

**COMPREHENSIVE PLAN
FOR
MORaine, OHIO
1995-2015**

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Chapter 1

Introduction

CHAPTER ONE--INTRODUCTION

"If we are to arrive at the year 2000 and view about us a world worth living in and worth turning over to future generations, we must conceive most of that world today and build it with every succeeding tomorrow."

- Glenn T. Seaborg

The City of Moraine is at a crossroads. With today's global economy impacting Moraine's businesses, past perceptions impacting its ability to attract new residential development and a tightening of federal and state government purse strings, the City faces several challenges. A quick look at recent events point out several of these challenges:

- The Pinnacle Road Landfill operations have ceased and the land area is now being reclaimed as natural, open space. How will this affect new residential development in the area?
- The Dayton area economy, of which Moraine plays an integral role, continues its struggle for diversification. Can Moraine foster and create jobs in the new engines of economic growth, namely the "niche" manufacturing, distribution, and service sectors of the economy?
- The completion of the long-awaited Sellars Road connection demonstrates a new commitment on the part of the City to enhance the visual appearance of even the most fundamental elements of the cityscape. Can Moraine maintain this commitment to aesthetic enhancement yet still attract new business and residential development?

The comprehensive planning process which generated this Plan has created a new excitement and vigor within the Moraine community to address these issues and any other problems which may impede the City's future growth. The 21st Century promises to be an exciting time for the City, and this Plan marks the City's first step in organizing and preparing to meet the challenges of the future.

I. WHAT IS A COMPREHENSIVE PLAN

The Comprehensive Plan for the City of Moraine, Ohio, represents a coordinated and unified vision for the future development of all areas of the City. The Plan is an expression of the goals, policies, and maps created during the planning process and its overall intent is to influence each of the following factors.

- (1) **Progress and Preservation:** To create planning documents for the City which are dynamic instruments for guiding development decisions, while at the same time protecting Moraine's unique, livable character;
- (2) **Public Involvement:** To promote a thorough understanding of the planning and decision-making process, and to insure that public participation is meaningful and informed;
- (3) **Economic Development Opportunities:** To provide a consistent and fair process for developers, homeowners, and City leaders to implement the conclusions of the Plan; and
- (4) **Predictability:** To provide a degree of certainty about the future regarding development decisions, thus protecting both existing and future landowners in the area.

Furthermore, this Plan is not a law in that it defines precise restrictions; rather it is a document that influences public and private decisions because its recommendations are supported by both sectors. Ultimately, this Plan seeks to strengthen some of the City's most important remaining assets and move toward solution on some of the land use issues facing the City's present and future.

Finally, it is important to understand that this Plan should be viewed as a "framework" for future decisions. The Plan does not just consist of a rendered map which indicates areas that should be commercial, residential, industrial, etc. Instead, the Plan provides a detailed framework for making land use decisions because:

- It is "long range" in that it projects physical development patterns to accommodate several years of economic growth;
- It is "comprehensive" since it is based on an analysis of a wide variety of man-made and natural factors;
- It is "general" in that it forms a policy guide for future development by proposing general rather than specific locations and sizes of elements; and
- It permits the City to relate specific projects, development proposals, and zoning matters to a coordinated program of development for the City.

In the end, the Comprehensive Plan will serve as a guide and evaluation measure for the City as it makes decisions which future generations will have to endure.

II. HOW TO USE THE COMPREHENSIVE PLAN

The planning process used to develop this Plan was designed to provide the City with a document which assists in day-to-day decision making and provides direction for the long-range development of Moraine. Through input at several public meetings, task force meetings, and review by City staff members, areas of problems and opportunities were identified. Goals have been developed which address the problems and opportunities and reflect a common vision for the City's future. The goals are accompanied by policies which define actions to be taken to achieve the City's goals. The goals and policies will provide direction to the community when considering:

- The adoption and administration of land use laws (zoning and subdivision ordinances);
- The coordination between public and semi-public agencies; and
- Land use, transportation, community facilities activities, and investment of public and private funds.

For example, when an application is made for a zoning change within the City, the Comprehensive Plan should be consulted to determine the proposal's compliance with the City's long-range goals and policies that affect the subject property. The applicant's property should be generally located on the Conceptual and Detailed Land Use Maps to determine the policies initially applicable in reviewing the request. Due to the nature of the request, more specific policies may also apply in making a decision on the requested zoning change. By utilizing this framework, the Plan begins to act as an evaluation tool for the Planning Commission and the City Council. To this end, each proposal is afforded a fair and consistent method to be judged according to the individual merits of the proposal.

In addition to zoning decisions, coordination between City departments and other public and semi-public agencies can be facilitated through reference to the Plan. The desirability to use public school property to meet neighborhood-based public park/recreation needs is an example of joint public agency actions supported by the Comprehensive Plan.

III. STUDY AREA

The geographic boundaries of the Comprehensive Plan study area are the geographic boundaries of the current city limits of Moraine, plus additional acreage to the west of the City. Recognizing that Moraine is part of the overall Dayton region, many of the analyses attempt to structure the City's "fit" in the region. The majority of the Plan's elements, however, concentrate solely on land within these study area boundaries. Illustration 1, on page 1-4, depicts the limits of the study area.

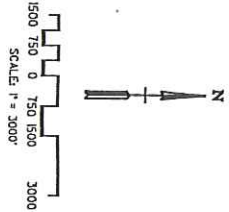
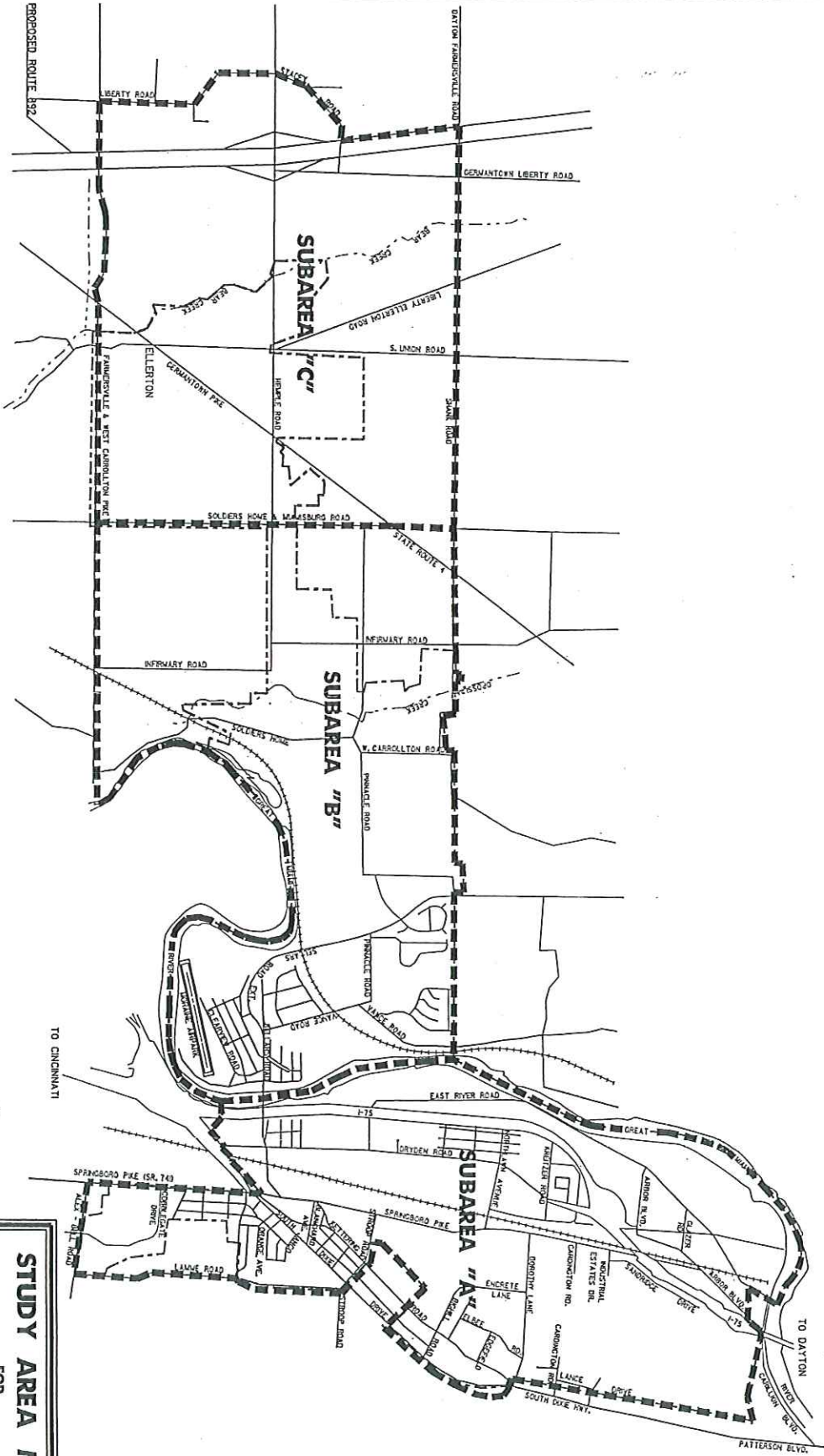
In a similar manner, a Comprehensive Plan that ignores the presence and influence of its adjacent incorporated municipalities would be erred from the start. In acknowledgement of this fact, the separate cities in the Moraine area have been contacted and, to the maximum extent feasible, their planning goals and policies have been accounted for in this Plan. In this way, the proper interface between Moraine's and other municipal planning programs can be achieved.

IV. ORGANIZATION OF THIS DOCUMENT

This document is divided into three volumes; and **Volume One--Inventory, Analysis, and Alternatives**, contains the first three chapters. **Chapter One--Introduction** introduces the Plan and discusses the basis and function for the Comprehensive Plan. **Chapter Two--Inventory and Analysis** includes background data and analyses concerning the critical issues affecting land use decisions in the City. Additionally, the process followed to identify planning issues and preliminary determinations of the preferred approaches to resolving these issues are presented in this Chapter. **Chapter Three--Alternative Plans** identifies alternative land use strategies for dealing with the issues confronting the City. Each conceptual alternative will be reviewed and critiqued, and conclusions will be reached regarding the positive and negative aspects of each concept. **Volume Two--Comprehensive Plan** includes four separate chapters. **Chapter Four--Introduction and Goal Statements** introduces the format utilized in the Comprehensive Plan and the specific goals accompanying the plan. **Chapter Five--Conceptual Development Plan**, presents the guiding vision and direction for the City's future growth. This chapter will outline a conceptual framework of policies and land use classifications upon which more specific and detailed strategies and policies can be based. **Chapter Six--Detailed Development Plan** presents the culmination of the planning effort. Detailed Land Use Maps and specific land use and transportation strategies are presented to guide the development of the City. **Chapter Seven--Urban Design Guidelines** presents both general and specific strategies and guidelines to affect the visual appearance of important areas within the City. Specific strategies and land use policies will be presented for application in these areas.

Finally, **Volume Three--Implementation Strategies and Appendices** contains two concluding sections of the Plan. **Chapter Eight--Implementation Strategies** outlines specific implementation strategies that will enable the City to carry out the purposes of the Plan. Strategies such as zoning ordinance revisions, funding alternatives, and recommendations for further study will be included. The last section of the Plan, **Appendices**, contains supporting data and information utilized in the formulation of the Plan.

To conclude, this document attempts to provide all participants in land use decisions, both private and public, a "user-friendly" guide that establishes the formal ground rules for affecting physical change in the City of Moraine. The next section of this document focuses on the research, inventory, and analysis of the critical factors affecting the growth and development of the Moraine area.



STUDY AREA MAP
FOR
CITY OF MORAIN, OHIO
COMPREHENSIVE PLAN

Illustration No. 1
Page 1-4
Berge
Waggoner
Summer and
Carrington Inc.



Chapter 2

Inventory and Analysis

CHAPTER TWO--INVENTORY AND ANALYSIS

A review and analysis of the demographic and physiographic issues which are present within Moraine is needed before a coherent and effective plan for future growth can be formulated. Accordingly, the purpose of this chapter of the Comprehensive Plan is to review these variables as they relate to current and future land use and transportation planning and development in the City. Once the key issues are identified and the factors which impact them are known and agreed upon by all interested parties, then the City can move to provide acceptable solutions for its citizens.

This chapter summarizes the data collection efforts utilized in the formation of this Plan. By no means does this chapter include all the data collected by the consulting team. Instead, key socioeconomic, demographic, and geographic variables are reviewed to provide: (1) a portrait of the City as it exists today; and (2) an analysis of these trends to assist in forecasting future issues and opportunities lying ahead for the City.

I. PLANNING METHODOLOGY

The plans and policies found in this report are the direct result of a coordinated planning process conducted by the Planning Team. The team consisted of the City of Moraine Comprehensive Plan Committee (private individuals and public officials with experience and expertise in land use issues), the City of Moraine Planning Commission, City of Moraine planning staff, and the Consultants. In addition to this planning team, the citizens of Moraine and surrounding areas were active participants in the planning program. Over 20 public meetings were held throughout the project to discuss the status and direction of the planning effort; and at each opportunity, the Moraine citizenry provided valuable input to the planning team. Outlined below is the four-phase planning program which has concluded in the production of this report.

A. Phase I--Study Area Reconnaissance

This phase included a comprehensive inventory of the study area which identified and documented all aspects of the study area's physical, demographic, and economic conditions. Illustration 1, on page 1-4, indicates the extent of the planning area. While this data was collected throughout the life of the project, the bulk of the data was received and analyzed in the first few months of the project (August 1993 - March 1994).

To insure that the Plan provided sufficient detail throughout the planning area, the study area was segmented into three planning "subareas" (identified in Illustration 1). Subarea A consisted of the older, industrialized portions of Moraine, east of the Miami River. Subarea B was formed by the river on the east and Infirmary Road on the west and consisted primarily of residential neighborhoods. Finally, Subarea C was designated as the "rural west." The primary determinant of its western boundary was the proposed location of the Route 892 (proposed western extension of Interstate 675).

B. Phase II--Planning Program Concepts

The purpose of Phase II was to establish the general guidelines for a coordinated planning program for the future. The team accomplished this task primarily through means of a task force workshop and public meetings in each subarea in which the results of the inventory and research were reviewed, analyzed, and discussed. The workshop and public meetings helped define critical issues for both present and future planning programs, as well as provide overall direction to the team in terms of general land use strategies and growth development projections.

C. Phase III--Concept Planning

Several preliminary land use alternatives were prepared for this phase of the planning process. The concepts for future development patterns were presented to the Comprehensive Plan Committee and to the public, thus insuring a means by which public comment could be received. The alternatives sparked lively debate in all forums at which they were presented, and this public debate provided valuable input for the selection of a final land use and transportation plan concept.

D. Phase IV--Final Plan and Project Wrap-Up

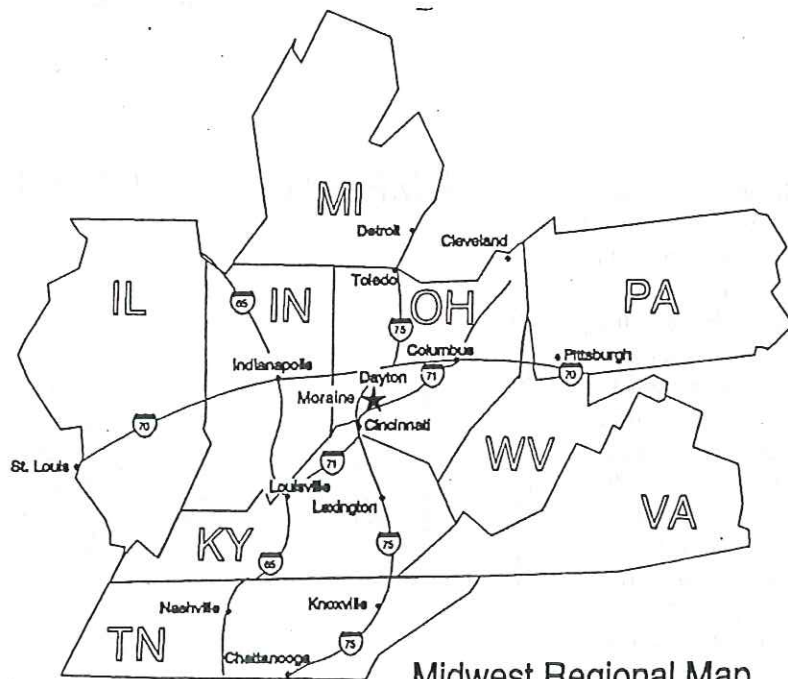
The final phase of the program centered on the presentation of a draft Comprehensive Plan document to the Comprehensive Plan Committee and to the general public. A draft text of the policies and programs of the Plan was presented, as well as graphic representations of the various land use classifications and strategies. Public input was received and appropriate revisions were made. Finally, the planning team presented a final Comprehensive Plan document to the City of Moraine Planning Commission and City Council for review and adoption.

II. DEMOGRAPHIC AND ECONOMIC ANALYSIS

This portion of the Plan presents the important socioeconomic characteristics of the study area so that a composite profile of the Moraine area can be formulated. This section is formatted into four major areas: (1) a regional analysis is presented which describes Moraine's "fit" in the broader Dayton region; (2) a socioeconomic profile of Moraine is reviewed to permit a more detailed examination of the critical issues facing the City now and in the future; (3) an economic profile of the City is reviewed; and (4) final concluding remarks are presented along with a synopsis of the consensus planning issues identified in the research.

A. Regional Analysis

The City of Moraine is located at the southwestern fringe of the central core of the City of Dayton. The Dayton metropolitan statistical area (MSA) serves as a key economic hub for the Interstate 75 corridor in southwestern Ohio and southeastern Indiana. Illustration 2 indicates the study area's position in the broader Midwest region of the United States.

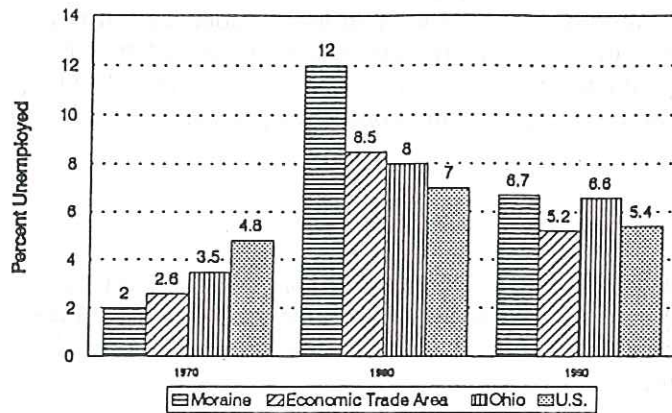


Midwest Regional Map
Moraine, Ohio Comprehensive Plan

Like many other communities across the United States, Moraine was once a physically-separated suburb of Dayton, but as the interstate highways were built and access throughout the region was enhanced, this separation quickly diminished. Accordingly, Moraine's stature in the broader Dayton MSA is an important variable in analyzing the City's potential for future growth and development. Exhibit I, on the next page, presents relative comparisons of cities and communities in the Dayton MSA on a range of socioeconomic and "quality-of-life" measures.

Exhibit I points out two important conclusions for Moraine's future. **First, Moraine continues to be a leader and economic force in the creation of jobs in the area.** With the exception of Kettering, Moraine outpaces all other Dayton communities in total worker population within their City limits. With a "worker-to-resident" ratio of 2.76 within the City, it is clear that Moraine has been and continues to be a strong industrial employment base for the Dayton area economy.

