re willing to give time. That wouldn’t be the case in a bigger city.
• It was very quiet, interstate had just opened. Didn’t have all of these new people – I’ve stayed because of investment in property, our kids were born here and this is home to them.
I moved here from Florida – our kids were getting ready to start school and where we were, schools were not very good. Beavercreek was having troubles at that time but Springboro was on the rise. [Another person: they do good PR for the schools].

Schools were very important for us and played a definite role in deciding to move here – lower density residential, rural qualities. A little further down the street from us you can find horses. There’s still a little bit of everything.

Cincinnati and Dayton are going together at some point – look at Mason and West Chester. Springboro is perceived as an up and coming community. Mason and Springboro were the fastest growing areas in the region 8 years ago.

What are your neighborhood’s advantages? Why do you live there?

- Park Lane is kind of like the golf course without the golfers – it’s private and a nice combination. We are right off of SR 73 for retail needs, and commuting for work is convenient.
- South Main Street—everybody goes home at 5:00
- Heatherwoode -- we have cookouts, community events, the neighbors even had a drive in move night. It’s a neat spot to see neighbors and very peaceful we sit out and just relax and watching people enjoying the area – neighbors are great.
- Creekside – I call this a vinyl neighborhood -- about 200 houses, 1 -2 kids per house. The entire neighborhood looks out for the kids – every few weekends there is always a get together. The pool is a very good place to have events. There are a few older people, but the majority are young.

What are the generational characteristics of your neighborhood? Are most homeowners in the same age group?

- The Enclave has a mix of population/demographics, and that’s for the better. Some of the first houses built were more for retirees or empty nesters – a new developer came in and marketed more family oriented homes. Mix is by no means complete, but there is a mix.
- Greenleaf and Heatherwoode have every age group.
- Creekside is more on the older side.

What are the challenges facing your neighborhood and the City?

- The City has to be careful on raising of taxes going forward -- the reality is that many people have bought more house that they can handle. There has to be a soft pedal to deal with situations where people say that they want to shut down tax increases. For whatever levies are coming, what increase will be needed. Officials need to know the pool of cash isn’t coming as easily.
- Even though most of the property taxes go to the schools and the City doesn’t control that, that won’t matter to a lot of people who don’t know the details. A fire levy could get turned down because people feel maxed out by the total tax bill, which may be mostly schools that the City has no control over. A tax is a tax to a lot of people.
- The City has some control over what type of businesses come into the city. The payroll tax is the biggest tax for the City, and the school district is the biggest employer in the city. We have no big business place to draw payroll to help fund the city and bring in tax dollars.
• Property taxes from Wal-Mart go to Franklin schools, even though payroll might go to City. There is a split there.
• There are large employers on Pioneer. If we were to lose any of those big employers like Pioneer and Kingston we would lose a lot of our tax base
• Austin Pike will make a big difference in Springboro and the area – and it’s important that they continue to agree to how the jurisdictions will plan this together.
• There’s a tendency to assume that if there’s empty land, we should fill it up. Should we? That’s a question someone will have to answer.

*How do you anticipate the City changing over the next 20 years?*

• If I were in charge I would do industry – anything that would bring in tax dollars. Most industry is unpleasant.
  • Pioneer isn’t offensive to anyone – smaller industries.
  • Pioneer is placed well – a separate pocket away from the residential
  • Northtech is farther away from everything as well
  • Is there room back by where Austin Pike will be to tuck some more retail area?
• I suspect that the city has figured out some of this. How big do the brains of this community want to be? We hope that this doesn’t become Beechmont Ave in Cincinnati. –I would never want 741 to be like that and be a pain to leave our homes.
  • It is a pain now with traffic
• I am always looking for shortcuts in residential areas – where can I cut through and avoid the congested areas? And of course, how does that fit with the fact that we want our neighborhoods to be safe for kids?
• Lets get some more business and corporate and start to put the breaks on some of the residential units.
• The number of building permits are down now from what they were by a lot. [asks Dan to comment]
  • [Dan] used to be 300 per year, now we are down to 50. –The largest new subdivision is The Springs (750 total projected units – multi family included), Beckridge (90 units south of Pioneer). The Enclave has 50, North Hills has 90. Other non-residential development is occurring as well.
• A lot of developers are trying to switch phase 3 of their project to retail.
• I would like to see quality of life development so that we don’t have to go to the Dayton mall. There’s a huge trunk of money going out.