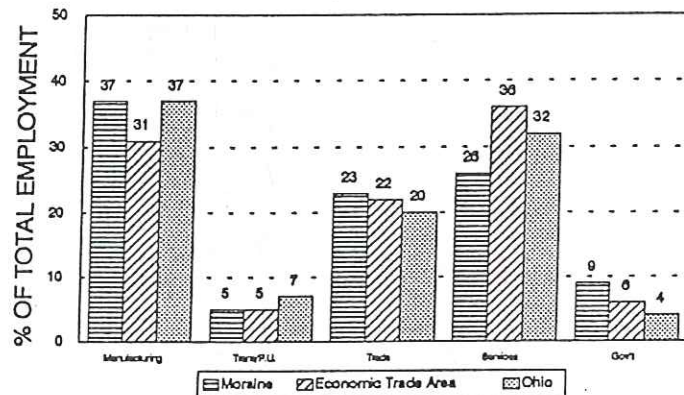
ANNUAL UNEMPLOYMENT RATES 1970-1990



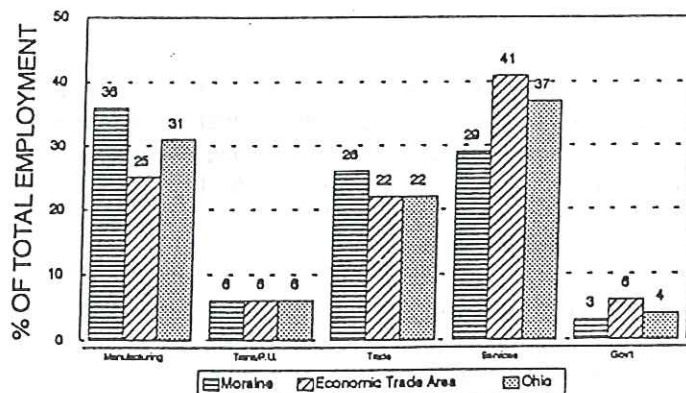
Moraine's strength as a job center also makes it vulnerable to fluctuations in the increasingly competitive global economy. Illustration 3 indicates the results of this competitive environment. During the recession of the late 1970s, the City's unemployment rate jumped dramatically. This recession and local manufacturers' realization that their new competitors not only reside in Cincinnati, Chicago, and Tennessee, but also in Japan and Mexico, helped to accelerate changes which leveled off unemployment rates in the late 80s and early 90s to near state and regional averages.

It is important to note, however, the large unemployment increases which occurred in the City during the 1980s compared to the overall region (see Illustration 3). A diversified employment base (i.e., manufacturing, distribution, services, etc.) could have potentially lessened the negative impact of this manufacturing recession and realignment. Illustration 4 depicts the transition occurring in the Dayton and U.S. economies during this period of time. Moraine has moved towards diversification of their employment base, but policies and programs to assist businesses in their realignment and diversification strategies should be pursued by the City to insure the future stability of Moraine's employment base. Moraine's location and accessibility along the Interstate 75 corridor present significant advantages in marketing the City as a new distribution/services employment center. This Plan must identify land use areas along this corridor to accommodate future economic growth for Moraine.

EMPLOYMENT DISTRIBUTION 1980



1990



The second important issue resulting from the comparisons of local communities to Moraine is the City's historic position as the least affluent community in the economic trade area (ETA).

PER CAPITA PERSONAL INCOMES 1970-1990

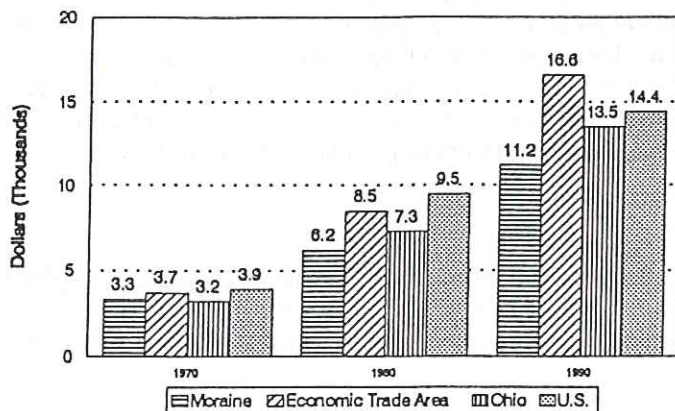
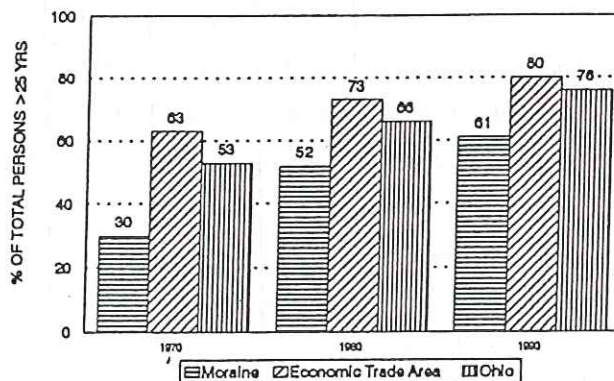


Illustration 5 indicates the per capita income for the region over the past 20 years. Even though Moraine's per capita income has averaged an annual increase of 12 percent over the last 20 years, the ETA, state, and national figures have done likewise. More disturbing, however, is the fact that the gap between Moraine residents and the broader Dayton region (ETA) appears to be widening. In 1970, Moraine's income was within 12 percent of the ETA; by 1990, the ETA surpassed Moraine by 48 percent. It appears that the wealth created by new jobs in the City and throughout the ETA is not being captured by existing Moraine residents.

As portions of Moraine's citizenry learn to succeed in this transitioning economy, other sections of the community, whose education and skills do not match current employer's demands, are being left behind.

As shown in Illustration 6, the educational attainment of Moraine's residents continue to fall short of regional (ETA), state, and national levels. Between the years 1970 and 1990, the number of persons 25 years and older who possessed a high school education or better doubled in the City (30 percent to 61 percent of population), but the ETA, state, and national averages far outpace Moraine's percentages. Lack of education and adequate training is a significant obstacle for job applicants in today's economy, and the reliance on technical skills for future jobs will only increase in the future. Accordingly, this Plan should review the options which exist to provide expanded education and training opportunities for its citizens and continue to provide locational opportunities for businesses which could utilize skilled laborers and craftsmen from the Moraine area.

EDUCATIONAL ATTAINMENT H.S. OR BETTER 1970-1990



Finally, it is likely that the "suburbanization" of the Dayton area will continue over the next 20 years. Moraine's past role in this growth has been very limited, but with the introduction of the proposed Route 892 freeway connector, this role may change. With a history of a strong, pro-business environment within the City and the presence of vast amounts of developable land at the City's western fringe, Moraine's fit in the Dayton area has the potential to change dramatically over the planning period. Moraine's transition to a more-balanced community, consisting of an even mix of daytime workers and full-time residents, should be a goal for the community, and this Plan must identify land use areas and patterns where future residential and non-residential growth can occur in harmony.

B. Socioeconomic Profile of Moraine

Moraine's historical position in the overall Dayton community continues to impact Moraine's future within the region. The aforementioned analyses indicate, however, that Moraine's stature in the region has the potential to grow if its strengths can be enhanced and the City's past perceptions can be overcome. This section of the Plan provides detailed information regarding the City's current demographic profile and its forecasts for the future. Figures examining the current population trends and forecasts will be examined first, since these estimates form the foundation of future land use area needs. Descriptive data will then be presented to provide further detail on the existing and future population base of the City.

1. Population

A key component of any land use planning program is a thorough examination of the demographic trends affecting the study area's population base. Plans and policies must be based on realistic forecasts of future residential and non-residential growth based on the demand generated for these land use types by the City's population.

Table 1 provides a summary examination of the population trends and forecasts for the City of Moraine, Ohio, over the period 1970 to 2015.

TABLE 1
MORaine AND DAYTON MSA
POPULATION TRENDS AND PROJECTIONS

CITY	1970	1980	1990	1995	2000	2005	2010	2015	% CHANGE 1970-90	% CHANGE 1990-2015
Moraine										
Population	4,888	5,325	5,989	6,040	6,300	6,980	7,660	8,330	22.5	39.1
Total Households	1,640	2,058	2,299	2,387	2,510	2,792	3,064	3,319	40.2	44.4
Persons Per Household	2.98	2.59	2.54	2.53	2.51	2.50	2.50	2.51	(14.8)	(1.2)
Total Land Area (Acres)	3,523	4,428	4,518	5,902	5,902	5,902	5,902	5,902	30.6	0.0
Persons Per Acre	1.4	1.2	1.3	1.0	1.1	1.2	1.3	1.4	0.0	0.0
Dayton MSA										
Population (000's)	975	942	951	968	985	992	1,009	1,026	(2.5)	7.9

SOURCES: U.S. Bureau of Census
Miami Valley Regional Planning Commission
Ohio Data Users Center

NOTES:

- (a) 1990-2000 Growth rate equals 0.5% per year
(b) 2000-2015 Growth rate equals 2.15% per year

The 1990 Census indicated 5,989 persons resided in the City of Moraine, an increase of 12.5 percent over 1980 figures and a cumulative increase of 22.5 percent since the City's first decennial census in 1970. This slow growth rate can be attributed to a variety of factors including locally unwanted land uses (i.e., Pinnacle Road landfill, sludge pits, etc.), and lack of efficient access to potential residential areas. The focus of Dayton's residential growth during this period of time was to the east and south (i.e., Centerville, Kettering, Washington Township), while Moraine maintained its position as one of the region's economic strongholds. Also, note that the Dayton MSA actually lost approximately 2.5 percent of its population base during this period of time. Finally, although Moraine's population base expanded, the numbers belie the fact that this expansion occurred due primarily to the City's annexation policies during this time. While the study area's population grew by 22.5 percent over this period, the City's size increased by over 28 percent.

Table 1 also presents forecasts for future population growth in the Moraine planning area. These projections are based on historical rates of growth, a review of local, regional, and state population projections for the area and a final review and revision by the Comprehensive Plan Committee of the City of Moraine. As indicated in Table 1, Moraine's population growth will remain slow through the first years of the planning period (1995 - 2000), but as the City implements the policies and programs included in this Plan, growth will accelerate, averaging 2.15 percent annual increases over the period 2000-2015. Three important points result from these projections:

- a. School District Effects on Projections: Throughout the planning process, the research pointed to the inescapable conclusion that the number one determinant of population growth for a Dayton area community is the relative quality of its school system. Since Moraine children presently attend school in three different school districts (Kettering, West Carrollton, and Jefferson townships), the perceived inadequacy of various systems will play a large role in determining the accuracy of these projections. Without a positive public relations effort by the City and the school districts to promote their shared interest in gaining new residents and students, it is unlikely that these projections will be attained.
- b. Route 892 Impact: Just as important, the proposed Route 892 outerbelt could have a significant impact on future population projections. If this freeway is delayed to the end of the planning period, it is likely the dramatic economic and residential growth occurring because of its implementation will not occur during the planning period. If the schedule is accelerated, these projections could be exceeded by the year 2015.
- c. Annexation and Densification: Table 1 includes projections for the City's continued annexation of areas adjacent to its current boundaries. These figures assume net gains in population due to these annexations, but no attempt has been made to differentiate between growth occurring due to annexation and growth occurring due to immigration. In either case, Table 1 represents a reasonable projection for the size of the City's population and land area base. Furthermore, the relative "densification" of the City will be minor. Moraine is projected to remain as a "suburban" community throughout the planning period. The number of persons per acre will remain at or near current levels throughout this period.

2. Selected Social and Economic Characteristics

Table 2 presents a summary of selected social and economic characteristics of the City's population. These characteristics are compared to similar standards for the regional and state population.

TABLE 2
SELECTED SOCIAL AND ECONOMIC CHARACTERISTICS
MORaine, OHIO

CHARACTERISTICS	MORaine		ECONOMIC TRADE AREA		OHIO	
	1980	1990	1980	1990	1980	1990
TOTAL PERSONS	5,325	5,989	906.1	893.5	10.80	10.85
Male	2,663	2,944	436.3	431.1	5.22	5.23
Female	2,662	3,095	469.8	462.4	5.38	5.62
AGE DISTRIBUTION						
0 - 19 YRS.	31.1	28.5	31.3	27.9	28.6	28.1
20 - 44 YRS.	39.9	41.7	38.7	40.8	41.3	39.6
45 - 64 YRS.	20.2	17.9	20.4	18.9	19.8	19.3
64+ YRS.	8.8	11.9	9.6	12.4	11.3	13.0
RACE						
White	98.8	94.9	82.3	81.4	88.8	87.8
Black	0.02	3.3	16.5	17.1	10.0	10.6
Asian/Hispanic/Other	0.09	1.8	0.2	0.5	0.2	0.6
POVERTY STATUS						
Per Capita Income	6,161	11,166	8,645	16,893	7,285	13,461
Poverty-Families	12.8	10.7	8.6	7.0	10.4	9.7
Poverty-Persons	12.0	12.2	9.4	8.9	10.1	12.5
NOTES: 1. Economic Trade Area = Cities of Moraine, Miamisburg, West Carrollton, Kettering, Oakwood, Trotwood, Dayton, Centerville and remainder of Montgomery County. 2. Population figures for Economic Trade Area expressed in thousands; for Ohio in millions. 3. Age, Race and Poverty figures are expressed as percentage of entire population.						

The figures in Table 2 indicate three important issues pertaining to the development of this plan.

- a. **Aging of Moraine:** Table 2 indicates that Moraine's population is continuing to age, and without new population growth and new families, the City's population base and the City will transition into a "mature" condition. In the 20 years between 1970-1990, the percentage of the City's population over the age of 45 years increased 12.5 percent, while ages 0-19 years reduced by over 25 percent. While this trend provides an ample supply of working-age persons for the City's employers, It does not indicate an influx of young persons that is critical for the continual rejuvenation and growth of the City.
- b. **Homogeneity of Moraine:** The City, unlike the ETA and the state, has a more homogenous population. By 1990, the "white" population of Moraine was almost 95 percent of the total, 12 percent higher than regional averages and 10 percent higher than state averages. The policies and programs created in this Plan must afford fair housing and employment opportunities for all potential Moraine citizens.
- c. **Poverty in Moraine:** As examined earlier in this text, the City's population consistently ranks lower than regional, state, and national averages on income measures. Table 2 provides another indication of the City's lack of affluence. Poverty rates for Moraine's families are over 30 percent higher than those of the ETA and 10 percent higher than state figures.

3. Incomes and Housing

As examined earlier in this report, per capita incomes and education levels in Moraine fall consistently below regional, state, and national averages.

MEDIAN HOUSEHOLD INCOMES 1970-1990

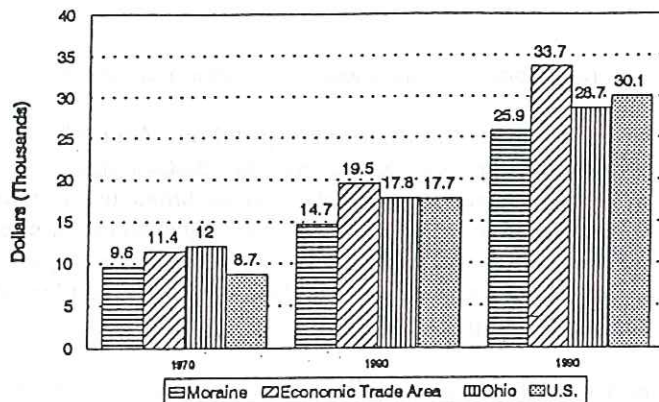
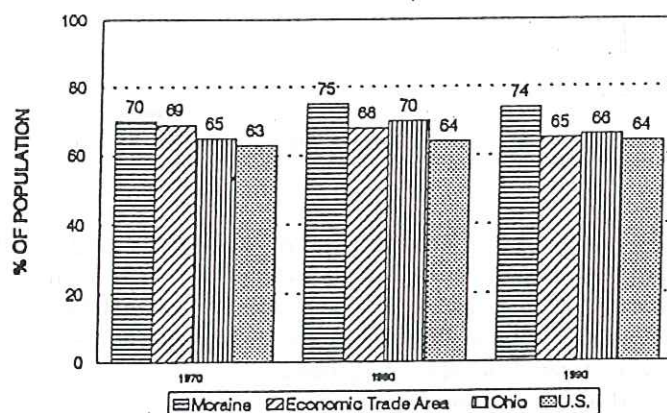


Illustration 7 indicates that median household incomes within the City have averaged almost 25 percent below regional averages over the last 20 years and it appears that this income gap is widening. Household incomes have increased 170 percent over the last 20 years, but still constitute only 77 percent of the ETA median household income and only 90 percent of the state average.

Illustration 8 provides contradictory evidence to the lack of wealth and financial stability within Moraine's families and households. Illustration 8 indicates that Moraine's percent of owner-occupied housing is higher than the ETA, the state, and national averages. Even if the City of Dayton is removed from the ETA calculations, Moraine still compares favorably to the rest of the cities in the Dayton region.

This data appears to contradict the measures of wealth and income previously reviewed. It appears that many Moraine households are "property-rich and cash-poor" in relation to other households in the region and state. The reasons for this confusing set of income data may be many, including a large segment of the population being older and owning or maintain large equity positions in their current houses. Whatever the reasons, there appears to be a reservoir of wealth and cash equity in the Moraine community that could be used as leverage for future education programs, neighborhood enhancement projects and/or the creation of a "move-up" residential market.

OWNER OCCUPIED HOUSING UNITS 1970-1990



C. Economic Profile of Moraine

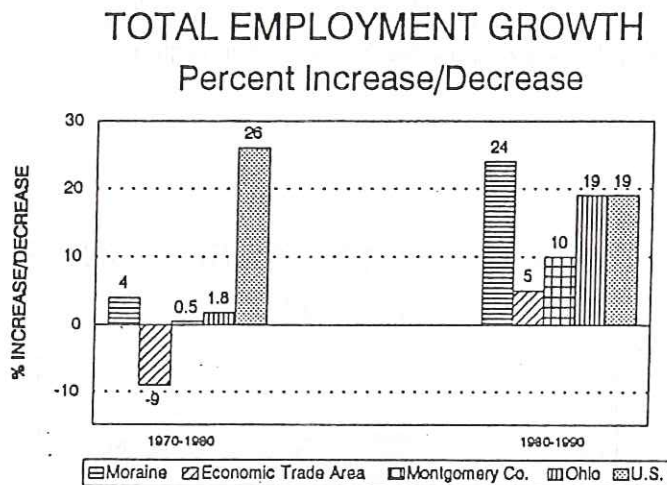
The City of Moraine has a proud history of economic success and prosperity. Since the beginning of its "glory days" around World War II, the manufacturing output and financial benefits generated within Moraine's industrial base has fueled a large part of Dayton's economic "engine." This section briefly examines the current and future economic trends in the City and relates these issues to the provision of sound land use and transportation policies for the future.

1. Employment

In terms of employment in the City of Moraine, three important trends were established in the past decade.

First, the "worker" population of the City far outnumbers the resident population. According to local planning agency data, during a normal 24-hour weekday period, approximately 16,000 persons travel to and work in Moraine businesses. This "worker" population approaches three times the number of "residents" in the City. Recognizing the importance of these workers to the City's financial security and future economic success, this Plan must provide plans and policies which insure safe, efficient transportation routes for both workers and freight, and an orderly and feasible land use plan which supports business expansions while not unduly harming or affecting residential areas.

Second, the forecast for future employment growth remain positive. As indicated below, the City prospered during the 1980s with a substantial employment increase, 24 percent.



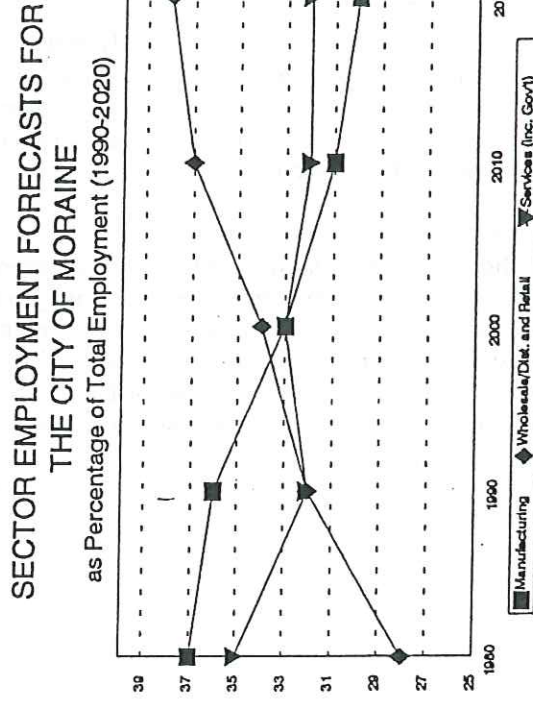
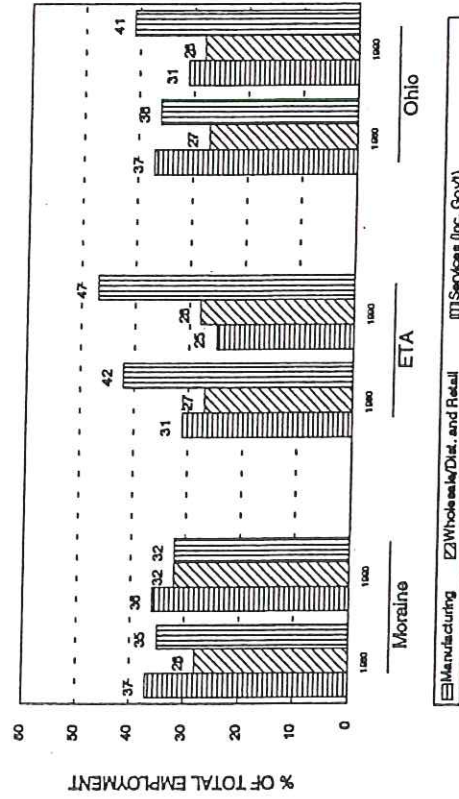
Estimates by local and state planning and economic development agencies forecast future employment growth in the Dayton area to be strong, with Moraine continuing to gain its fair share of these new jobs. The City's history as a pro-business environment and its location along the I-75 corridor will position it to accommodate this job growth. The Plan must provide suitable locations with efficient access to insure that Moraine continues to be seen as a "great place to do business" as many business leaders in the community remarked.

Third, the distribution of employment in the City and region will change as the regional, national, and global economy continue to adapt and restructure. Illustration 10, on the next page, indicates the historical distribution of jobs in Moraine, the region and the state, as well as future projections on how this distribution will change in the coming years. The trend towards distribution and service sector employment becomes increasingly important as these new businesses will require new and different zoning categories, access, and locational requirements. The Plan must recognize the changing needs of new "niche" manufacturers, distribution companies, and service sector employers and accommodate these needs within the City's existing and future land use and transportation network.

ILLUSTRATION 10

MORaine EMPLOYMENT TRENDS AND FORECASTS

EMPLOYMENT BY SECTOR 1980-1990



SOURCES:

Ohio Department of Labor
Miami Valley Regional Planning Commission
BWS&C

D. Conclusion

The preceding research and analyses indicates that the City faces many challenges over the planning period. First and foremost, the City must overcome past perceptions within the Dayton area that prohibited residential and population growth. The research clearly indicates that the City continues to provide employment opportunities for the Dayton area, yet few of these workers actually choose to live and work in Moraine. If this Plan does not include positive, pro-active policies and measures to be taken by the City to overcome Moraine's perception as a less-desirable residential community, the population forecasts of 2 percent annual growth will fail to be achieved.

Furthermore, the economic profile of the City remains positive and optimistic, but several key issues may deter this prosperity. The changing economic structure of the region and the world has had an effect on Moraine, but the City's employers have rebounded and realigned efficiently. The Plan must include policies which maintain a pro-business environment, yet create a new environment where new residential neighborhoods and existing neighborhoods can coexist with industry in a harmonious manner. Additionally, the existing transportation infrastructure of the City must be maintained and improved to insure that tomorrow's Fortune 500 companies recognize Moraine as an efficient and cost-effective location for their offices, plants, and terminals.

III. PHYSICAL INVENTORY AND ANALYSIS

An assessment of the physical conditions of the study is critical for an accurate and effective planning program. Communities must recognize "what they are" before they can determine "what they want to be." This section of the Plan presents an overview of the land uses, transportation systems, natural and man-made elements, and community facilities in the Moraine area. The analysis of these factors will provide a framework within which critical planning issues can be identified.

A. Existing Land Uses

The planning team assembled extensive data on the generalized land uses in the incorporated areas of the City via several methods. The most effective data gathering technique proved to be a "windshield survey" of the entire City to identify existing land uses. Additional methods (i.e., reviewing tax records, aerial photography, etc.) were utilized to cross check the results of the windshield survey.

Table 3 summarizes the status of existing land uses in the City as of Fall 1993, and compares the City's current land use patterns to previous land use inventories. Although the land use categories vary among each inventory, the analyses and conclusions drawn from these comparisons can be instructive.

TABLE 3
CITY OF MORAINÉ
LAND USE INVENTORY
1960-1993

LAND USE CLASSIFICATION	ACREAGE			% OF DEVELOPED AREA			% OF TOTAL AREA		
	1960	1967	1993	1960	1967	1993	1960	1967	1993
Residential Single Family	82	640	800	9.0	19.5	21.5	3.6	13.2	13.6
Residential Multi-Family	33	1	10	3.7	NA	0.3	1.4	NA	0.2
Residential Duplex	NA	NA	5	NA	NA	.15	NA	NA	0.1
Residential Mobile/Modular	NA	NA	47	NA	NA	NA	NA	NA	0.8
TOTAL RESIDENTIAL	115	641	862	12.8	19.5	22.0	5.0	13.2	14.6
Commercial-General	45	82	132	5.0	2.5	3.6	2.0	0.9	2.2
Commercial-Office/Professional	NA	NA	121	NA	NA	3.3	NA	NA	2.1
TOTAL COMMERCIAL	45	82	253	5.0	2.5	6.8	2.0	0.9	4.3
Industrial	408	1,145	1,253	45.3	34.9	33.7	17.8	22.6	21.2
Public/Semi-Public	246	361	325	27.3	11.0	8.7	10.8	7.4	5.5
Parks/Open Space	NA	NA	420	NA	NA	11.3	NA	NA	7.1
Public Right-of-Way	87	1,048	603	9.7	32.0	16.2	3.8	21.6	10.2
TOTAL DEVELOPED	901	3,277	3,716	100	100	100	39.4	67.4	63.0
Agriculture	NA	NA	1,097	NA	NA	NA	NA	NA	18.6
Vacant/Undeveloped	138.7	1,583	1,089	NA	NA	NA	60.6	32.6	18.5
TOTAL AREA	2,288	4,860	5,902	NA	NA	NA	100	100	100

NA = NOT AVAILABLE/APPLICABLE/ESTIMABLE

NOTE: 1960 and 1967 land use acreages and percentages based on information from past Land Use Plans. Description and designation of land uses varied in each year.

In addition to the tabular data provided in Table 3, Exhibit II on the next page, provides a graphic illustration of the generalized land use patterns in the City. A review of these data sources promotes several conclusions.

1. Lack of Multi-Family Residential--In an urban setting with a large employment base, such as Moraine, the percentage of land devoted to multi-family uses is generally higher than what exists in the City. Figures such as 10-15 percent of developed land area are more typical. Even if "manufactured home" uses are classified as multi-family residential, the City still falls below typical averages.
2. Lack of Commercial Uses--Similarly, the commercial land use component of Moraine is smaller than most communities in an urban area. Figures in the range of 10-20 percent should be expected of commercial uses as a percentage of developed area.
3. Predominance of Industrial Uses--The large acreage of industrial uses is unusual for cities similar to Moraine. Most communities possess industrial uses in the range of 10-15 percent of developed area. Although Moraine far exceeds these percentages, most cities of Moraine's size would welcome this strong tax base.
4. Abundance of Parks/Open Space--The City is fortunate to possess a healthy acreage of parks/open space areas throughout the community. Most of these lands are devoted to passive uses (i.e. reclaimed landfills, flood protection/conservation areas, etc.), but in many instances these properties help to provide needed buffers between non-residential and residential areas.
5. Interface Between Residential and Non-Residential Areas--As a result of the City's economic successes, many areas of the City contain established residential neighborhoods which abut commercial/industrial areas with little or no buffering at this interface. In many instances the negative impacts of non-residential uses (traffic, building mass, etc.) have taken their toll on adjacent residential areas.

Each of the issues outlined above relate directly to Moraine's ability to become a more "Balanced" community in terms of land use. Several key planning issues result from this data: (1) Does the large industrial component of the City prohibit future residential growth or promote it? (2) If residential growth occurs in the areas west of the river, can the commercial uses, which will likely follow, be adequately accommodated? (3) Should the City pursue any additional annexation efforts with approximately 37 percent of its current area lying undeveloped or in agricultural fields? (4) What pattern of residential development is likely to occur or should be encouraged in the undeveloped areas west of the river? Each of these issues were evaluated and presented to the public at various public meetings. Chapter 3 of this Plan presents the alternative land use plans and strategies which addressed each issue.

B. Existing Zoning

The City of Moraine is currently divided into 12 zoning districts according to the City's codified ordinances. The City regulates the use, bulk and density of properties within each district, and generally provides a fair and equitable means by which private investment and development can occur with the City.

The zoning districts generally provide the City with appropriate uses of land and have an established pattern of developed properties at their highest and best use. The zoning patterns and land usages in the eastern sections of the City (Subarea A) are consistent with each other; however, a large number of areas contain interfaces between residential and non-residential uses. The central portion of the City (Subarea B) is dominated by a large amount of zoned, but as of yet undeveloped, industrial properties--most notably in the Pinnacle Road/Vance Road areas. Finally, the western portion of the City (Subarea C) is residentially zoned for "suburban" residential development (R-2). Also, a large acreage of undeveloped, industrially-zoned property is adjacent to other areas zoned for rural industrial in the City of West Carrollton.

An analysis of the City's zoning patterns and ordinances revealed three issues:

1. Lack of Innovative, Flexible Zoning Districts: Although the current ordinance addresses the historic development methods which would exist within the City, the changing real estate development market with Moraine may need additional zoning districts to accommodate new development trends. Generally, a new "Commercial Highway" zoning district should be evaluated to provide additional use parameters and site design guidelines for commercial/retail development occurring along the City's major roadways. Also, new "Office" districts should be reviewed. The current ordinance includes office uses in a "General business" zoning category; however, the special needs of potential interstate corridor office developments and home occupations may require new districts. Finally, the City does not possess a flexible zoning tool for future residential growth. Future developers may desire residential developments of varied densities, uses and designs, and the City should have some type of "Planned Unit Development" zoning approach available to accommodate and regulate these potential growth areas.
2. Interface Area Guidelines: As examined previously in this section, the City's current land use patterns create several "interface" areas where residential and non-residential developments abut each other. In many instances, the residential areas have borne the ill effects of this incompatibility. The City should evaluate the need for and effectiveness of "transitional bufferyards" in these situations.
3. Site Development Standards for Commercial Development: The City has recently adopted and implemented new landscaping standards for commercial properties (primarily related to parking areas and street frontages). Throughout the planning process, the general public and City officials have extolled the virtues of additional landscaping, signage control, and overall aesthetic enhancement of the City. The City should evaluate the need for additional site design standards related to signage, architectural styling, etc. for new properties. These standards could work together with the provision of bufferyards and the enforcement of maintenance codes within the City to enhance the overall appearance and quality of life within the City.

C. Natural Constraints to Development

Exhibit III depicts a composite view of the natural constraints to development within the Moraine, Ohio, planning area. Data was collected on flood protection zones, soils, topography, solid and hazardous wastes and other constraints to determine their impact on future growth patterns.

Generally, the soils and topography of the City do not significantly impair sensitive site development. With the exception of a few selected areas of difficult terrain in the central portions of the City (near railroad at Vance and Pinnacle Roads), most areas of the City exhibit little or no constraints in terms of topographic relief. Additionally, several areas throughout the City contain potentially suspect soil conditions. With proper engineering and geotechnical investigations, however, these areas should permit selected development opportunities. Finally, proposed developments located in the vicinity of the sludge pits and

old Pinnacle Road landfill area and the Superfund site north of Dorothy Lane should be carefully reviewed for potential geotechnical problems. Underground migration of contaminants could eliminate the successful installation of septic fields, foundations, etc.

Flood prone areas within the City are the chief natural obstacles to future development. The flood plain associated with the Great Miami River renders several hundred acres unusable due to their designation as "conservation districts." Also, several developed areas of the City, most notably the Old Moraine Plat, lie within a 100-year floodplain and this Plan should provide additional regulatory mechanisms which control the redevelopment and/or development of these flood-prone areas. Similarly, the Plan should seek to control development in emerging growth areas lying adjacent to flood-prone creeks (such as Opossum and Bear Creeks). Extensive review and analysis should be completed for all developments proposed in these areas to determine the overall impact on the riparian habitat and flood control.

D. Municipal Services Inventory

No city can grow or attempt to grow without sufficient public services and facilities in place or planned. Without an ample stock of parks, adequate streets and utilities, and up-to-date community facilities, the City will be in a "catch-up" mode if the desired growth occurs. This section of the report presents a brief review of various municipal services provided in the planning area, as well as a description of the planning issues or conclusions resulting from this research.

1. Water and Sanitary Sewer Services

Exhibits IV and V illustrates the general scope and location of existing water and sewer facilities in the study area. The map indicates, for the most part, the developed and newly developing areas of the City are provided with adequate utility services.

The newly annexed areas to the west, however, are limited in their development potential until larger water lines and new sanitary sewer trunk lines are installed. Exhibit IV demonstrates the limited capacity and reach of the existing water services owned and operated by the Jefferson Water Authority in the areas west of Sellars Road extended. These services will permit only very low density residential development due to the lack of pressure and flow for domestic use and fire protection in these areas. Also Exhibit V indicates that sanitary sewer infrastructure is adequate within the "old" city limits, but service to the west is limited to a single drainage basin and 30-inch trunk line operated by the Bear Creek Sewer District. This sewer basin marks the approximate limits of the regional urban services district; thus no regional support will likely exist for expansion of sanitary sewers beyond this point unless the City establishes and promotes the aggressive development of its western fringe.

Finally, these services point to two key planning issues: (1) extensive development of areas west of Infirmary Road will require a major capital investment by the City, thus rural development of this area may be the most cost-effective solution over the planning period; and (2) the development goals and plans for this area must be shared with and agreed to by the utility providers in the area; without their concurrence to provide services in a timely manner (or in the alternative, the city's expensive acquisition of these service areas) the goals of this Plan will be in jeopardy.

2. Transportation Network

Generally, the existing transportation network within the City is capable of handling the traffic generated by both resident and through-traffic demands. Based on a review of traffic counts, intersection analyses and various other preliminary traffic evaluations for the city, Dixie Highway, Kettering Boulevard, and portions of Springboro Pike are the major routes approaching full capacity. Additionally, Exhibit VI identifies various intersections within the City limits which are also nearing their capacity. Most of these intersections are located on the same routes which carry the heaviest traffic loads and are nearing their laneage limits. These deficiencies are further exacerbated by the relative inability of the city to promote and/or provide additional capacities at these critical segments.

With limited rights-of-way and no concrete plans by adjacent communities to continue the improvements contemplated within Exhibit VI, The City's resources are better served in evaluating alternative transportation modes to reduce overall traffic and facilitate local movements. New transit bus routes into the City have enjoyed initial success and the Plan should encourage residential development in areas where bus service could be provided. Additionally, the City possesses a fine bikeway and trail system along the Great Miami River. A comprehensive bikeway/trail system should be evaluated throughout the city to provide an alternative mode of travel for children and residents to municipal facilities and other points of interest.

Finally, the western portions of the City are characterized by a rural road system that requires both geometric and capacity improvements in the future. Exhibit VI indicates those segments requiring geometric improvements and virtually all segments should be improved to a full "rural" section before extensive development occurs.

Although not shown Exhibit VI, the proposed Route 892 freeway will present new challenges for the City's transportation network if implemented. Definitive locations and cross sections were not available on this proposed freeway, but the public sentiment within the City clearly supports an interchange for the City along the eventual route. The Plan must evaluate alternative transportation systems for this area of the City to insure that the future effects of this new route can be primarily positive.

3. Community Facilities

Moraine is fortunate to possess an abundance of community facilities to meet their citizens' needs. Exhibit VII indicates the location and nature of these facilities, and a preliminary needs assessment, conducted during the public meetings and data collection effort, revealed that these facilities appear adequate to meet existing and future needs. As these facilities age, however, maintenance budgets and capital improvement plans should reflect the major renovation or replacement of older buildings and equipment.

Furthermore, the City also possesses an extensive array of parks and recreations facilities and sites. Exhibit VIII indicates the service areas for each of the parks located within the City. Most of the centralized core of the city (Subarea A) is adequately served by existing parks, and the central portions (Subarea B) are slated for future facilities which will be needed to accommodate new residential growth.

In addition, Table 4 indicates the specific parks and recreation activities and components which are or will become deficient over the planning period. The existing and future population estimates were used as the basis for this needs assessment, as well as local and regional facility use standards.

TABLE 4
MORAINES PARKS AND RECREATION NEEDS ASSESSMENT

FACILITY/ACTIVITY	STANDARD	EXISTING FACILITIES ¹	1990 ² DEMAND	1990 NEEDS	2000 ² DEMAND	2000 NEEDS	2015 ² DEMAND	2015 NEEDS
Baseball	1 per 2,000	8	3	0	3	0	3	0
Basketball	1 per 1,000	10	6	0	6	0	7	0
Football Field	1 per 15,000	0	NA	0	NA	0	NA	0
Football and Soccer Practice Areas	1 per 1 field	5	5	0	5	0	5	0
Soccer Fields	1 per 2,000	5	3	0	3	0	3	0
Picnic Areas/Shelters	3 acres per 1,000	19	18	1	19	0	20	1
Running/Walking Track	1 per 5,000	1	1	0	1	0	2	1
Volleyball	1 per 2,500	4	3	0	3	0	3	0
Tennis	1 per 1,500	6	4	0	4	0	4	0
Swimming Pool	1 per 20,000	1	NA	0	NA	0	NA	0
Play Areas w/Equipment	1 per 1,000	12	6	0	6	0	0	0
Trail System	1 per 5,000	1	1	0	1	0	1	0
Softball	1 per 2,500	0	3	3	3	3	3	3

NOTES:

- Existing facilities includes all Board of Education facilities located in Moraine.
- Based on 1990 population of 5,989; 2000 population of 6,300; and 2015 population of 6,550.

4. Municipal Appearance Inventory - Urban Design Elements

Throughout the planning process, several comments from various public meetings and Comprehensive Plan Committee workshops were directed towards the "appearance" of the City. The large industrial base in the City and the nature of older, industrial facilities contributes to a dull, uninspired visual appearance of many of the City's most vital and interesting areas.

Exhibit IX inventories some of the positive and negative visual influences within the City. Several main entry corridors into the City portray the image of a community which pays no attention to its heritage or its future. On the other hand, the city's commitment to upgrade site design standards for commercial properties and the unique character of several "places" in the area (i.e. Ellerton historic area, the Great Miami River bikeway/trail, etc.) provide a continuing opportunity for the City to build upon these positive elements. The Plan should and must evaluate new programs and policies by which the visual appearance of the community can be enhanced.

E. Community Interview Research and Public Participation

An important aspect of the planning process was the continual involvement of the community leaders and general public in the formation, review and adoption of the Plan and its key elements. This section of the report provides a summary of the comments offered by the public and the issues generated from their input. Chapter Three of this report identifies alternative strategies and land use plans to address the issues identified herein.

The community interview process involved the personal interview of 20 key stakeholders in the Moraine area. These individuals included real estate professionals, engineers, community/neighborhood leaders, and business and government officials. Interviews were conducted using a standard survey format (see Appendix A) in order to assess goals, opinions, and attitudes toward the development and prosperity of Moraine. Furthermore, extensive public meetings were conducted throughout the planning program. Meetings were held in each subarea so that individuals from each portion of the community could find easy access to the planning process.

Listed below is a compilation of the significant findings of this research:

1. Moraine's prosperity has been influenced positively by its uncomplicated and pro-business attitude toward business development. This Plan should not jeopardize this history.
2. Specific guidelines for different areas of the community should be evaluated. The rural west is not the same as the urban east, and they should not be planned or regulated in the same way.
3. Until Moraine's school districting problem is solved, residential growth of any magnitude within the City is unlikely.
4. Businesses and developers understand that communities now require additional regulations for new development. Moraine will be one of the last communities to implement new development standards that will help make a difference in the style and quality of future developments in the City.
5. Although manufactured home communities are located in commercial/business areas, these communities are established residential enclaves that should be protected by the City.
6. The rural west is one of the last places in the Dayton area in which large acreages of land can be purchased and developed at affordable prices. This quality should not be undermined by the Plan.
7. The City must find new locations for businesses in the City. The Springboro Pike, Dorothy Lane, Dryden Road areas are fully developed. If the City does not make new sites available, businesses will build their plants, offices, etc. elsewhere.
8. The City is ready to take the next step in planning for the future. The City is ready and willing to grow and it needs the tools by which this growth can be steered to the right locations and viewed as a positive element in Moraine's future.

F. Conclusion - Issues and Opportunities

This section of this chapter summarizes the major planning issues and opportunities which must be addressed in the Comprehensive Plan for the City. These issues resulted directly from the research and analysis undertaken by the planning team and the review of these research results by the community.

1. Residential Development Issues and Opportunities

- Should the Plan promote aggressive redevelopment of selected mobile home parks within the City to permit new opportunities for business growth, or should the Plan seek to enhance these existing neighborhoods and provide incentives to the owners to upgrade their facilities and surroundings?
- What policies and programs can be formulated within the Plan to provide assistance to existing residential neighborhoods so that they can be stabilized and improved?
- What level of intensity of residential development should be permitted in Subarea B, and how far west should this planned growth extend?
- Should the Plan protect the "rural" nature of areas beyond Soldiers Home/Miamisburg Road, or should these areas be open for "suburban"-development also?
- What effect will proposed Route 892 have on the residential patterns of the City and how can the Plan direct these effects to the City's benefit?
- How can existing and proposed residential development be protected from the encroachment of non-residential development?