*What do you mean by “quality of life development?”*

• Places to go – Good restaurants. Route 73 doesn’t have a lot of places to go to. There’s no theaters –you can go up to the one at the Greene but that is kind of a hike. The theater at the mall is nothing special. I’m accustomed to having shops that make the community really nice. When I first moved here I had to drive 10 miles to find a coffee shop.
• The movie theatre is always part of downtown Mariemont [a Cincinnati suburb] – that was one of the original planned communities – it has industrial and a town center and the parks on the perimeter. Mariemont shows a way to develop things different from the big box that you don’t want in your back yard which unfortunately how things develop now.
• We want value added, not just big box.
• Waynesville and Springboro could be growing together to create a bigger market – and Franklin is expanding – there are continued opportunities – Note Jag’s at Union Centre Blvd – the expansion on outer boundaries of Cincinnati and Dayton will help us.
• Union Center does not look attractive – it looked good at first – but then bang!
• Ace Hardware is a great store – it has a lot more variety then we ever thought. It’s an incredible addition to our community.
• We all want the little shops – but if we don’t have industry, we don’t have the tax base to do anything. We need to have the money sources.
• We need to see how much the auditors have appraised our property these last few years.
• [Participant question to Dan:] Is there anything else planned?
• Dan – SelTech – three different businesses going in there. It is in the city of Springboro, we will get income taxes and a portion of property taxes.
• [Example of quality of life development] – Bookstore in Hyde Park (Cincinnati) – Joseph Beth
• Postage stamp lots along 741 [downtown] – there could be some “sense of place” you have historic, residential, and new development. What is really drawing you there? You’re there for the product – not for the atmosphere. We’ve got everything going – we can control where it happens and create that place and create that focus. Miamisburg is using its riverfront to draw people in – but we can create it just like Mariemont did. Don’t want it to be Colerain or Beechmont [in Greater Cincinnati].
• The historic portion [of the City] should be supported, more like Waynesville – it should be promoted. Parking is a problem – any time there is a parade, it needs an officer to direct traffic.
• There’s an event in Blue Ash this weekend [Taste of Blue Ash] – we could do something like that. We don’t have anything other that the holiday festival – we need more.
• I think there is room for one more amphitheater in our area – Kettering shouldn’t get all the business. I work in this field – I think the area can support a 1,000 – 2,000 seat amphitheater, maybe 10 performances per season.
• I think festivals need to be other places than in the historic area – move it around.
• Do downtown shops do well when events are going on?
  o No.
  o All the money goes out of town with the vendors. The shops are not unique – they are selling things you can buy at Wal-Mart for 1/3 the price.
  o I would prefer to do my shopping at those mom and pops.
  o Malls are convenient and have the prices we want – we have killed the mom and pops -- we are all guilty.
  o Someday traffic and gas prices will force us to shop here.
  o We’ve already killed these shops – we can’t bring them back if they are dead.
  o We need a vision to keep them here.
  o Need for permission from the city for things like signs make it hard to be here as a business.
  o It is like that everywhere – not just here.
If you were ruler of Springboro tomorrow, and you could do anything, regardless of cost or politics, what would you do?

- I would treat everyone equally.
- Incentives for small businesses go into the main street historic area – see less vacancies there
- Have a plan for north side of 741/73 intersection that would connect the old and new.
- I would love to see the gas stations at the intersection of 741 and 73 gone and a movie theater there.
- I would want areas between neighborhoods to be better connected. My son can’t ride his bike off our street to get to Graters.
- 73 is a highway and is dividing the old and the new – there has been no thought to what is happening between them and how to connect them.
- My goal would be to have a reason to stay in Springboro and spend your money in Springboro. Other than necessities, there is nothing else here to spend my money on – it all goes to Montgomery and Greene counties.
- There is nothing here right now – its great for kids but it isn’t good for empty nesters – nothing to do here for most adults.
- Gas stations should go.
- I would like to see us be the center of the electric car industry in 20 years.
- I would find a way to offset the tax base – build up enough industry to support the residents and have no municipal property taxes – contain our community for moderate growth.
- Some towns have fees for new construction, right? Why don’t we?
  o It’s called an impact fee – we have one. It’s called a park/recreation fee, it’s part of the cost for new residential developments.
- City has a surplus right now.
- As far as our library goes, we are lacking right now –we could do better.
- What could happen with 73? Is there a way to boulevard it?
- I love flowers and plants but I think they should take the stuff out and make it a turn lane on 73.
Key Person Interview Summaries

As a part of this planning process, 10 “Key Persons”, as identified by the City, were interviewed because of insights, history or current relationships with the City. This interview process served to supplement the Steering Committee, public open house and focus groups conducted by the City in order to obtain input from the public on planning for Springboro’s future.

So that the interviewees would be as candid as possible during the interview process, they were assured that they would remain anonymous. Some comments have been sanitized to keep the individual anonymous.

The following questions were asked of each Key Person during the interview process.

1. How long have you lived/worked/owned your business in Springboro?
2. How long have you lived/worked/owned your business in Springboro?
3. How long have you lived/worked/owned your business in Springboro?
4. Are you actively involved in the community (business owner, church, sports coach, etc.)?
5. How do you think people in the region see Springboro? What do they think about the City?
6. What do you think of the current development occurring in Springboro (e.g. Marketplace at Settlers Walk, Kauffmann PUD on Five Points Road, etc.)?
7. What do you think is the biggest strength that Springboro currently has?
8. What do you think is the biggest weakness that Springboro has?
9. What do you think is the biggest opportunity that Springboro has that they can take advantage of or position themselves for?
10. What do you think is the biggest threat that faces Springboro?
11. With respect to the balance of land uses (single family, retail, office, industrial, recreation, etc.), do you believe that there is a need for more of one type over another?
12. Are there any transportation or other infrastructure issues facing Springboro that are not being addressed (road widening, signals needed, new roads, lack of utilities, etc.)?
13. Is there something that surrounding communities are doing better than Springboro and why?
14. Do you think that Springboro should focus on confining development in the City limits or do you believe that Springboro should expand its jurisdictional boundaries?
15. If you had the chance to run Springboro for one year, what would you do and why?
Key Person #1 – 2:00 PM on June 14th, 2007

- Like the “town center”
- They don’t feel part of the historic district
- Should make the whole intersection of 73 & 741 in the historic district
- Should look at the future of 741 expansion
- The city has to help the small businesses
- Chris (City Manager) has really helped us with signage and the ordinance
- The city should decide where the old town and new town areas are
- There are city owned lots on the side and back of the pizza place
- The permit process should have professional employees
- The mentality of the board should be balanced small town or new
- Traffic should be looked at with all of the growth
- Lived here for 4 years
- Attend rotary club meetings
- As a small town growing fast
- Really like the area – trees and country
- The area is great and has a lot of potential
- Help small business
- Define what the city really wants (signage)
- The city needs direction
- The city could outgrow itself
- Should look at traffic next
- Think that the city is going in the right direction
- I have heard complaints about signage from someone who owns a shop in the City
- The city needs good planning
- The Attraction of a small town atmosphere and potential for growth
- Schools – great - nice and new
- People employed in the city, they need to be more professionals like planners, architects, etc.
- Growth is a great opportunity for business
- Austin Pike interchange – will be two key entry points into the city
- Kettering Hospital and mall – similar to Beavercreek
- Airport on the corner
- Could be very professionally oriented
- Three new businesses
- New football field
- Hopefully they will expand the street (741)
- Small town feeling
- Small business owners – mom & pop shops
  - Potential for them being put out by corporate
  - The city should offer protection to them
  - The McDonalds that went to Franklin wanted to be here and got turned down
  - The City could loose the people who have been here for generations
- Like the good mix that it is now
- There really are no bad areas that anyone would like to get rid of
- Traffic and sidewalks
- Should tie in with the historic district more
- 73 traffic
• 741 widened by high school
• Sidewalks on 73?
• Do something with the 73 and 741 corner
  o Rush hour
  o Signal timing improvements
• Like historic Waynesville
• Like Centerville
  o They still let people put up signage and use their imagination – do not limit/restrictions
• They should expand
• They focus too much on the inner
• Incorporate the historic district with others
• Crossing point to many other places
• Rewrite the code to be modern and understandable
• Make sure that the inspectors are educated on the code
• Professional board members including business men, architects, etc.
• Do more for small businessmen
  o Survey the businesses to see what they need
  o Give a break to those who live hear and have a business here
  o Give them some help
  o 3-4 year tax breaks to small businesses