2. Commercial/Business Development Issues and Opportunities

- How can the Plan create new business sites for development in the areas east of the river? Are there any business/employment centers which can be planned in the areas west of the river?
- Can the Plan include new development standards for business/commercial properties that will enhance the City's appearance without unnecessarily adding costs which drive businesses elsewhere in the region?
- What effect will the proposed Route 892 have on the development of new employment centers in the City's western areas?
- How can the Plan provide programs or policies which provide methods for the revitalization and enhancement of existing commercial strips (i.e. Springboro Pike, Sellars Road, etc.)?

3. Community Appearance/Design Issues and Opportunities

- The Plan must provide strong regulatory measures for the protection of natural areas and open spaces.
- The Plan must provide new site design guidelines for future developments which builds on the City's current ordinances, but do not add undue costs to developers.
- The Plan must provide a vision by which the city can be tied together across the Great Miami River so that Moraine begins to establish a unique identity other than being a "GM town."

With this foundation established, the next chapter of this Plan presents the alternative land use themes proposed to address these issues.

1. 8,816
2. 3,855
3. \$4,108
4. \$4,434
5. 5.5%

1. 5,989
2. 16,587
3. \$11,166
4. NA
5. 6.7%

1. 14,403
2. 5,837
3. \$15,035
4. \$13,934
5. 5.0%

1. 17,834
2. 13,236
3. \$13,678
4. \$13,952
5. 4.1%

1. 182,044
2. 133,135
3. \$9,946
4. \$5,371
5. 10.5%

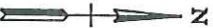
1. 8,957
2. 1,940
3. \$30,436
4. \$5,750
5. 2.9%

1. 60,569
2. 27,564
3. \$18,988
4. \$4,698
5. 3.1%

1. 21,083
2. 10,220
3. \$21,790
4. \$4,670
5. 2.5%

LEGEND

1. TOTAL POPULATION (1990)
2. TOTAL WORKERS IN CITY (1990)
3. PERCAPITA INCOME (1990)
4. EXPENDITURES PER PUPIL (1993)
5. ANNUAL AVERAGE UNEMPLOYMENT RATE (1990)



NOT TO SCALE

REGIONAL FIT MAP FOR CITY OF MORaine, OHIO COMPREHENSIVE PLAN

Bureau
of Planning
and
Community
Development

EXHIBIT NO. 1

PAGE

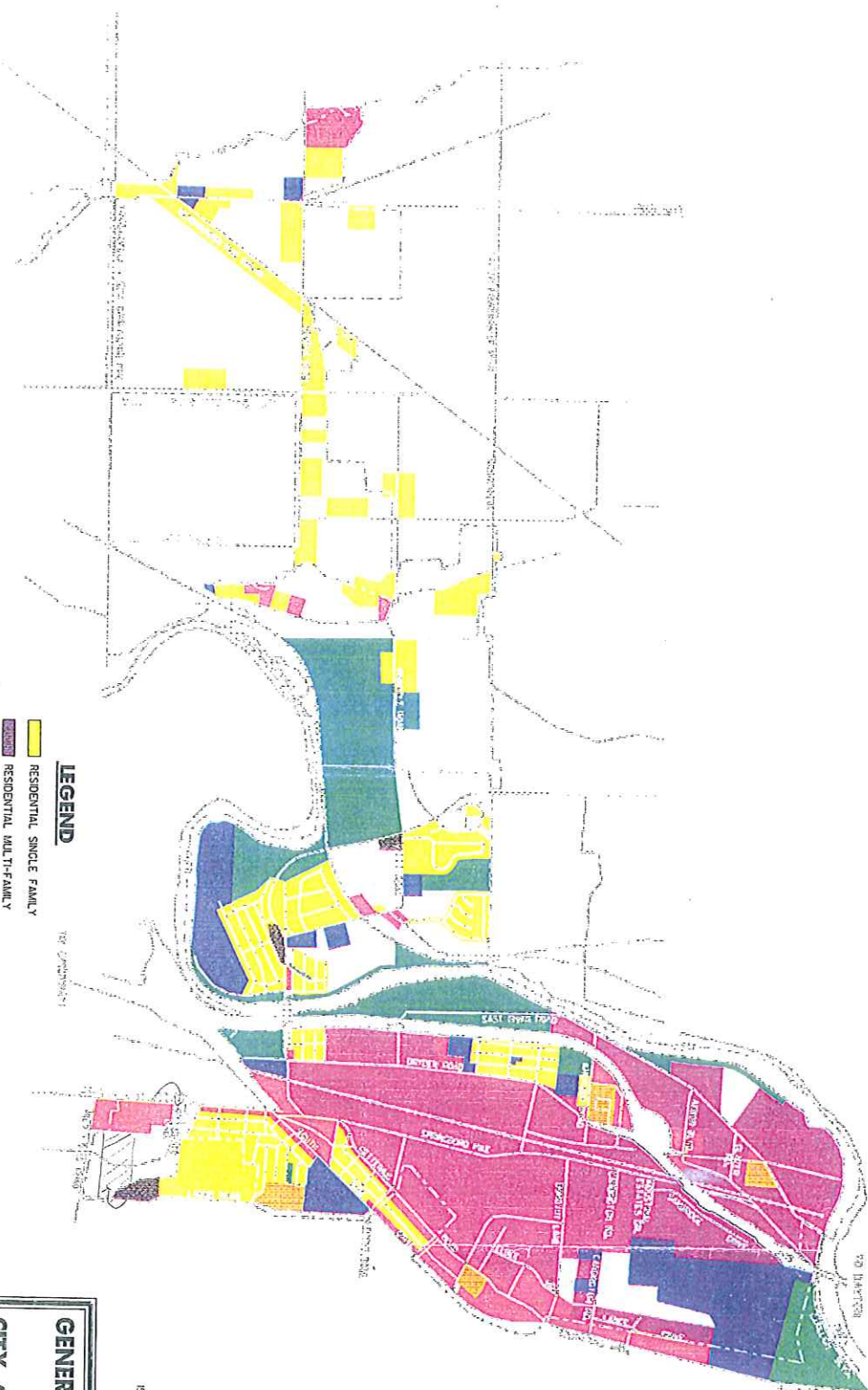
2-4

SOURCES: MAH VALLEY REGIONAL PLANNING COMMISSION
OHIO DEPARTMENT OF DEVELOPMENT
OHIO DATA USERS CENTER
OHIO DEPARTMENT OF EDUCATION

TO CINCINNATI

TO TOLEDO

COUNTY
COUNTY



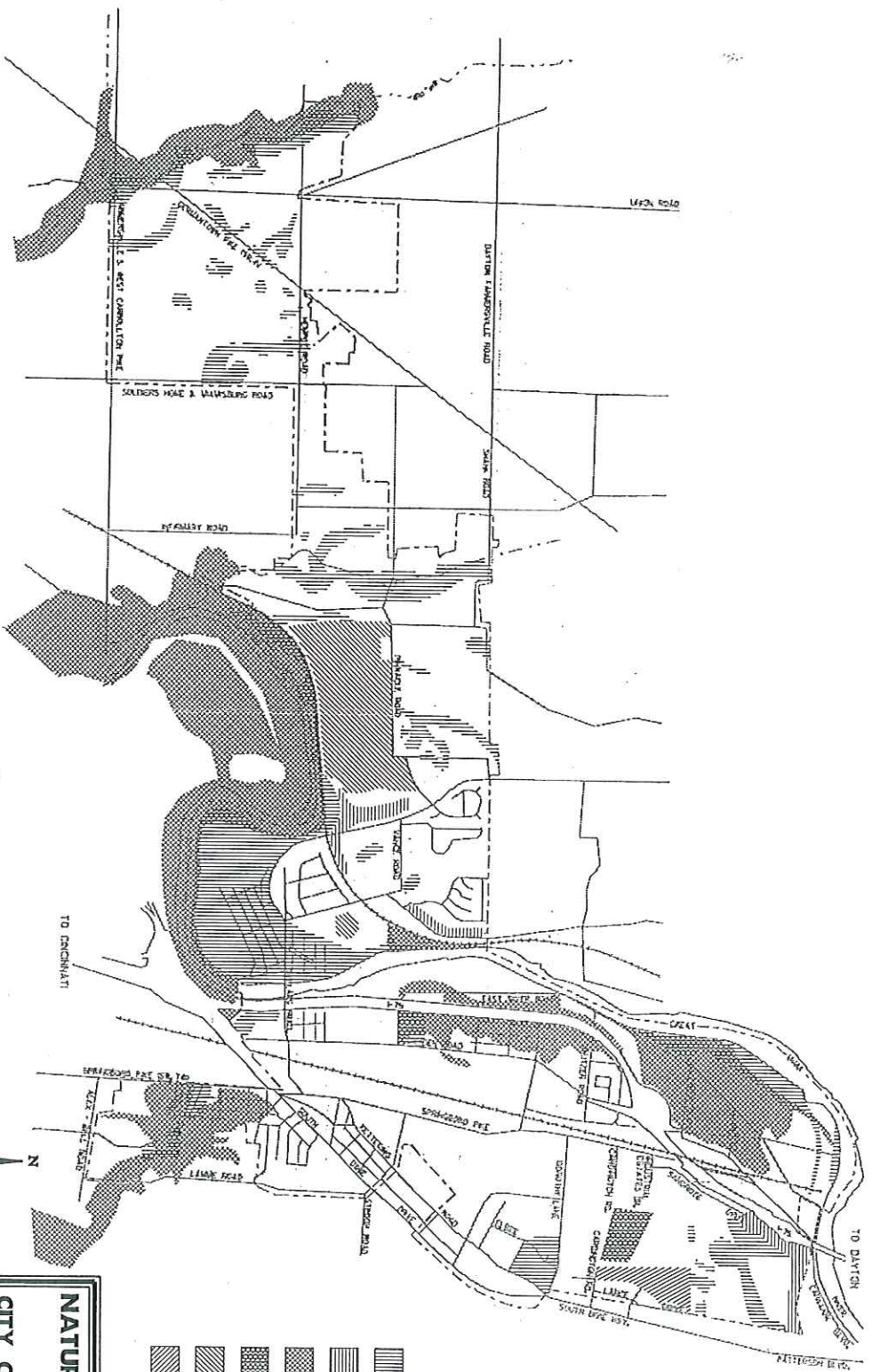
LEGEND

- RESIDENTIAL SINGLE FAMILY
- RESIDENTIAL MULTI-FAMILY
- RESIDENTIAL MANUFACTURED HOME
- COMMERCIAL/GENERAL BUSINESS
- INDUSTRIAL
- PUBLIC/SEMI-PUBLIC
- PARKS/OPEN SPACE
- UNDEVELOPED/AGRICULTURE

NOTE: LAND USES DETERMINED VIA "WINDSHIELD SURVEY" OF CITY PLUS AERIAL PHOTOGRAPHY, (SPRING 1994)

**GENERALIZED LAND USES
FOR
CITY OF MORAIN, OHIO
COMPREHENSIVE PLAN**

DEVELOPED BY
WINDSHIELD SURVEY
AND
CANNON INC.



LEGEND

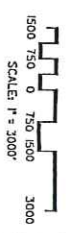
- SOIL WITH POOR SUITABILITY FOR DEVELOPMENT
- SLOPES > 15%
- AREA OF 100 YEAR FLOOD PLAN
- AREA OF MULTIPLE CONSTRAINTS
- LANDFILL
- SUPERFUND SITE

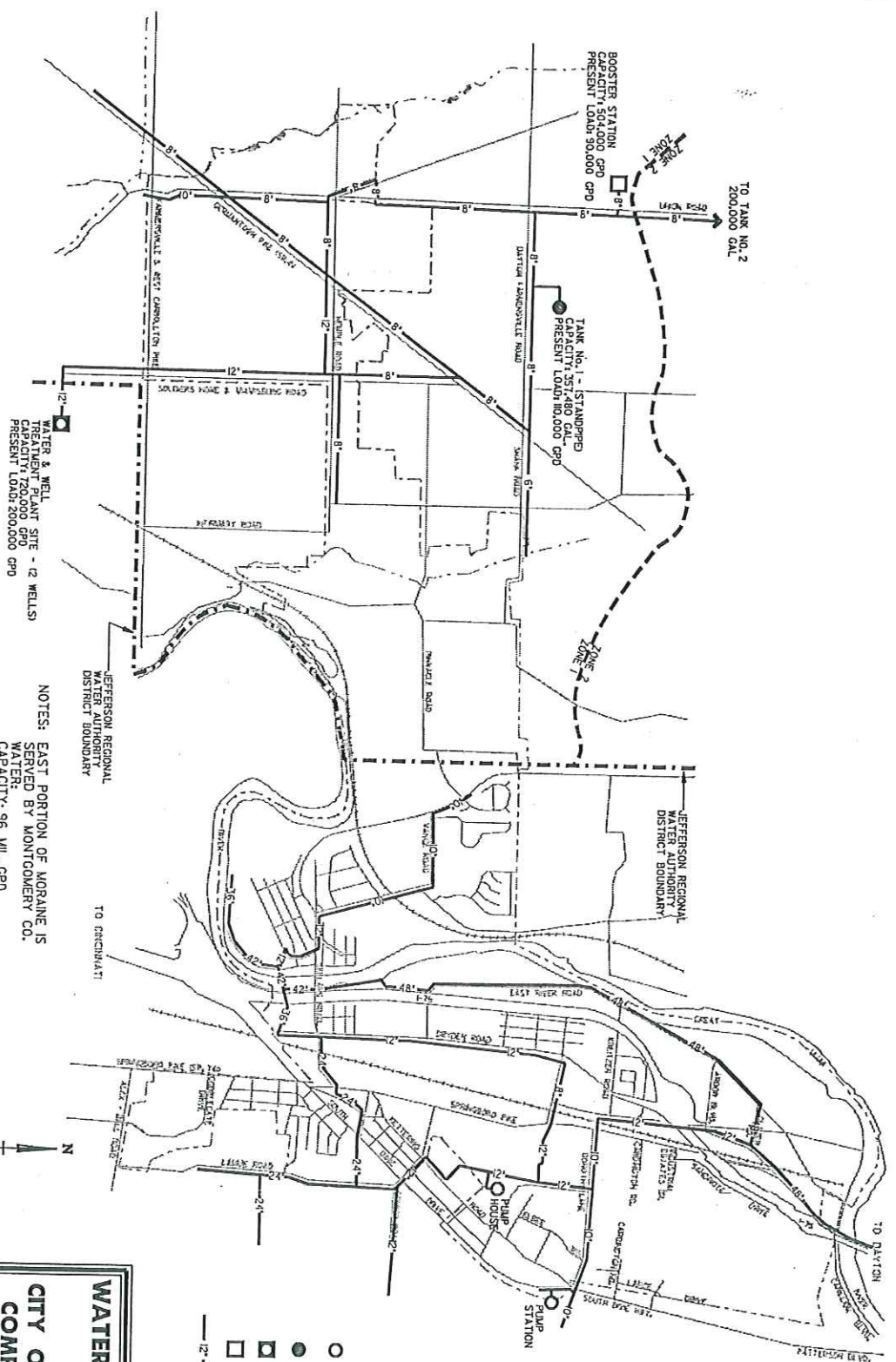
NATURAL CONSTRAINTS FOR CITY OF MORaine, OHIO COMPREHENSIVE PLAN

Bartie
Waggoner
Senter and
Cannon Inc.

EXHIBIT NO. III PAGE 2-19

SOURCES: SOIL SURVEY OF MONTGOMERY COUNTY, OHIO,
SOIL CONSERVATION SERVICE, U.S.D.A., JUNE 1976
7.5 MINUTE SERIES TOPOGRAPHIC MAPS, U.S. GEOLOGICAL SURVEY,
U.S.D.I., MARIETTA, OHIO 1987, DAYTON SOUTH, OHIO
FLOOD INSURANCE RATE MAPS, NATIONAL FLOOD INSURANCE PROGRAM,
FEMA, EFFECTIVE DATE DECEMBER 15, 1981



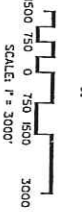


WATER & WELL
TREATMENT PLANT SITE - 12 WELLS
CAPACITY: 120,000 GPD
PRESENT LOAD: 200,000 GPD

NOTES: EAST PORTION OF MORAINES IS
SERVED BY MONTGOMERY CO.
WATER.
CAPACITY: 96 MIL. GPD
DAILY LOAD: 18 MIL. GPD
STATIC PRESSURE: 75 PSI

SOURCES: JEFFERSON REGIONAL WATER AUTHORITY
MONTGOMERY COUNTY WATER MASTER PLAN

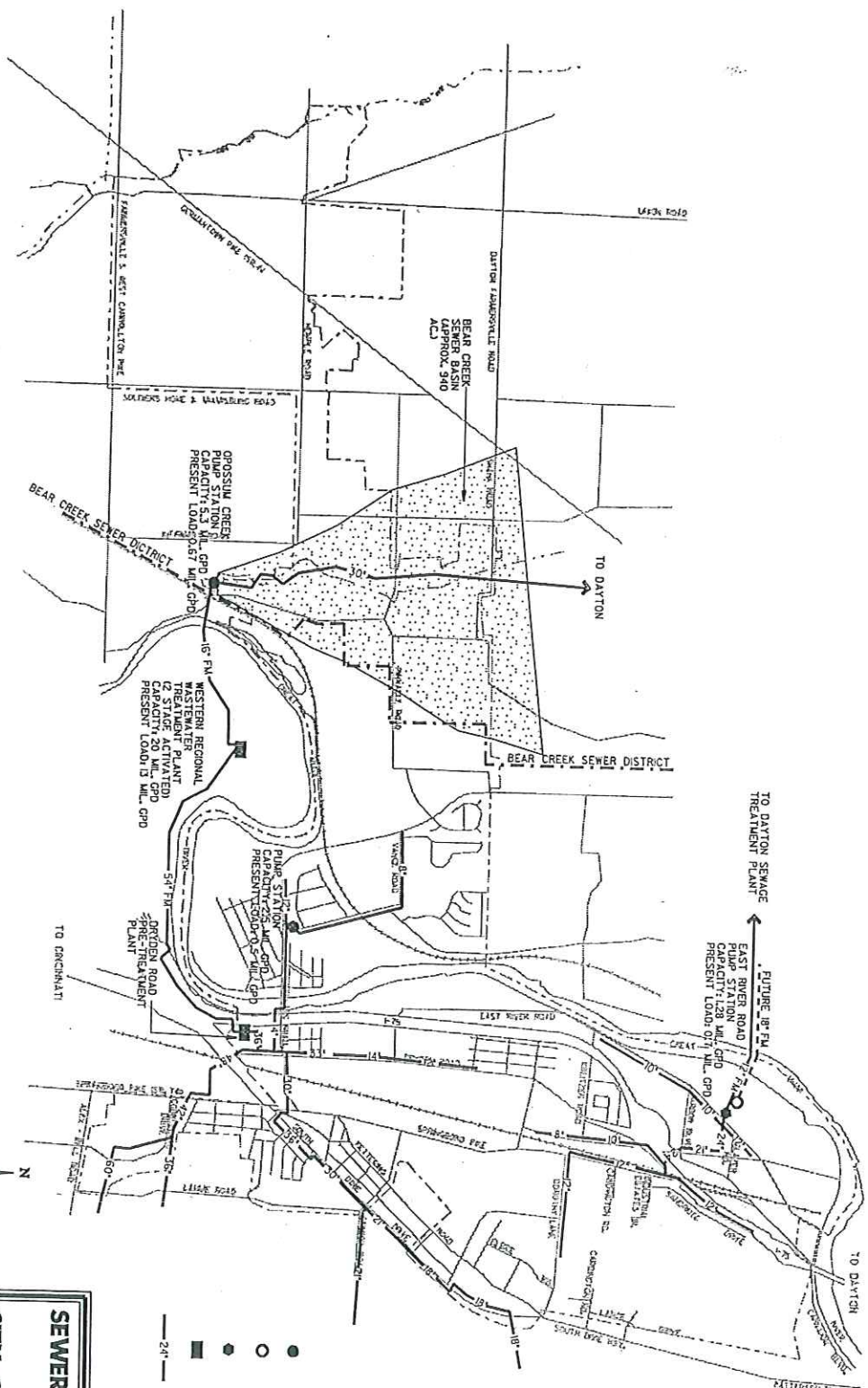
WESTERN PORTION OF THE
CURRENT CITY LIMITS IS
SERVED BY ZONE 1 OF THE
JEFFERSON REGIONAL WATER
AUTHORITY



- LEGEND**
- EXISTING PUMPSTATION/
PUMP HOUSE
 - STORAGE TANK
 - WELL AND TREATMENT SITE
 - BOOSTER STATION
 - 12" — WATER LINE AND SIZE

**WATER INFRASTRUCTURE
FOR
CITY OF MORAINES, OHIO
COMPREHENSIVE PLAN**

Barry
Waggoner
Senior and
Cannon Inc.



NOTE: BOTH DRYDEN ROAD PRE-TREATMENT PLANT AND WESTERN REGIONAL WASTEWATER TREATMENT PLANT ARE OWNED AND OPERATED BY MONTGOMERY COUNTY

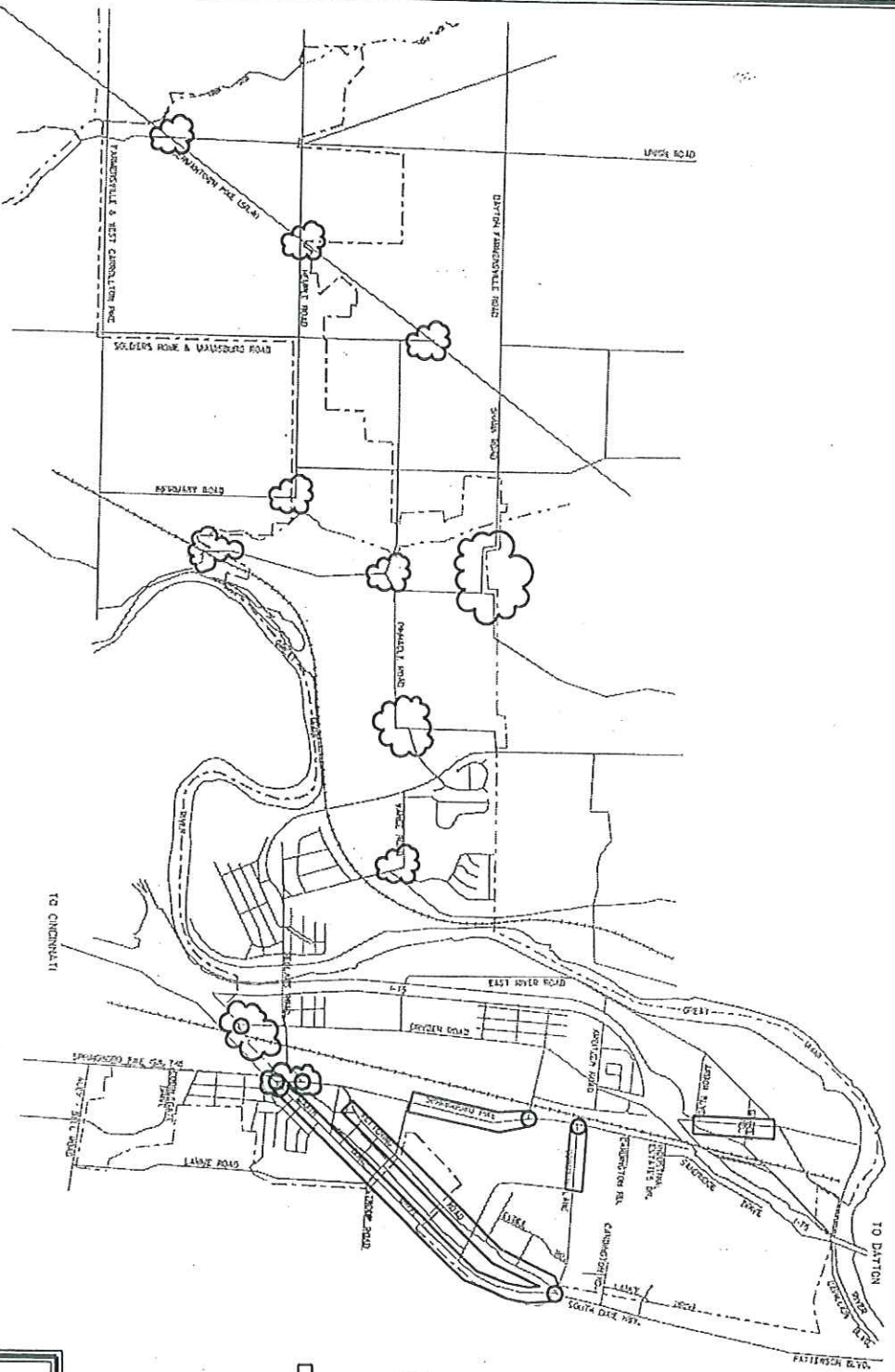
LEGEND

- EXISTING PUMP STATION
- FUTURE PUMP STATION
- PUMP STATION/WET WELL
- WASTEWATER TREATMENT PLANT
- 24" — SEWER LINE AND SIZE

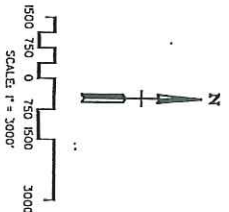
SEWER INFRASTRUCTURE FOR CITY OF MORAIN, OHIO COMPREHENSIVE PLAN

Barry
Waggoner
Savignone
Corporation, Inc.

1500 750 0 750 1500
SCALE 1" = 3000'



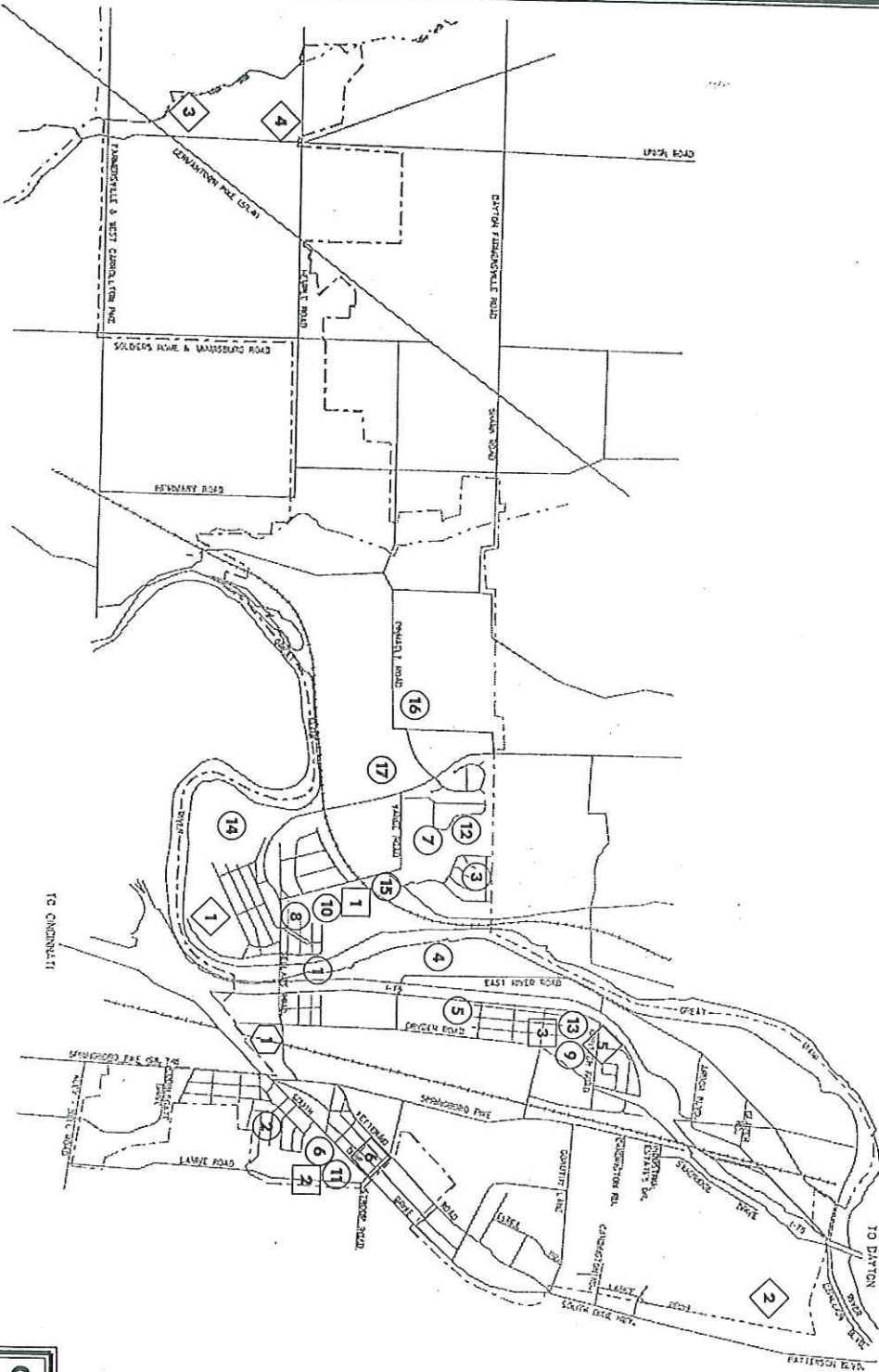
NOTE: THIS ANALYSIS IS BASED ON A CHART OBTAINED FROM THE MARYLAND STATE HIGHWAY ADMINISTRATION RELATING ADT'S TO LEVEL-OF-SERVICE. SOME LOCATIONS COULD NOT BE ANALYZED BECAUSE OF THE LOCATIONS OF THE TRAFFIC COUNTERS.



- SYMBOL LEGEND**
- ROAD SECTIONS REQUIRING REALIGNMENT
 - INTERSECTIONS APPROACHING OR AT CAPACITY
 - ROADWAY SECTIONS
 - APPROACHING CAPACITY

**TRANSPORTATION SYSTEM
FOR
CITY OF MORaine, OHIO
COMPREHENSIVE PLAN**

Berge
Waggoner,
Kemper and
Garrison, Inc.



LEGEND

PARKS AND RECREATION

1. MORANE BIKEWAY OASIS
2. LEBACH PARK
3. GERMAN VILLAGE PARK
4. MORANE BOAT RAAP
5. DRILL PARK
6. JACO PARK
7. MORANE TAYLOR PARK
8. MORANE MEADOWS SCHOOL PARK
9. FRANK NICHOIAS SCHOOL PARK
10. C.F. HOLLIDAY SCHOOL PARK
11. PINNACLE PARK
12. ORA EVERETT'S PARK
13. MORANE MAX PARKS AND GARDEN PLOTS (1/4 AC./60 PLOTS)
14. FUTURE 25 AC. PARK
15. 5.49 NATURE PRESERVE

SCHOOLS

1. FRANK NICHOIAS ELEMENTARY
2. C.F. HOLLIDAY ELEMENTARY
3. MORANE MEADOWS ELEMENTARY

MISCELLANEOUS

1. MORANE - MONT. CO. AIRPORT
2. MORANE CEMETARY
3. ELLERTON CEMETARY
4. WEST MEMORY GARDENS
5. CARL GERHARDT CIVIC CENTER
6. KETTERING - MORANE MUSEUM

GOVERNMENT

1. MUNICIPAL BUILDING

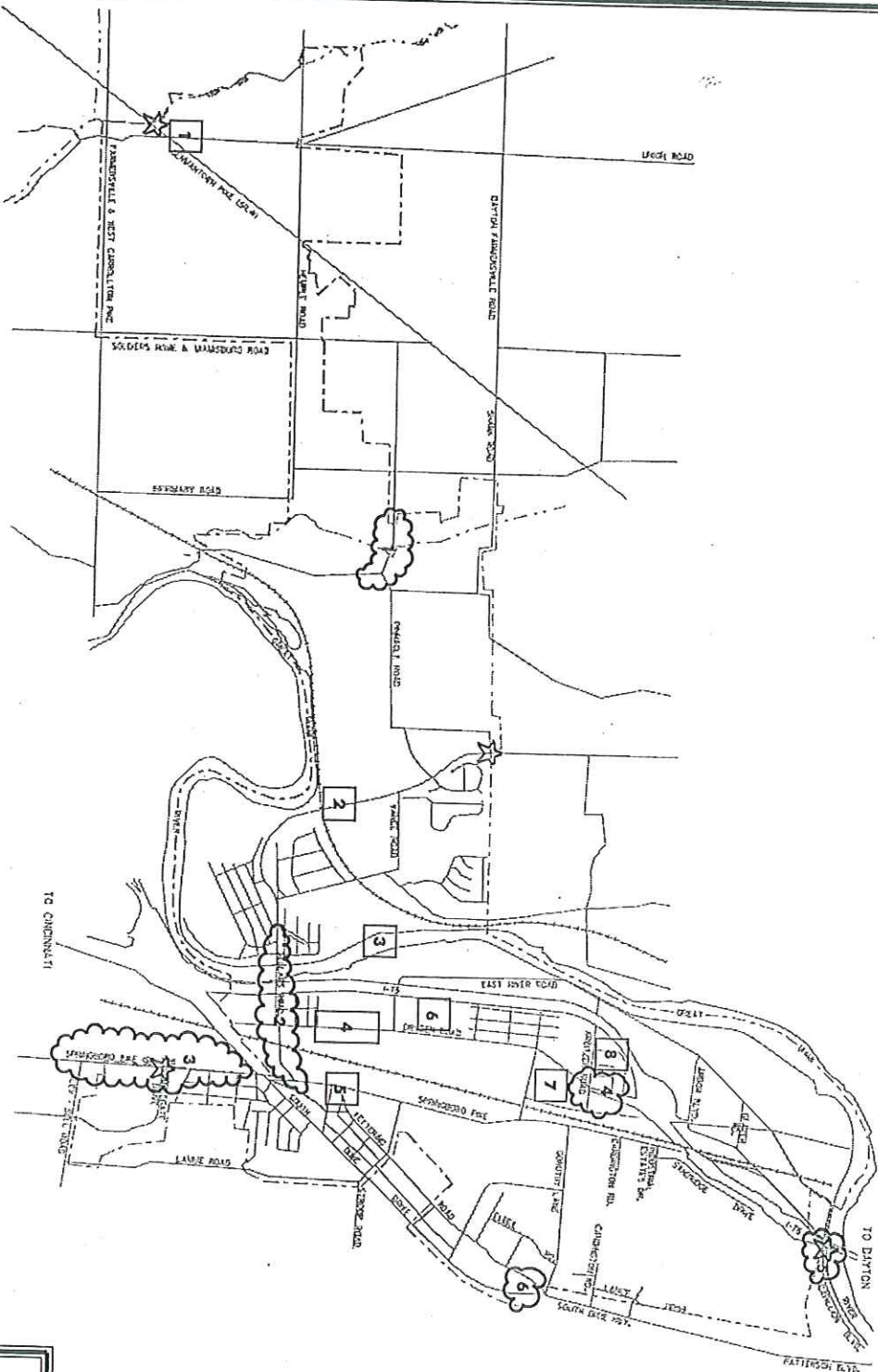
COMMUNITY FACILITIES FOR CITY OF MORANE, OHIO COMPREHENSIVE PLAN

Barge
Wright and
Cannon Inc.

SOURCES: CITY OF MORANE, PARKS AND RECREATION DEPARTMENT
CITY OF MORANE, PLANNING DEPARTMENT

SCALE 1" = 3000'

MUNICIPAL APPEARANCE ANALYSIS



SYMBOL LEGEND

- ★ EXISTING GATEWAY FEATURES
- ☁ GATEWAY AREAS REQUIRING INCREASED ATTENTION
- 7 POSITIVE VISUAL ELEMENTS OF CITY

LEGEND

- 1. PINNACLE ROAD JUNKYARD
- 2. SPRINGWOOD ROAD STREETSCAPE
- 3. SR 741 VISUAL CENTER
- 4. I-75 RAMP & DRIVEWAY
- 5. CARLTON BLVD. & ARBOR
- 6. DIKE/KETTERING MEDIAN
- 7. DOROTHY LANE
- 8. ELLETON COMMUNITY
- 9. GREAT MAINTENANCE
- 10. BROADEN ROAD PLANTINGS
- 11. DOCTORS OFFICE & SR 741
- 12. MILLER VALENTINE CT.
- 13. VARD STEEL SERVICE COMPANY
- 14. OFFICE & BUSINESS PARK & I-75

URBAN DESIGN FOR CITY OF MORaine, OHIO COMPREHENSIVE PLAN

Developed by
Ward & Associates
Seminole and
Cannon Inc.

EXHIBIT NO.

IX

PAGE:

2-28



Chapter 3

Alternative Land Use Plans and Strategies

CHAPTER III--ALTERNATIVE LAND USE PLANS AND STRATEGIES

The previous chapters of this report have focused on the research and analysis of important factors which impact the development of a successful future land use and transportation plan for the city. This chapter summarizes the evaluation of the alternative land use plans prepared by the planning team.

The planning team prepared two alternative conceptual land use plans for the study area, each representing a slightly different "vision" for Moraine. Three important elements are common to each of the alternative plans and these elements formed the basis for the conceptual planning effort:

- Planning Areas Outside City Limits: Both alternatives provide land use planning categories for areas outside the current City limits. The study area was purposely expanded beyond the current city limits to: (1) insure that potential future annexation areas could be included in the City's "vision" for the future; (2) reflect the impacts and land use patterns resulting from the implementation of the proposed Route 892; and (3) notify adjacent communities of the City's planning ideas and concepts.
- Proposed Route 892 Interchange: Each concept plan alternative provides an area for a freeway interchange at the proposed Route 892. The City recognizes the potential impacts resulting from the construction of this freeway and recommended that each alternative include a potential location for a freeway interchange.
- Conceptual Transportation Plan: A conceptual transportation plan is included in this section for use in reviewing each alternative. Since the thoroughfare system within the City is generally established, a single transportation plan was created to accommodate the traffic generated by both land use alternatives.

The land use alternatives are presented in the following format. First, the major land use categories applicable to both plans are defined. These categories define the style, intensity and character of uses permitted in each area. Second, each land use plan is examined and a graphic representation is presented. Since the planning area is segmented into three planning subareas, the major elements within each subarea are reviewed, and concluding remarks concerning each plan are presented. Third, the conceptual transportation plan is presented along with a brief description of the thoroughfare classifications. Finally, a brief overview of the public comments generated during the review of the alternative plans is provided so that appropriate revisions can be made in the final planning documents.

I. LAND USE CATEGORIES AND CHARACTERISTICS

Data in Chapter Two of this report indicated that future population growth in the planning area may approach 2.15 percent per year over the planning period. Similarly, employment will continue to rise within Moraine if suitable business locations are provided. These trends will exert pressure on the City to accommodate the growth within a logical and orderly land use pattern. Listed below are the conceptual land use categories identified in the alternatives. These land use areas will be identified in each concept plan alternative.

A. Residential Areas

- Rural Residential Preservation: This land use classification describes a rural, agricultural area in which farm land and open space preservation is paramount and residential development is limited to densities of one unit per three acres. The land areas west of Soldier's Home/Miamisburg Road are examples of rural residential development.

- **Low Density Residential:** This category depicts residential areas characterized by typical "suburban" development patterns. Housing will be predominantly single family in nature, and densities would range from one to three units per acre. Heritage Estates subdivision and Apple Plat are examples of low-density residential development within the City.
- **Medium-Density Residential:** This classification describes residential areas which contain both single family and multiple family (townhouses) uses which are more densely populated and located in close proximity to major transportation routes. Development in these areas would be expected to be "urban" in nature, with overall density ranging from three to seven units per acre. Pinnacle Park subdivision is an example of medium-density residential development.
- **High-Density Residential:** This land use type is classified as areas containing multiple family uses (i.e. townhouses/apartments) which are located near employment centers or major roadways. Densities in these areas could range from 7 to 15 units per acre, and the new apartment complex along Cobblegate Drive and the Gem City Mobile Home Park are examples of high-density residential development.