**Key Person #2 – 9:00 AM on June 25th, 2007**

• City is very helpful and responsive to the needs of the people
• Very proactive
• Good place to live and to raise a family
• There is always room for improvement in everything
• Have lived in the City for 25 years
• My Business has been here for many decades
• Growing, vibrant community
• Have done a good job at trying to manage the growth
• Bernie did a fine job of attracting businesses – to help with the tax base
• Done a good job with planning and zoning committees
• It has been progressive
• One of the nicest areas to live – as nice as any community in Warren Country
• Have a City Manager (is important) she grew up and raised her kids in Springboro and was active – comes from the hearts
• Think they have done a nice job of managing the aesthetics
• It (new landscape efforts) is awesome!
• Have made a good effort of attracting businesses to Springboro
• Landscaping to watering the property – people are doing a good job in maintenance
• People are the biggest strength
• Good mixture of new vs. old
• Location the way it has worked out (Central for Dayton and Cincy)
• Growth can be an opportunity and a challenge
• Managing the whole process
• Austin Road interchange
• St. Rt. 73 on/off ramps relocated
• Aesthetically keep it maintained and as it wants
• More accessibility
• Manage the growth in respect to the Schools as well
• Schools and City should work together
• Continued strategic growth.
• Springboro is positioned well for both retail and residential growth.
• Being between Dayton and Cincinnati we have all the amenities to offer young families as well as business locations.
• Trying to be all things to all people.
• Controlled and measured growth needs to be the goal.
• Opportunistic will always want to take short cuts.
• I believe the current staff and city leaders have done a good job in this.
• Green space committed to the city.
• You can always observe others and learn.
• I would always encourage our Leadership Team to cooperate with neighboring communities as well as work together to benefit everyone.
• I do believe that the city probably has all it can manage within the city boundaries.
• I feel as though the city and Clearcreek Twp. have existed in a cooperative manner.
• Give Chris Thompson a long term contract and tell her to call me during the year with any assistance she may need!
• Seriously I would stay the course and maintain the 5 year plan and continue planning.

Key Person #3 – 3:15 PM on June 25th, 2007
• Resident of over 30 years
• My business has been in many different locations in City
• Town where everyone talks about growth, a great place to live, and the schools are the reason while people move here
• Been good for us – with development happening and people coming in
• Brings wealth but it also brings problems (traffic)
• Own property on main street
• Location between Dayton and Cincy
• Right off the Interstate
• Good people, open minded
• Restored a lot of buildings in the City (Own the old fire station) property scattered all over town
• Chris (City Manager) does a good job, but some of the people who have been in the office a long time – we need new ideals
• Entrepreneurs and small business owners need a separation – large corporations are equal to small business however they have more resources like their own engineers and architects.
• Many opportunities
• Bypass on 741 will open the doors for more medical people here – medical community, small hospital here, Dr.’s offices here
• More cooperation from the City – make it easier
• Some people hear that it is hard to get things done at the City – so they don’t come in
• Needs more cooperation for what you can do
• Hesitate to ask what to do – because there is so much you can’t do
• Traffic is becoming a big issue – been that way for a while – is going to get worse
• Need by-passes
• A lot of competition and business coming to other towns (lost Wal-Mart to Franklin)
• Kind of a reputation we have here – loosing businesses to other places because of small details.
• People that are not qualified – and feel that they have the right to say no.
• As far as residential – they are going to the township
• Do not have near enough business zoning – we’ve use most of it
• Need an industrial park to where the money goes to the school
• Industrial there now – money goes to Franklin Schools and Miamisburg Schools
• Set aside land for retail and industrial for the schools
• Upgraded the sewer plant – few million dollars
• More roads need turn lanes
• Like to have a light at McCray Blvd.
• Few more lights to control the traffic more
• Some areas on Central by Huntington Bank – should be a street brought in behind there – would donate time & ground for that to happen.
• Service streets on 73 and then fast food came in w/out it
• Had so much growth (widened some streets) bridge on I-75
• 73 East towards 71 should be widened or at least turn lanes
• Probably ought to expand the boundary
• City made a pact at one time to stop annexation in the Township
• Can’t go West – Franklin
• North – Montgomery county
• East- has possibilities
• South – all residential
• I would change people – some elected officials and on boards
• Would want to concentrate on Traffic more
• Would want the employees on the boards to go to seminars – learn to be nice to people (some are unfriendly and defensive) **Not all people in the City**

Key Person #4 – 1:15 PM on June 26th, 2007
• Small community located within the Township
• Involved in a significant amount and aware of a lot of things because of proximity
• Think it is viewed as a good place to live
• A nice addition to the city
• Good reputation of the school system
• Lack of a stronger industrial community within the city limits
• Proximity to the interstate
• Picking up a second exit at Austin Road
• Prime land along the northern periphery of their limits
• Proximity to Dayton airport
• Lost in a crowd of South Dayton communities and North Cincinnati communities
• Lost of identity/uniqueness of the City
• Need some more good high paying jobs in industrial/manufacturing
• Increasingly difficult to make a left hand turn in the City
• They should not push to hard on some theme or catch phrase of their town
• Government’s job is to provide services
• City should be judicious on the expansions they make
• Create the need for more services when they focus on the expansion areas – they should guard against placing emphasis on expansion along the edges.
• Run property tax surveys for services and get some feedback from the public
• Doing stuff that is particularly township oriented
• Conservation Design-Like – rezoned 8,000 acres to accommodate that (low density design)
• Transitional Zone between the city and the township – being cautious in the transition areas for both retail and residential
• Existing plan for the area north of 73 on 741 took a tremendous amount of vision and guts.

**Key Person #5 – 10:30 AM on June 27th, 2007**

• Resident for over 10 years
• Principal Owner of business
• Don’t have much time to be involved
• See it as an improving community
• More involved with education now than they were in the past
• Tremendous housing stock growth and values are holding up well
• Diversified residents – work various places
• Attracting more businesses that desire to be out of Dayton
• Positive for the City
• More offices and businesses in that area – Settlers Walk
• Will flow across the street
• Positive – More Jobs & Taxes
• User friendly community for businesses
• Underserved in Hotel and Conference Center (brings clients in from overseas)
• Good Access – Will improve with Austin Rd. interchange
• Accommodations – lack of good quality Hotels and Conference Centers –
• We have people fly in and out of here – people will be more likely to stay
• Attracting non-polluting industries (has been a focus)
• Businesses are not automotive dependant
• Manage the Growth
• You want to get as much as you can – but you also want to manage it
• Affect Education and Health Care
• Infrastructure will be affected by growth
• I think it is fairly balanced
• Diversified – healthy companies
• Strive to maintain that balance
• Those are in the plans now
• Timing is key – always takes longer than you think
• Springboro has the advantage – does not have the issues that other places have
• Should expand – by far
• Accelerate getting medical care in the area – is in the plans now
• Continued focus on the schools – when they stop that focus – they stop bringing people in here (teachers and capacity and capability of facilities).
Key Person #6 – 10:00 AM on June 28th, 2007