B. Non-Residential Areas

- **Commercial:** This land use classification depicts primarily retail commercial uses. Generally, these areas could be classified as community-scale (market area 2 to 5 mile radius) or neighborhood-scale (market area 1 to 2 mile radius). Also interstate-related or regional commercial uses would be typical in areas near existing or proposed highway interchanges.
- **Office/Professional:** This land use category refers to areas which would contain a mixture of limited commercial, general office and light industrial uses in a planned environment. The Miller Valentine Court area off Dryden Road is a good example of an office/professional land use area.
- **Business/Distribution:** These areas are characterized by a mixture of light industrial, wholesaling and distribution activities near major roadways. Businesses in these areas rely heavily on efficient, easy access to major roadways. The distribution/office complex along I-75 at Kreitzer Road is an example of a business/distribution land use.
- **Industrial:** This land use concept classifies acreage developed to light and heavy manufacturing. The intrusive impacts of these areas (i.e. trucks, noise, odors, etc.) dictate their locations away from high growth residential areas.
- **Public:** This land use category includes major public uses such as churches, open spaces, municipal buildings, parks, etc. Each alternative includes graphic symbols which identify the existing or proposed use types (i.e. parks, schools, etc.) within each "public" land use area.

II. CONCEPTUAL LAND USE PLAN--ALTERNATIVE NO 1.

Exhibit X, on page 3-6, graphically portrays the land use patterns and concepts contemplated in Alternative No. 1. The highlights of each of the separate subareas are included below.

A. Alternative No. 1 - Subarea A

Non-Residential Development

The primary vision for non-residential land use areas in Subarea A is the aggressive redevelopment of certain areas to provide new opportunities for business growth. A preliminary analysis of existing land use patterns in this subarea indicated that only 55 acres currently lie vacant and zoned for new commercial/industrial development, and of this total acreage, less than half the land is available for

development. This lack of available land area promotes the following redevelopment strategies in Subarea A:

1. New Office/Professional and Industrial land use areas are proposed at three properties presently containing mobile home parks. Each of these locations is situated in the midst of vital business/industrial districts, and their suitability as future residential neighborhoods is suspect. Accordingly an Industrial redevelopment of the mobile home park just south of the Dayton Power and Light property (north of I-75 along Dryden Road) is proposed. Additionally, Office/Professional areas are designated in two locations, the Gem City park and the existing mobile home location at Kettering Boulevard and Big Hill Road. The Gem City location's proximity to the interstate is likely to promote redevelopment into distribution and office spaces; whereas the Kettering Boulevard area is situated in the midst of several general office complexes.
2. A new Office/Professional land use area is targeted for the emerging Dorothy Lane corridor/district. It is envisioned that the redevelopment of the GSA properties (at Springboro/Dorothy) into business/distribution and office flex space could trigger the overall development and redevelopment of this area. The mobile home redevelopment opportunity at Big Hill/Kettering would serve as the eastern anchor of this new district. Existing uses in the corridor would be maintained, but as ownership changes occurred, the City would aggressively pursue new "up-scale" developments to replace underutilized buildings or sites in the area.
3. A conversion of interstate-located properties near the Dryden Road interchange (north of I-75) is also contemplated. Interstate access is mandatory for new distribution/office warehouse businesses along this interstate corridor. An Office/Professional land use designation is proposed, with supporting Commercial areas both north and south of the interchange, east of Dryden. Since most property in this area is developed, the City would be required to actively pursue redevelopment policies and programs when opportunities were created. Also, based on the lack of suitable zoning districts to accommodate this new growth, this alternative proposes the creation of a "General Office" zoning district.

Residential Development

The primary theme for residential development in Subarea A centers on the selective redevelopment of existing mobile home parks and the maintenance and enhancement of existing single family neighborhoods. As mentioned earlier, the non-residential land use component in Subarea A targets three mobile home parks for redevelopment. Recognizing that the existing residents form an important part of the Moraine community, this redevelopment strategy must be accompanied by "equity" provisions to compensate existing residents. The redevelopment policies could include requirements for replacement housing to be found for existing residents so that the city does not lose a large portion of their population base. These "equity" provisions should be required of both the City and the redevelopers, since these parties have the most to gain from the increased tax base and potential profits created by redevelopment.

Furthermore, the existing single family neighborhoods (Old Moraine Plat, Huber South, Blanchard Avenue area, etc.) are maintained as **Medium-Density Residential** areas. Most areas within each of these neighborhoods are characterized by stable residential atmospheres. To insure the stability of these areas, a new "transitional bufferyard" requirement is proposed for new development in the City. As many areas of Subarea A start redeveloping, new bufferyards are proposed for those situations where stable residential areas interface with existing, expanding or redeveloping commercial/business areas. Finally, no wholesale redevelopment of existing residential neighborhoods are proposed due to the difficulty in land acquisition and the natural and/or man-made constraints pertinent to each potential location.

B. Alternative No. 1 - Subarea B

Non-Residential Development

The primary concept underlying the non-residential development pattern proposed for Subarea B is the maintenance of existing Industrial areas the provision of two new Commercial areas to service the expected residential growth.

The Industrial land uses in the area are concentrated near the Vance Road intersection with the railroad. This area is proposed to be limited primarily to existing uses, with only a small expansion westward along the railroad. The Old Pinnacle Road landfill and sludge pits occurring south of Pinnacle Road are envisioned as **Open Space** areas under this alternative, with the City taking aggressive steps to eliminate these obnoxious uses in the early portion of the planning period. Residential development is contemplated in these reclaimed areas, but geotechnical and environmental analyses should be required of this development to prove the land's adequacy to support this type of development.

Commercial land areas are proposed at two locations along Sellars Road extension. A commercial revitalization of the small strip development just west of the river is envisioned as part of Subarea B. The uses in this area would primarily service the adjacent neighborhoods and the design of the strip should encourage pedestrian traffic over vehicular traffic. Also, a new **Commercial** area is proposed near the Sellars/Pinnacle intersection. This community-scale shopping area would capture the retail purchases of the expanding population base of Subarea B. Due to its location in the midst of residential growth area, transitional bufferyards and compatible design standards should be required.

Residential Development

The primary focus of residential development occurs in those properties west of Sellars Road. A large **Medium-Density Residential** area is proposed from Sellars Road extension to Opossum Creek. Municipal services in the area will be required, since little or no adequate services (i.e. water, sewer, roads) currently exist. This area's proximity to Moraine's existing population base justifies the conversion of the area to the opportunity of "urban" scale residential development.

Low-Density Residential is proposed in areas west of Opossum Creek. The creek forms a natural boundary which should be used as a logical transition between "urban" development to the east and "suburban" development to the west. Single family subdivisions are envisioned in the area with densities approaching 3 to 3.5 units per acre (15,000 square foot lots). This suburban development is limited to the confines of the Opossum Creek sewer basin. Residential development further west would require extensive public investment in water and sewer facilities, and based on the population projections reviewed in Chapter Two, additional residential development opportunities should not be needed during the planning period.

C. Alternative No. 1 - Subarea C

Non-Residential Development

The major non-residential development contemplated in Subarea C relates directly to the construction of proposed Route 892. Under this alternative, a Route 892 interchange is located at Hemple Road, and Hemple Road becomes a major employment corridor in the area. **Industrial and Commercial** land use Areas are located immediately adjacent to the interchange to insure efficient access for businesses and regional travelers and to discourage the eastern expansion of non-residential uses into the more rural areas of Moraine. Industrial uses are limited to the west side of Route 892 to further discourage truck traffic along Hemple Road to the east. Two **Commercial** areas, one for regional/interstate travelers and one for local commuters, are proposed east of the interchange. Under this alternative, the Hemple Road/Route 892 interchange area becomes the new employment center for Moraine as it enters the last decade of the planning period.

Residential Development

Subarea C contains two different residential development themes. First, a new land use concept, **Rural Residential Preservation** is proposed for the areas lying west of Infirmary Road. This residential concept emphasizes the rural, agrarian nature of the area and seeks to preserve this quality by limiting overall development and implement site development standards for proposed subdivisions. Under this land use scheme, this area of Moraine would remain the "rural west."

On the other hand, both **Medium and Low-Density Residential** land use areas are proposed west of Bear Creek. These areas are conditioned on the fact that Route 892 is constructed. With new and improved access afforded by this new bypass, the area has the potential to become a new residential suburb of the Dayton area. Bear Creek marks the limits of these "suburban" development patterns, since the natural areas and floodplains associated with the creek will provide a natural buffer to the rural uses to the east.

D. Alternative No. 1 - Summary

In general, Alternative No. 1 seeks to address the important issues of identifying new business locations and new areas for residential development in a fairly aggressive manner. The redevelopment of mobile home parks in Subarea A will require extensive city-backed initiatives to insure that an adequate stock of new business sites are available in the business center of the City. Likewise, the urban and suburban scale residential patterns located near Pinnacle Road (Subarea B) and at the Hemple Road/Route 892 interchange (Subarea C) will require major capital investments in infrastructure. Finally, the preservation of the City's western fringe in its rural state will also take an aggressive stance by the City. Choosing the maintenance of an agrarian atmosphere rather than the potential financial benefits of suburban development will require strong political will on the part of the City.

III. CONCEPTUAL LAND USE PLAN--ALTERNATIVE NO. 2

Whereas Alternative No. 1 required an active and aggressive approach by the City in developing the City's future land use patterns, Alternative No. 2 seeks to minimize the City's role in development. Instead of becoming an active participant and partner, the City depends on market forces to carry out Alternative No. 2. Under this scheme, the City acts as a full-time regulator and monitor of development, rather than a facilitator and partner. Outlined below are the major concepts applicable to each subarea, and Exhibit XI provides a graphic representation of this land use alternative.

A. Alternative No. 2 - Subarea A

Non-Residential Development

The primary focus of non-residential patterns centers on Dorothy Lane and Springboro Pike. First, unlike Alternative No. 1, the Dorothy Lane redevelopment district will depend on existing businesses and private investment. Accordingly, the land use scheme in the area reflects existing conditions and zoning patterns along the corridor (Industrial and Office/Professional). This alternative does, however, propose a new Commercial strip on the north side of Dorothy Lane to service the employers in the area (i.e. copy and print shops, office suppliers, banks, etc.)

Furthermore, the existing commercial strips within the City (Springboro Pike, Kettering and Dixie, etc.) are emphasized in this alternative. New zoning districts (Commercial Highway and Office Residential) are proposed to permit new development standards along these corridors. Redevelopment activities, sponsored through federal government programs, help the City to revitalize these areas into viable, effective commercial strips.

Finally, although the land use plan shows the mobile home parks in various non-residential land use areas, this alternative seeks to maintain these sites as residential neighborhoods while respecting the existing business zoning on each site. Under this scheme, the city allows the forces of the market to dictate potential development options at these sites.

Residential Development

Residential development patterns in Subarea A are maintained in their existing state under this alternative. The primary divergence from existing zoning patterns occurs at the Siebenthaler property (Springboro/Alex-Bell). This alternative attempts to address the need for additional multi-family sites within the city by designating this site for High-Density Residential uses. All other residential areas within Subarea A are preserved through the use of transitional bufferyards and proposed site development standards for future industrial/commercial developments.

B. Alternative No. 2 - Subarea B

Non-Residential Development

The patterns of commercial/industrial development in Subarea B generally correspond to existing zonings in the area. The Industrial area near Vance Road is oriented along the existing railroad with a small area extending north toward Pinnacle. Also, two Commercial areas are designated, similar to Alternative No. 1, to serve the community and neighborhood needs. Finally, a large Public area is shown just north of the Pinnacle Road landfill. This area is reserved for future parks and recreation facilities, as well as additional municipal facilities necessitated by the residential growth occurring over the planning period.

Residential Development

The primary influences affecting the residential land use patterns are: (1) the designation of a Dayton/Farmersville Road interchange with the proposed Route 892; and (2) the desire for an expanded "suburban" residential zone. This northern interchange location dictates a northern expansion of Low

Density Residential across Shank Road and west to Bear Creek. The suburban densities proposed for the area will require extensive infrastructure investments, including water, sewer and roadway improvements. This development pattern will provide developers with ample opportunities to create new subdivisions at very affordable costs, thus helping the City move toward its goal of encouraging new residential development. These opportunities are accompanied by associated costs, however, including: (1) a suburban "sprawl" development pattern which continually pushes affordable housing opportunities to the fringes of the **Low Density Residential** areas; and (2) the increased costs of building and maintaining roads, utilities, and other community facilities required to service those areas.

C. Alternative No. 2 - Subarea C

Non-Residential Development

The major factor impacting non-residential uses projected in Subarea C is the location of the Route 892 interchange at Dayton/Farmersville Road. This location was chosen to provide an adequate separation between an expected interchange at State Route 4 and the "Moraine" exit. The land uses around the interchange mirror those found in Alternative No. 1, with **Business/Distribution** areas and **Industrial** categories on the west side and **Commercial** land use designations on the east side. As with Alternative No. 1, this proposed interchange would transform the feeder road, Dayton-Farmersville (Shank Road) into the major transportation gateway for Moraine. The interchange area would become the focus of new employment growth for the area west of the river.

Residential Development

Subarea C continues the westward expansion of **Low Density Residential** areas to Bear Creek. Similar to Alternative No. 1, several pockets of **Low and Medium Density Residential** are indicated near the interchange based on current and future development trends which dictate homesites at or near major transportation routes. Finally, a large area of **Rural Residential Preservation** is designated south of Hemple Road. The preservation of rural uses and the Ellerton community are the main ingredients of this strategy to insure that rural, farmland, lifestyle choices are still available in the City.

D. Alternative No. 2 - Summary

Alternative No. 2 relies predominantly on existing zoning patterns and current and future market forces to create the Moraine of the year 2000 and beyond. New business sites in Subarea A are created through the initiative and determination of the private sector, and the City acts as a regulator of these actions to insure fair and equitable policies for all residents. A permissive residential growth pattern in Subarea B creates tremendous development opportunities for affordable housing in the area, but the costs of this policy will likely be borne by the city. Finally, a new interchange with Route 892 at Dayton-Farmersville Road is projected to be the focus of both residential and non-residential growth in Subarea C. Additional residential development options exist south of Hemple Road for those developers and citizens desiring a more rural atmosphere.

IV. CONCEPTUAL TRANSPORTATION PLAN

The transportation impacts of the proposed land use alternatives constitute an important aspect in evaluating the most appropriate land use plan. Even if no significant development projects were proposed in the City in the coming years, the introduction of new regional traffic and the trends toward greater automobile ownership would significantly impair the city's existing road network's (Subarea A) ability to handle the traffic at acceptable levels of service. Like many suburban cities near the heart of the metropolis, the number of cars and trucks on City roads is rising faster than the rates of population growth. These conditions bring about the potential for a host of negative side effects (i.e. congestion, pollution, inadequate public safety response times, etc.) which must be confronted by this plan.

Exhibit XII indicates the projected improvements required by the alternative plans. Exhibit XII is based on the proposed Hemple Road interchange location due to the overwhelming support for this alternative within the planning area. Since each land use alternative estimates and accommodates a similar amount of growth and development for the study area and the existing grid system of the City's roadways determines the nature of future improvements, the transportation analysis indicated no appreciable difference on the roadway between the land use schemes.

The evaluation of the alternatives did, however, indicate important issues which should be addressed.

1. Multi-modal network needed. Because many of the City's roadways located in Subarea A utilize the full extent of existing right-of-way, the opportunities and cost-effectiveness of future widening is limited. Furthermore, there is no indication that adjacent communities possess the ability to match any City widening program with a similar widening project. The City's efforts to expand capacity and reduce congestion on through streets would be ineffective if these improvement projects were not undertaken in adjacent municipalities.

As such, alternative transportation modes should be evaluated. Transit service is presently available and the opportunity for expansions of this system should be encouraged. Also, bikeways and pedestrian trails through the City's abundant open spaces and park system appear to be another valid measure to reduce the overall vehicular demands, thus increasing existing capacities and levels of service on City streets.

2. Hemple Road. Due to Hemple Road's connection to the proposed Route 892, a set of design guidelines for development occurring along this crucial roadway segment is needed. The operational characteristics of this roadway cannot be compromised by multiple driveway connections, unlimited access points, and inadequate geometric design.
3. Proposed Route 892. The importance of Route 892 cannot be underestimated in this Plan. Although the City's western road network is capable of accommodating existing and future development projected by this Plan, the construction of Route 892 will provide the economic development sorely needed in the community. Without this freeway system, much of the growth forecasted in this Plan may not occur.

V. ALTERNATIVE LAND USE PLANS - PUBLIC COMMENTS

The planning process included several opportunities for public comment on the proposed land use alternatives, and at each occasion, the public generated insightful remarks. Outlined below are the major comments received.

A. Subarea A - Public Comments

- The revitalization of Dorothy Lane is needed and desired, but land uses should concentrate on **Light Industrial/Distribution** rather than **Office/Professional**.
- Mobile/manufactured homesites and their residents are an important and valuable part of the fabric of Moraine. Redevelopment of existing parks should be discouraged, and equity provisions and policies should be required of developers who may desire to redevelop these sites within existing zoning provisions.
- The existing zoning and land use patterns along East River Road should be maintained in their **Industrial** classification. Redevelopment to "higher-end" **Office/Professional** uses is unlikely and not feasible.
- The former Siebenthaler property should be targeted for a mixture of **High Density Residential** and **Professional** uses.

B. Subarea B - Public Comments

- The **Commercial** land use area located at Pinnacle/Sellars Road should be relocated to the Pinnacle Road/Soldiers Home/Miamisburg Road area.
- The **Industrial** area at Vance Road should be strictly limited to existing facilities in the area. The land north of the railroad is a sensitive hillside that should be protected.
- The residential pattern should be a hybrid of each alternative. **Low Density Residential** should encompass the areas located within the Opossum Creek sewer basin, and **Rural Residential Preservation** should be targeted for areas west to Bear Creek.

C. Subarea C - Public Comments

- Hemple Road is the preferred interchange alternative with Route 892 and the development patterns surrounding the interchange should be limited to areas west of Bear Creek. Bear Creek's natural habitat should be preserved at all times.
- **Rural Residential Preservation** is needed and desired. Landowners are prepared to exchange future development opportunities on their properties for the maintenance of a rural atmosphere.
- The **Industrial** land use areas found in West Carrollton should be matched with similar areas in Moraine. The **Industrial** areas should contain site development standard that protect the rural nature of **Rural Residential Preservation** areas.



Chapter 4

Introduction- Vision Statements and Goals

CHAPTER FOUR--INTRODUCTION, VISION STATEMENTS AND GOALS

I. INTRODUCTION

In many ways, this is a plan of transition for the City of Moraine. The economic forces which shaped Moraine over the last 20 years are changing, and Moraine's employers and City officials must be ready to make this transition into the 21st Century. The land use make-up of the City is also in a state of transition. The Pinnacle Road landfill has ceased operations and reclamation efforts have begun. The institution of new government regulations are beginning to decrease the offensive sights and odors associated with other landfilling operations of local producers. The reduction of these negative influences could lead to the development of areas never before considered as viable development properties.

There is little doubt that these changes will have an impact on the City of Moraine and its future. The Comprehensive Plan (the "Plan") outlined herein is not intended as a "blueprint" of what the City is to become over the next 20 years. The complexities of the future would render any attempt at such a "blueprint" useless. The Plan does, however, outline a new land use vision for the City as it approaches the 21st Century and provides alternative strategies to manage the implementation of this vision. Ultimately, the Plan serves two main purposes. First, the details of the Plan will be used by the City on a day-to-day basis to evaluate future development proposals' compliance with the intent and goals of the land use vision. Second, the Plan outlines a set of policies which will help guide future planning programs as new technologies and land use ideas emerge in the coming years.

The next three chapters of this document present the final policies and maps contained in the Comprehensive Plan. The policies contained herein were derived through a consensus building approach involving community input (through various public meetings), Comprehensive Plan Committee discussions, Planning Commission and staff comments, and the final revisions recommended by the City Council. The Plan represents a synthesis of the various alternatives presented earlier, and it details the specific policies and land use classifications intended to guide the community over the planning period.

Finally, the Comprehensive Plan is organized and presented as follows. **Chapter Four, Introduction, Vision Statements and Goals**, contains this introduction followed by an explanation of the city's planning vision and a listing of the major goals to be achieved through implementation of the Plan. **Chapter Five, Conceptual Development Plan**, presents the guiding ideas and directions for the City's development over the planning period. This concept plan provides a conceptual framework for the detailed policies and maps contained in Chapter Six. The proposed concept plan is presented in both a graphic and narrative form. A description of general land use classifications are presented along with brief explanations on how these classifications are to be applied in the City. These items form the conceptual underpinnings for the detailed land use plan contained in Chapter Six. **Chapter Six, Detailed Development Plan**, presents detailed land use plans for the three planning subareas and detailed policy statements for Moraine, Ohio, planning area. Transportation elements and future community facilities are also addressed in this chapter. **Chapter Seven, Visual Enhancement and Design Guidelines**, includes a special evaluation of various visual enhancement measures and urban elements that can be incorporated within the City. Specific strategies and policies related to key areas of the City will be presented, and an application of the detailed policies and classifications presented in Chapter Six will be explained for these elements.