- Chamber is the biggest – it involves you in everything
- Heritage Triangle – Springboro, Waynesville, Franklin, and Lebanon
- Master Plan community – element of the Plan – citizen committee
- Rapid Growth
- Above Average Income
- Excellent Education
- Business and Population Growth
- Definitely Upscale
- It is all good – looks great
- Development creates infrastructure issues
- Location
- Vision to plan ahead for growth (in the past) are really controlling how we grow so that it is positive for everyone who is here
- Schools
- Goes along with the strengths – keeping up with the rapid growth – more of a challenge than a weakness
- New interchange at Austin Road
- More a challenge than a threat – blending the old and the new – both infrastructure and population.
- Ultimately creating a strong sense of community within the different populations. – Don’t want to be a bedroom community.
- Think that it is balanced as it is already.
- City is well aware of what is coming and are capable to plan for it
- The state is going to do widening for the new interchange
- Fan of what the city is doing
- The only area that I see us behind on is supporting the arts.
- City and the Township should work together in that aspect
- Big picture – we are all in it together
- The city employees are the professionals
- I would continue on the path that they have begun – continue outreach to bring new industry to the city to increase tax base – continue to forge relationships with entities in the city – new city hall building (community hall, outdoor area for gathering, more events in the North Park to bring people together).
Springboro is upwardly mobile
Affluent
Growing — growing pains in the last few years
Positive place to be
Residential community (bedroom community)
Safe place to live
Good place to raise a family
Higher number of family’s with kids in schools
Positive piece to the north end
North end of town is becoming it’s own Unit – North vs. South
See two communities – new Springboro and old Springboro
People (both residents and business owners)
Schools are good
Division between “two communities” north/south and new/old
Schools are the cohesive piece of the City
City government should use the School facilities as the meeting place for them and the Township — it is the thing that we all have in common.
Austin Road interchange – help economy and traffic flow
Continued growth in the schools is occurring
Miami Valley Hospital relationship with the Schools — can attract new business — City should work on bringing partnerships into the community
A very comfortable place
People at Wright Pat are being told to live in Springboro
North/South division
Something done as a group — a lot of great minds in the community
Meet at the YMCA — progressive forum to plan events in the future (Township and City as one unit)
City itself is almost built out
What is left — I would like to see more retail, light-industry, and business
Personally, would like to see some High Tech companies come in — computer related — wouldn’t mind people thinking of Springboro as a technology center.
Biggest struggle is that old historic area is nice — but it is too narrow with no room to expand — it would ruin older homes — how do we preserve and expand?
Not enough parking downtown (old Springboro)
Mason and Centerville — have done a lot of connection with School and City — City and Municipal structures on one site — provides something similar to using the School as the focal point. Gives a feeling of unity
Enough land on the School property to add new buildings
City is getting ready to build new facilities — should be on School Campus
Think their boundaries are fine where they are
I would bring the city and school together more — they function as two separate entities.
More cooperation between the city and the township — bring township to feel like part of the community
Land available at the school property — build city and fire station on the school campus.
Provide the focal point between the North and South
• Put together a “brain trust” 30/40 professionals with a facilitator to talk about how we can bring high tech into Springboro
• Bring more technology into the area