II. VISION STATEMENT

The following vision statement summarizes the intent of this Plan. The statement is based on the directions provided by City leaders, the Comprehensive Plan Committee, and a large contingent of Moraine citizens.

In our vision of the year 2015, the City of Moraine is a community widely recognized for its high quality of life, business and employment opportunities, and new prosperity. Our children have inherited a livable, vibrant, and economically-strong community. We have clearly recognized that quality of life depends upon continued success in the economic marketplace and an on-going commitment to the conservation of those environmental and natural resources which define our heritage and enhance our City's attractiveness as a place to live and work. The old Moraine of landfills and school problems has passed away, and a new, unified Moraine is progressing into the 21st Century.

Community residents share a sense of place and take great pride in their established and emerging neighborhoods. The established neighborhoods east of the Miami River have stabilized through the use of selected infill redevelopment opportunities and the institution of transitional bufferyards which separate incompatible, adjacent uses. The emerging residential areas in the middle and western portions of the City represent a rich fabric of urban, suburban, and rural atmospheres which are interwoven with environmental resources, accessible parks, and open spaces that preserve the heritage of natural beauty in the City. Precise zoning and site development regulations have enabled this mixture to develop in an efficient and harmonized manner. Every neighborhood is a safe and healthy place to live.

Similarly, a comprehensive multi-modal transportation system serves and ties together the entire community. This transportation network is anchored by two major north-south routes, Interstate 75 in the east and Route 892 in the west. Hemple Road has become an award-winning roadway project that serves as a prototype for communities desiring to build roads which serve various segments of the community, including interchange areas, rural preservation lands, suburban communities, and the urban core. The road network is supported by a comprehensive bikeway and sidewalk system designed to provide alternative travel routes, while at the same time, serving as a greenway corridor throughout the entire Moraine community.

Our business community continues to be one of the strongest assets of the City. Major manufacturing concerns continue to create new opportunities for businesses in the eastern portions of the City. At the same time, Route 892 has opened a new western gateway and employment center to the City at its western fringe. New high-tech warehouse and distribution industries are quickly establishing this area as an economic force, thus further reinforcing the City's pre-eminence as an economic stronghold in the Dayton area.

Ultimately, our 2015 vision for the City of Moraine is nothing less than the best of the past merged with the best of the future, creating a community where all residents can grow and prosper.

III. GOAL STATEMENTS

The challenge of this Plan is to provide a clear direction for Moraine as it enters the next century. The process of defining this direction involves the establishment and agreement on a common set of goals for the Plan. These goal statements describe the positive elements that the Plan seeks to achieve over the planning period while also solving the City's pressing land use problems. This Plan is not meant to be static; rather, it is designed to accommodate change. Goal statements serve as a foundation and a benchmark for evaluating progress toward achieving a shared direction and measuring the effects of proposed land use changes.

Many of the goals outlined have resulted from past studies and previous plans, since they continue to define the positive aspirations of the people of the City. Contemporary issues confronted by the community have required new goal statements as well.

A. Land Use and Development Goals

1. Promote the orderly growth and development of the Moraine area by providing ample development opportunities to achieve growth expectations.
2. Reserve sufficient land areas, in appropriate locations, for the residential, commercial, and industrial growth and development that is forecasted in this Plan. These areas of new growth should be located where the necessary infrastructure is available or can be economically provided, and in areas where there would be the least amount of conflict between existing and proposed land uses. Annexation is encouraged only to the extent that the annexation provides additional leverage for the City to secure and control the lands required to implement the major land use and transportation elements of this Plan.
3. Foster and encourage a balance of housing opportunities which are responsive to diverse market preferences and needs, and which stress quality design and development through fair, objective standards and regulations.
4. Maximize conservation of existing housing and preservation of established neighborhood character and quality, including manufactured housing communities.
5. Encourage the stabilization of existing commercial areas and the development of new commercial nodes in locations which have (1) good vehicular access to local residential market areas and/or regional market areas; and (2) minimal conflict or encroachment with either existing or newly developing residential land use areas in the vicinity.
6. Encourage continued expansion and development of industrial land use areas in locations offering maximum potential for development but compatible with surrounding land uses and transportation facilities.
7. Provide and foster compatibility and stability of land uses and densities at the interface of the City's and other municipal corporate boundaries.
8. Enhance the visual appearance and living environment of the City through effective design, landscaping, and control of visual clutter.

B. Environmental/Unique Features Goals

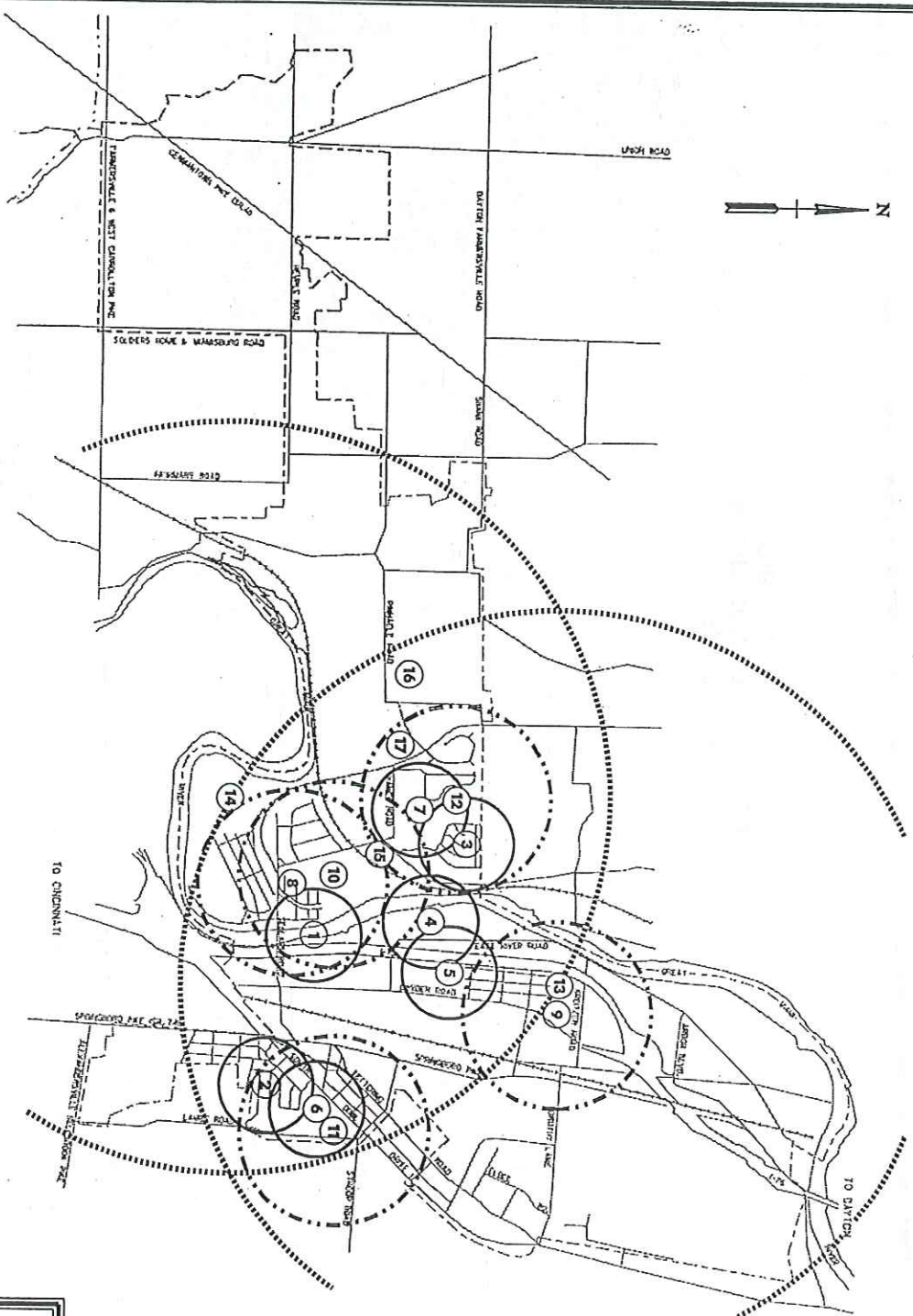
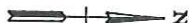
1. Promote the preservation of sensitive natural areas within the City, especially areas prone to flooding.
2. Promote the preservation of historically significant structures, roadways, trails, etc., within the City.
3. Promote the control and regulation of the adverse effects of development and/or uses, such as noise, light, odor, etc., within the City.
4. Support preservation of farmlands and unique environmentally-sensitive lands, especially prime farmlands, and encourage cooperation between farm interests and development interests.

C. Infrastructure/Services

1. Promote the provision of adequate infrastructure to all existing and planned developments which are in compliance with this Plan.
2. Promote the provision of parks, community facilities, and other public services based on adopted standards and commensurate with existing and projected needs.

D. Implementation

1. Provide for future development of the City through a regulatory framework which, when implemented, promotes a fair and consistent process for land use decisions and development approvals.
2. Maintain and enhance the protection of the general public interest by providing opportunities for meaningful public input into land use decisions.
3. Provide, secure, and control the necessary land areas to successfully implement the land use and transportation elements of this Plan. Annexation of unincorporated areas is promoted only to the extent that it meets this goal.



LEGEND

MINI PARKS/PLAY-LOTS

- 1. MORANE BREWERY OASIS
- 2. MORANE VILLAGE PARK
- 3. MORANE BOAT RAMP
- 4. MORANE PARK
- 5. PINNACLE PARK TOT LOT

NEIGHBORHOOD PARKS

- 6. GEORGE TAYLOR PARK
- 7. MORANE MEADOWS SCHOOL PARK
- 8. MORANE MEADOWS SCHOOL PARK
- 9. MORANE MEADOWS SCHOOL PARK
- 10. MORANE MEADOWS SCHOOL PARK
- 11. MORANE MEADOWS SCHOOL PARK
- 12. MORANE MEADOWS SCHOOL PARK

COMMUNITY PARKS

- 13. ORA EVERETT PARK
- 14. MORANE MEADOWS SCHOOL PARK
- 15. MORANE MEADOWS SCHOOL PARK

MISCELLANEOUS

- 16. GARDEN PLOTS (1/4 AC./60 PLOTS)
- 17. FUTURE 25 AC. PARK
- 18. NATURE PRESERVE (51.49 AC.)

PARK SERVICE AREAS

1" = 3000'

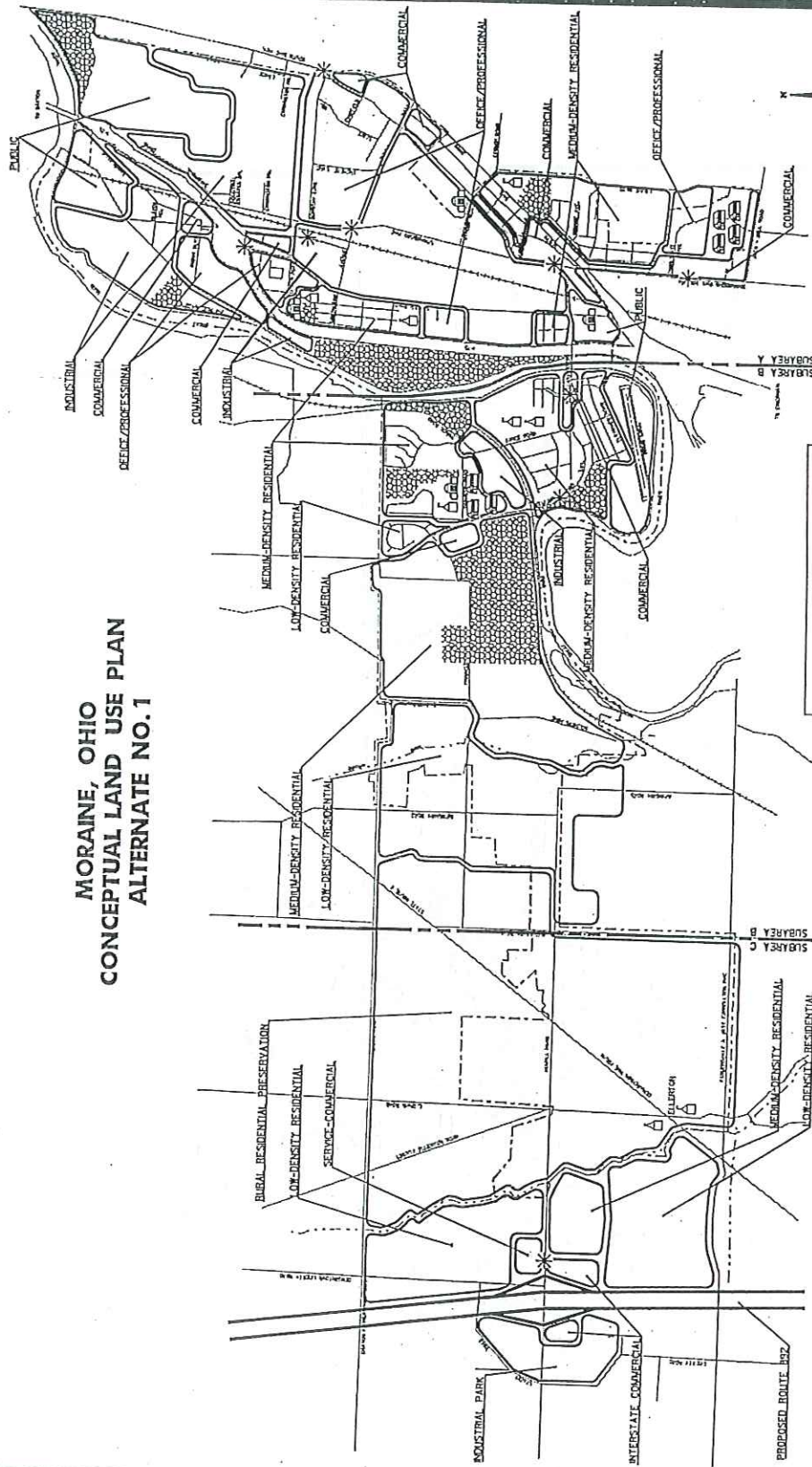
NOTE: PARKS SERVICE AREAS WERE DERIVED
BASED ON STANDARDS DEVELOPED BY
THE NATIONAL RECREATION & PARKS
ASSOCIATION.

SOURCES: CITY OF MORANE, PARKS AND RECREATION DEPARTMENT

**PARK SERVICE AREAS
FOR
CITY OF MORANE, OHIO
COMPREHENSIVE PLAN**

Bonnie
Waggoner
Snyder and
Company

MORaine, OHIO CONCEPTUAL LAND USE PLAN ALTERNATE NO. 1

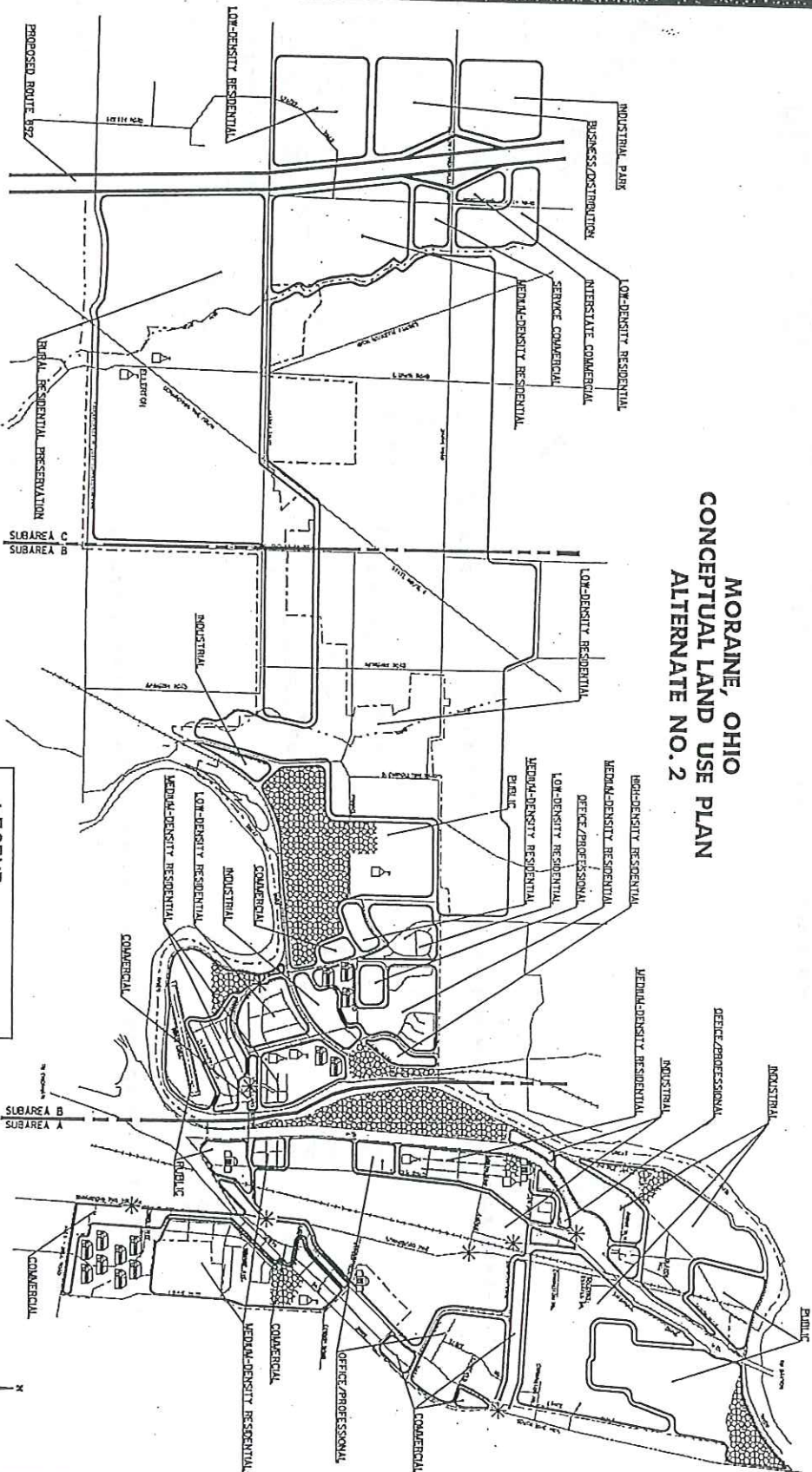


LEGEND

	SCHOOL
	APARTMENTS
	CHURCH
	PARKS/OPEN SPACE
	PUBLIC BUILDING
	VISUAL FOCAL POINT
	LAND USE AREA

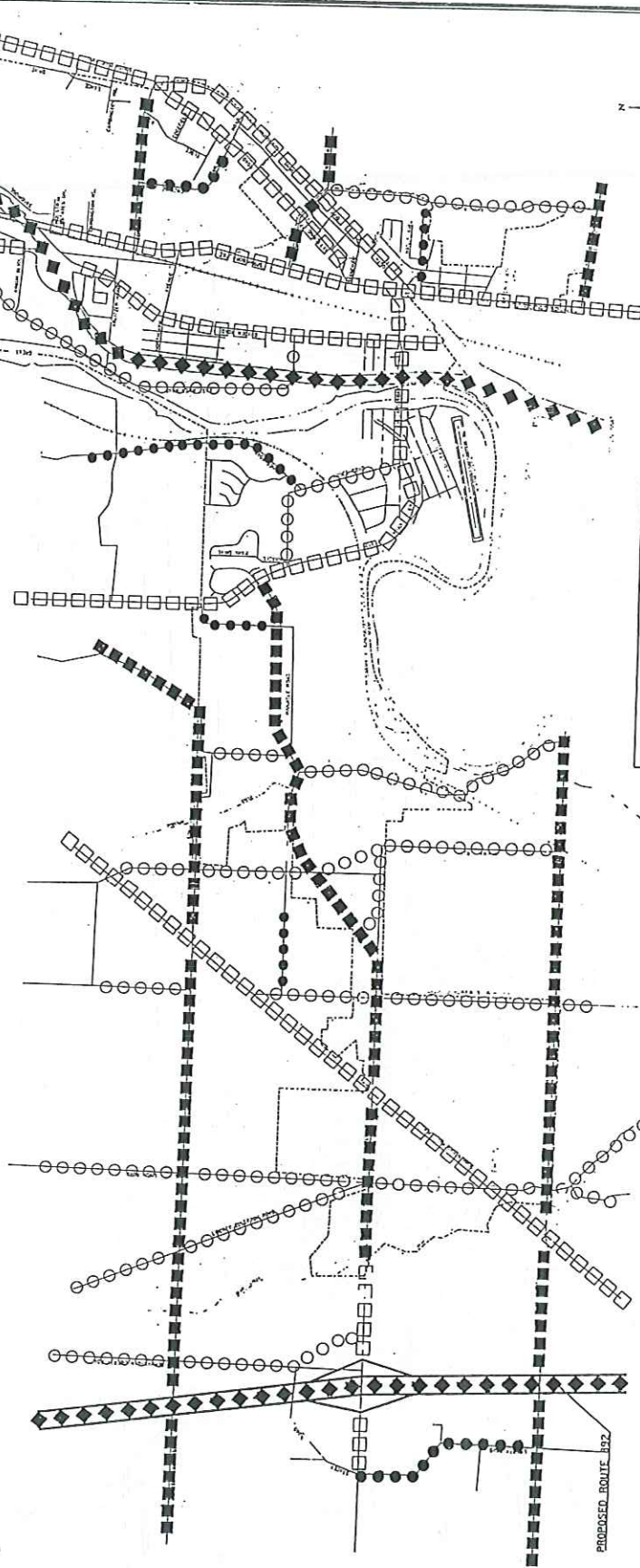


MORANE, OHIO CONCEPTUAL LAND USE PLAN ALTERNATE NO. 2



- LEGEND**
- SCHOOL
 - APARTMENTS
 - CHURCH
 - PARKS/OPEN SPACE
 - PUBLIC BUILDING
 - VISUAL FOCAL POINT
 - LAND USE AREA

CONCEPTUAL TRANSPORTATION PLAN



LEGEND

- ◆◆◆◆ FREEWAY
- PRINCIPAL ARTERIAL
- ■ ■ ■ MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL ACCESS

MORaine, OHIO PLANNING AREA
1995 - 2015

Regional
Waterways
Engineering and
Construction

EXHIBIT NO.