Key Person #8 – 11:00 AM on June 29th, 2007
• Think of us as a progressive community
• A Excellent rated school system
• Wonderful businesses – well planned community
• City officials have the best interest of business and residents for a balanced community
• Think development is good – well planned
• A lot of business development in that end of town
• Austin Rd interchange is going to positively impact those developments
• Schools and rating – 2 new schools this past year
• Main growth (students coming in) are coming from Clearcreek township
• Communication
• Believe in Positive Effective Communication
• Communication Liaison from the Schools to Residents to Business
• The City could do something in the same lines of a liaison – work cohesively to facilitate better communication of positive things.
• Traffic and accessibility 73 and 75 interchange (huge bottle neck now)
• Development of Austin Interchange
• Positive initiative to work together with other municipalities
• ODOT initiative – moneys are being kicked in
• Continued infrastructure – building out so to speak
• Taxes
• Build new schools – need more money
• Huge initiative at the state level to overhaul School funding
• Would like to see more manufacturing and industrial
• Recreational has been good
• Residential is getting built out – growth of this category will be in the township
• Not much land left
• More imitative to work with the businesses in more timely fashion – facilitate helping business owners
• Mentioned above
• Could conduct a Mobility Study potential (bike paths, walking paths, etc.) – connecting all sidewalks in the community – linkage for all areas.
• Get more sidewalks and bike paths
• Settlers walk was planned – so it is done already
• Because of sprawl of business – we need to tie those back together
• Centerville is more conducive to business time frames – expediting processes
• Just concentrate within the City
• Facilitating the neighborhoods into the main roadways 73, 741,
• Look at the successful cities there is more desire for a more urban feel – within walking distance – people are becoming more health conscious
• Have some great City leader and great department heads – blessed to be a part of that.
Key Person #9

- Interest in doing mixed-use retail development on 73 – office, small amount of retail, more dense housing product. Big emphasis on creating a community center. Have been doing informational meetings with nearby residents to discuss concept.

- Concern that current Council, which has a high number of new members who have not previously been involved in planning, may not have full grasp of what specific planning decisions do and do not mean. Example: recent effort to do PUD-R: approved by Planning Commission but rejected by Council. Appeared to believe that would obligate them to the maximum number of units, did not seem to understand PUD process and potential alternatives.

- City is still trying to get its arms around its plans for the City industrial park.

- There is still demand for industrial use – demand for new buildings and demand for existing buildings. Most industrial buildings in Route 73/Interstate 75 area are being used for manufacturing – for example, paper plant on Franklin side of interchange, auto part manufacturer/distributor, etc. no known straight distribution or warehousing. Typical is 15% office space, rest warehouse or manufacturing. A few current vacancies in existing buildings, not much. Several expansions underway or planned. There are no pure office buildings along West 73 corridor. Not sure where the work force for these buildings is coming from – probably not Springboro.

- Most new industrial is resulting from Greater Dayton Area businesses looking for expansion space. Seems to be some trend of businesses from north side of Dayton – Tipp City area – relocating here to be closer to Warren/Butler County growth markets. The industrial buildings are mostly on their second users. Usual assumption is that, with this kind of general, pretty flexible industrial space, a new user will come along.

- The Springfield address seems to be generally preferred over Franklin – Franklin perceived as being more blue collar, less affluent. Nice address, nice community, good reputation.

- Growth between North Springboro and Centerville has been massive – used to be that there was a lot of country between Washington Township and Springboro. Now pretty much all developed along that corridor. Nice higher end housing, etc.

- Rumor that food processing facility may be getting ready to close or move. Would be a lot of jobs to lose.

- Northern Springboro residential is mostly people affiliated with Wright Pat or related businesses. Probably don’t go down 73 to highway – probably go north on 741.

- There is a Wal-Mart opening in Franklin, just the other side of the highway. If not opened yet, it is on the verge of opening. Nice facility. I think that is likely to drive more Springboro traffic west on Route 73. May increase redevelopment opportunities for existing retail on Route 73 frontage. The Austin Road interchange, however, probably won’t help that.

- On-ramp area at 73 and I-75 gets very congested. Northbound on 75 from westbound 73 requires left turn, and there’s only one through lane going under the bridge. Both lanes get congested. I think village bought the old BP station at the end of the ramp, and I think there’s a moratorium in that area so that they can try to get a straight northbound on ramp.

- The thing that I think Springboro would benefit from… the thing that would make it an exciting place to be…historically, Springboro has been defined by the historic district. It’s very attractive, but it’s not a great meeting/gathering place. There’s no large place to congregate, there’s no place to park and walk. There’s also great parks with ball fields. But if you want to have a community event, what do you do? Close the road in the historic district? Hold it on a ball field? We need a gathering place, a civic area. Can tie to the historic district architecturally. Need a environment that is connected to a place where
people want to be. The community needs a really well planned and integrated public meeting/gathering place.

- The Compton property is very nice… I really like the architecture. But it’s not really mixed use – it doesn’t provide a place.
- Also need more diversity in housing. There’s an opportunity for a different price point – a different type of product, especially for people who want to be in this type of setting.
- There’s a concrete pipe construction facility just east of downtown – hidden by a tree line. Would that be a redevelopment/community center type opportunity?
- When people are objecting to the density or design of a new residential development, they tend to talk as though they moved to a quaint small farm when they first got here, and that new development is threatening to destroy that lifestyle. But most of the time the person complaining is in a subdivision with less than ½ acre lots! Not the “country” you might think they were talking about. People may say they are trying to preserve the open space, but what people fail to realize is that we have a finite supply of land and an increasing number of people who want to live in a community like this. Our land use keeps accelerating and we’re not getting any more land, so the amount of land we are consuming if we only permit big lots is increasing at a huge rate! We’re doing exactly the opposite of “preserving open space.” Instead, why not use less land to meet the demand and then be able to have the open space really preserved?
- I really think that the next generation is going to have no interest in maintaining a big lawn. They’re not going to want the work and the expense. They’re going to want more amenities.

Key Person #10

- The City has a beautiful plan for creating and requiring green space.
- Infrastructure-wise, the City has been forced into widening the roads, and that has led to a loss of that rural feel.
- Community has grown very, very quickly – virtually houses have been built since 1950s, even though town center is much older.
- The City doesn’t have any really ugly parts – there are some builder-realtors that are buying junk and fixing it up to sell. I don’t think the City likes them a whole lot, but they are getting rid of a lot of the junk.
- Supports idea of getting connectivity between subdivisions.
- There’s a faction of the community that is on [the City’s] backs, but I think they are doing a good job.
- The City’s infrastructure isn’t perfect, but the City grew so fast… I have no criticisms.
- City has good regional access.
- Not happy with the school district – there is a tendency to value athletics more than academics, and they don’t do a good job taking care of children with special needs. Ninety percent of people in town will probably say they like the school district, but I don’t think it’s very good.
- The City put a high emphasis on residential connectivity – they should continue in the same vain – don’t forget the green spaces and parks. The PUD requires 25% green space, I like that.
- The City will have to continue to monitor the quality of services as it grows – want to keep growing, but have to make sure it’s well thought out.
- There is a continuing need for dialogue with the residents – the town meetings are good – very helpful. They were also doing them regionally – they will have to do that more. I hope
they never ever bring City busses down here. I am concerned that they could bring in people who would cause trouble.

- There is some worry that the people in Settler’s Walk and that area will end up having more political power than us in the older parts of town that isn’t as dense. We over here may risk losing our chance to have our say, to have any control.

- The downtown historic district is dying – it’s not like Miamisburg, it’s not on the main drag. Now, downtown is mostly attorneys’ offices. The shops are leaving. The Brass Pig was a destination, but it’s not really operating anymore. There’s nothing in the downtown are to draw people.

- We are not doing a good job of preserving historic structures -- too often, things burn down, get torn down, etc. There’s not enough people interested in preservation to grab all the buildings that need to be preserved. You have to be able to use them. We are losing ground fast.

- Primary emphasis right now should be to fill in the open spaces in the City with nice things.

- Springboro started out as a Quaker community. There were a couple of grist mills here, and there was a Quaker school [west of the city]. But there are no big rivers here, and the railroad went to the east and west, so the Quaker school closed and the town did not grow much. It became mostly a community of retired farmers because they would sell their farm and build a house in town. There was very little housing here until the 1950s, when things started to take off.

- Preston’s was ugly for years, it looks better now than it ever has.

- If I were czar… I would develop a plan to protect all our historic buildings, protect green spaces, and control the design of new buildings – blend design wise with Springboro’s history.