XII

PAGE

3-11



Chapter 5

Conceptual Development Plan

CHAPTER FIVE--CONCEPTUAL DEVELOPMENT PLAN

Exhibit XIII on page 5-11 illustrates the conceptual land use classifications and their general location within the City. The primary components of the Conceptual Development Plan for Moraine, Ohio, include: (1) enhancement and creation of new employment locations and the preservation and stabilizing of existing residential areas within the eastern portions of the City; (2) provision of new residential development areas within the central portion of the City within an established sewer service area; and (3) preservation of the existing rural character of the western portion of the City, while at the same time, providing a new interchange (and the accompanying interchange-related development) with proposed Route 892 at Hemple Road. Most of the land use elements proposed in this Plan can be successfully implemented within the existing incorporated areas of the City. The land use areas and transportation elements related to the proposed Route 892, however, fall outside existing City boundaries. Thus, annexation of these areas is encouraged to the extent that the City cannot otherwise control the successful implementation of these plans by some other regulatory or cooperative means.

The conceptual land use areas supporting this basic concept are described below and applications of each of these areas are provided.

I. RESIDENTIAL AREAS

While a future land use plan, by definition, looks to the future, this Plan incorporates much of the residential heritage found in the City currently. In the year 2015, housing structures in existence in 1995 will represent over 70 percent of all residential units. Conservation of established housing and residential neighborhoods is a major emphasis in the Conceptual Development Plan. To maintain these older, established residential areas, the plan calls for several areas of Low Density Residential in growth areas of the City (to match existing, large lot subdivisions, i.e., Heritage Estates), a flexible policy regarding the enhancement of manufactured home parks located in predominately business areas, and new, design-oriented policies to deal with the interface between existing and planned residential and non-residential areas.

The Plan focuses on promoting an orderly pattern of new residential growth. Infilling on vacant land is strongly recommended and encouraged in existing residential areas, and new development is promoted in areas contiguous to the presently developed residential cores. Growth is permitted in various levels of intensity in areas where services currently exist and can be efficiently extended (to limits of Opposum Creek drainage basin). On the other hand, suburban densities are discouraged in the more remote areas of the City so that: (1) "leapfrog" development patterns are not promoted in which public facilities and services are extended at high costs; and (2) these rural sections of the City can be preserved as greenbelts for the future citizens of Moraine and also serve as a development alternative for persons who desire large lot residential living and a "country living" atmosphere. Finally, requirements for adequate access, water and sewerage services and other public facilities in emerging residential areas in this Plan are intended, not only as a minimum standard to which Moraine home buyers are entitled, but also as a means of avoiding the costly and disruptive provision or upgrading of such services years later when the areas are settled and mature.

To implement these land use concepts, the Plan presents a workable set of regulations dealing with: (1) compatibility of existing and proposed residential developments; (2) density incentives for planned and innovative residential development design, especially in the rural west; and (3) fair and equitable policies for the enhancement of manufactured home parks in the City, or in the alternative, fair and equitable policies for the conversion of existing manufactured house communities which stresses the provision of alternative affordable housing opportunities for displaced residents.

A. Descriptions of Residential Land Use Classifications

The residential concept for the study area was described previously in this section and centered on the maintenance of established residential areas and the continued development of a diverse mixture of residential uses in appropriate locations. To facilitate the realization of the residential growth projection presented in this Plan, four general residential categories are provided as follows:

1. **Rural Preservation Residential (RPR)** is the residential category which applies to existing and planned residential areas consisting of single-family, detached residential units and farmlands at an overall density of up to one unit per two and one-half gross acres (with minimum lot sizes for individual homes varying depending on each site plan). Single-family housing and farmlands are appropriate uses in this category and clustering of development is strongly encouraged to preserve large continuous tracts of open space within new developments.
2. **Low Density Residential (LDR)** is the conceptual land use category for existing and planned residential development at a density range of up to three units per gross acre. Single-family detached housing is the appropriate use in this category. Cluster development is strongly encouraged where physical site characteristics promote flexibility in lot design. Sanitary sewer services and public water supplies are required for developments in this category.
3. **Medium Density Residential (MDR)** is a land use category for existing and planned residential development at a density range of three to seven units per gross acre. This category contributes to diversity of housing opportunities through style and intensity and appropriate uses include single-family detached housing (compact, small lots), townhouses, duplexes, and zero-lot housing; but, multi-family uses (apartments) are not recommended. Again, cluster development is recommended and adequate public facilities are required.
4. **High Density Residential (HDR)** is a land use classification for existing and planned residential development at density ranges of 7 to 15 units per gross acre. This category includes multi-family land uses, including garden apartments, condominiums and townhouses which provide higher density, affordable, housing alternatives for the study area. A site plan review process is recommended for proposed developments and all necessary public facilities must be available.

B. Application of Residential Land Use Classifications

1. Rural Preservation Residential

Within the study area, RPR is the predominant residential category applied to areas west of Soldiers Home/Miamisburg Road. Existing uses in these areas typically fall within the guidelines of this category with only a few exceptions which are generally rural industrial or single-family residential developments. The RPR land use areas are to serve as a mid-city greenbelt area between the urbanized, central sections of older Moraine and the anticipated suburbanized sections near the proposed Route 892 interchange at Hemple Road.

The Plan discourages the adoption of "suburban zonings" in this area, since even the limited use of this exception would tend to defeat the planning precepts upon which the designation between RPR and LDR were based; that is, a defined service boundary at which urban/suburban development stops and rural development begins. Stringent design review should be placed on any proposals of this type in the RPR designation. Finally, the critical interface between proposed developments in the RPR category and adjacent structures/properties should be preserved in a rural-type setting, with scenic vistas along the major roadways being of primary importance.

Three key elements form the conceptual foundation for the RPR category:

- a. Design: Use of cluster development techniques in Moraine's rural west offers the best opportunity for accommodating residential development while preserving the quality of the environment, the natural features of the rural landscape and working agricultural land. To this end, cluster or planned development policies are proposed for this area as outlined in the Detailed Development Plan contained in Chapter Six.
- b. Density: The Plan strongly encourages that the overall density of any single development be limited to one unit per three gross acres and that minimum lot sizes of one acre for homes with individual well and septic systems. Smaller lot sizes may be permitted for developments which utilize innovative site planning practices in the RPR classification. Design principles for these areas are detailed in Chapter Six and Seven of this Plan. Density is to be achieved utilizing the policies and provisions outlined in Chapter Six, Detailed Development Plan.
- c. Infrastructure/Services: Based on the low density nature of this land use classification, urban infrastructure services will not be required and are not intended. A rural road design is recommended for sites located in RPR, the design standards of which are outlined in Chapter Seven of this plan. Individual septic systems or shared septic systems are encouraged for wastewater treatment. Individual development plans shall be reviewed to insure that: (1) site areas most susceptible to groundwater pollution are targeted for open space protection; and (2) dwelling units are located in clusters to avoid areas susceptible to groundwater pollution and target areas containing soils most receptive to adequate wastewater filtration and treatment.

2. Low Density Residential (LDR)

LDR is the conceptual land use classification for much of the undeveloped portion of the City that has been designated as a high growth area through the planning research. In general, LDR is applied to areas that: (1) have a high concentration of existing low density (1-2 units/acre) development, and (2) are located further distance from major roadways to the region's employment centers or to major attractions (i.e. interstates, commercial areas, extensive public facilities). Since the LDR areas are to be sewered, the extent of this classification is generally defined by the drainage basin of the existing sewer district in the City (i.e. Opposum Creek drainage basin and Bear Creek Sewer District). The extent of LDR is generally defined as: (1) areas west of the Pinnacle Road Landfill to the limits of the Opposum Creek drainage basin; (2) the area the existing Heritage Estates subdivisions; and (3) the areas surrounding the proposed Route 892 interchange.

The public facilities' requirements of the LDR category dictate that each development proposal provide sufficient water and sewer services to support its total build-out. Although the timing of developments in LDR cannot be controlled by the City, the public agencies charged with reviewing development proposals should carefully evaluate the potential for expansion of public facilities (i.e. water and sewer lines and treatment facilities) in projects that are not located immediately adjacent to existing services. Growth will occur in the LDR area, and the City should apply sound water and wastewater planning principles to proposed developments so that future expansions can be accommodated at the minimum environmental and economic costs. Therefore, public water and sewer facilities are recommended in LDR, rather than private sewer lagoons or treatment plants owned by private developers.

Finally, density increases (above the three units per acre) are discouraged in the LDR classification unless a specific, identifiable trend can be established towards a densification of the surrounding area. A detailed study, which evaluates existing development patterns and justification for density increases should be prepared prior to exceptions to the density ranges proposed. If proper evidence of a growing demand is presented, density increases should be provided at a "neighborhood" level, rather than on a "specific site" level. Major roadways and natural features should form the boundaries of any future neighborhood density increases.

3. Medium Density Residential (MDR)

The MDR concept category is applied to existing and developing areas characterized by clusters of development in the three to seven dwelling units per acre range and in areas in which significant residential development pressure is expected. The MDR includes areas along major segments of Vance Road and Pinnacle Road corridors between the railroad and Lyleburn Road. Also, MDR is designated for several existing neighborhoods in the City, including the Moraine Plat area, Blanchard Avenue area, and the Miami Shores neighborhood. Finally, MDR is also proposed near the proposed Route 892 interchange. These MDR areas will provide sufficient acreage to achieve the residential densities required by developers without placing undue burden on the expansion of this "suburban" development into the Rural Preservation areas.

In general, the MDR category applies to areas that: (1) are along major transportation routes which have quick and efficient access to employment centers; (2) are near major attractions (i.e., regional transit stores, shopping centers, interstate interchanges); or (3) are adjacent to existing residential developments which may not be medium density in nature, but is more compatible with the MDR district (i.e. manufactured home parks/subdivisions, apartments, etc.).

Finally, as with LDR, the MDR classification requires adequate public facilities which are designed to be flexible for future expansions if necessary. In addition, an adequate supply of additional public safety and recreation facilities is encouraged in the MDR areas. The Detailed Development Plan contained in Chapter Six outlines recommendations for the methods to achieve these new facilities. It is clear that the higher density nature of this classification will necessitate broader facilities other than water and sewer.

4. High Density Residential (HDR)

The HDR category applies to existing residential developments (i.e., apartments) in the study area and developing areas within the City that were identified as requiring this land use designation. In general, only three areas of HDR are planned, one at the Siebenthaler property at Springboro Pike and Alex Bell Road, and two areas near the Vance Road/Pinnacle Road intersection.

The extensive demand for public services resulting from this land use type require that the highest level of public facilities be provided in the area. Adequate park and recreation facilities should be required (by developer or by City) and sufficient domestic and fire-flow water services must be present.

II. COMMERCIAL AREAS

The primary focus of the commercial land areas within this Plan is provision of essential services to the Moraine marketplace with limited exceptions of interchange-related commercial uses at the existing and proposed freeway interchanges. Several "Neighborhood" and "Community" commercial areas have been designated to provide land area for new services in convenient, accessible locations. "Regional" commercial areas have been identified near the proposed Hemple Road interchange and existing Dryden Road interchanges, and "community" commercial designations are indicated along major thoroughfares (i.e., Springboro Pike, Dixie Highway, etc.). The Plan discourages the widespread commercialization of City roadways in remote areas due to its negative effect on the character of surrounding residences. The areas of Commercial shown on the Conceptual and Detailed Development Plan provides sufficient land area and locational choice for all of the City's future commercial needs.

A. Description of Commercial Land Use Classifications

Overall, the concept for commercial activities proposed in this Plan is to: (1) provide locational opportunities to accommodate forecasted retail/commercial economic growth; (2) to recognize and allow for the continuation of commercial economic growth that has been committed; and (3) focus on meeting the commercial needs generated within the study area, with only limited locations of regional-oriented commercial growth. Finally, in response to the issue of the kind of development pattern that would be appropriate within the City, a clear preference was expressed for a "nodal" commercial development pattern concept rather than a linear or strip pattern along arterial streets. Accordingly, a "nodal" concept is envisioned in this plan except for those areas where existing land use patterns make linear development inevitable. In these areas, the Plan strongly encourages access control and site landscape and buffering standards to be applied within the commercial strip.

Commercial

The Commercial land use category is a very broad conceptual classification that encompasses all of the different kinds of commercial development intended in the study area. To provide guidance for the specific type of commercial uses proposed in the Concept Plan, distinctions are made regarding each Commercial area in the Detailed Development Plan and Policies section. Overall, the appropriate uses included in this category would include general retail sales and service, and, in general, the overall floor area ratio of any particular development should not exceed .35 (.35 square feet of building floor area for every one square foot of total site area).

Office/Professional

The Office/Professional land use category encompasses the personal and professional office uses anticipated in areas with surrounding residential developments. Typical uses include medical professional offices, personal, legal, and professional services, and limited ancillary retail uses. In general, overall floor area ratios should not exceed 1.0 (one square feet of building floor area for every one square foot of total site area).

B. Application of Commercial Land Use Classifications

A principal aspect of the Commercial concept for the planning area is the strong support for "nodal" commercial development patterns centered on major street intersections and freeway interchange areas. Limiting linear commercial development where it already exists is strongly encouraged. The principal implementation tool to be used to carry out "nodal" development is a set of design guidelines for commercial development. These guidelines are proposed to permit the commercialization of existing and emerging arterial roadways, but with effective traffic access control and design standards to shape this growth. The guidelines established for these areas will help to manage the land speculation that typically results in newly emerging development areas. Sellars Road, Hemple Road, and Pinnacle Road are the main growth areas proposed to be protected through the use of these design guidelines and the existing commercial strips along Springboro Pike and Sellars Road are redevelopment targets of the guidelines.

The locations and types of commercial development comprising the **Commercial** concept for the City include the following:

1. Regional/Highway-Oriented Commercial at Hemple Road Interchange at Route 892 and Dryden Road at I-75: These **Commercial** areas are envisioned as regional commercial concentrations centering on their proximity to interstate travelers and proposed regional-oriented retail uses. Most appropriate uses include retail and personal services, hotels, offices, and other regional-oriented commercial uses.
2. Springboro Pike, Dixie Highway, and Pinnacle Road at Soldiers Home/West Carrollton: These areas of **Commercial** are envisioned for sub-regional and community scale commercial uses primarily related to the traffic generated by the major thoroughfares and existing and proposed neighborhoods. Highway-oriented commercial uses are recommended and strict guidelines for access control are encouraged.
3. Office/Professional Locations at Pinnacle Road and Dryden Road at I-75: These zoned, but not yet fully developed, **Office/Professional** areas are included in this category.
4. Neighborhood-scale Retail Concentrations at Sellars Road and Dixie Highway: These **Commercial** areas are envisioned as smaller, neighborhood retail concentration which serves the surrounding (one mile radius) communities with convenience shopping goods. Both of these locations include existing businesses which presently impact the surrounding residential areas in both positive and negative ways. Chapter Six and Seven include policies and strategies related to the sensitive development of these areas.
5. Existing Commercial Strip Areas Along Springboro Pike (Holes Creek to Dixie Highway), Sellars Road (west of River), Dryden Road (south of Kreitzer), and Dixie Highway and Kettering Boulevard (near Blanchard Avenue Area): These existing commercial strip areas are targeted for a variety of uses, including neighborhood and community scale retail operations. All these areas, however, share a common need for visual enhancement and revitalization regardless of the level or nature of their existing uses. Chapter Seven of this Plan details design guidelines and revitalization strategies that can assist the City in enhancing and improving these commercial areas along their major entryways.

III. INDUSTRIAL/EMPLOYMENT AREAS

Moraine's prospects for industrial economic development in the next 20 years will in many cases evolve from the existing strengths of the City's employers and the emergence of new sites within the City with convenient access to major transportation corridors. The Plan, therefore, designates new employment centers in the western portions of the City near the planned Route 892 Interchange to capitalize on efficient roadways access to an available labor supply. In addition, the Plan strongly encourages the enhancement of the Dorothy Lane area as a new "up-scale" industrial and warehousing area. The redevelopment of the GSA property at Springboro Pike and Dorothy Lane is the logical first step in the redevelopment program.

A. Description of Industrial/Employment Center Land Use Classifications

New non-agricultural employment for the City of Moraine is projected to increase over the planning period, and two land use categories have been created to accommodate new industrial development.

1. Industrial

This broad land use category is envisioned for areas where the primary types of existing or planned development are industrial in character, such as manufacturing, bulk storage (indoors and outdoors), and "heavy" distribution activities like truck terminals. Overall floor area ratio recommended in this land use classification are 2.00 (two square feet of building floor area to every one square foot of site area).

2. Light Industrial

This land use classification is envisioned as a planned development area incorporating light industrial, research and development, and similar industries in a campus-like setting. Quick and effective access to major transportation networks is a pre-requisite for siting these planned areas. Overall floor area ratios for sites in this land use category should not exceed 1.0 (one square feet of building floor area for every one foot of site area).

B. Application of Industrial/Employment Center Land Use Classifications

The major locations for Industrial classifications include the following areas:

1. Areas East of Miami River: Major portions of the City in this area are envisioned as a continuation of the existing Industrial land use patterns previously established. Expansions of the areas shown into adjacent residential neighborhoods are strongly discouraged. Also, a transition to "lighter" industrial uses at Dorothy Lane will provide a new area for emerging businesses which do not rely on heavy manufacturing processes and desire more "up-scale" appearance.
2. At Route 892 Interchange: This area is envisioned as a new manufacturing employment center due to its proximity to the interstate and an available, affordable labor supply. Depending on the final location of Route 892, existing developments in the area may require buffering and possible redevelopment efforts. Easterly expansions of this area across the interstate are not recommended due to the likelihood of increased employment and truck traffic into the central portions of the Rural Preservation Residential areas.

In addition to Industrial land use areas, several areas have been designated for **Light Industrial**. These areas include:

1. Dorothy Lane: The **Light Industrial** category is applied to this area which is envisioned for redevelopment measures due to its increased visibility and potential as a major east/west connector. New landscaping and buffering is recommended for developments in this land use area to increase the "up-scale" image of the corridor.
2. Two Areas at the Hemple Road Interchange with Route 892: These two areas are envisioned as more light industrial business settings based on their exposure to the proposed interstate and the changing nature of Moraine's economy. The exact configuration of the area will be determined once Route 892's final location is determined.
3. Rural Industrial at Soldiers Home/Miamisburg Road: Existing industrial zoning in this area is recognized by this Plan and a previously zoned industrial land area is designated as **Light Industrial** at Soldiers Home/Miamisburg Road and Farmersville/West Carrollton Pike intersection. This area is envisioned as a land use transition from the industrial zonings and uses in West Carrollton to the **Rural Preservation Residential** areas to the west and north. The use of transitional bufferyards and site plan approvals are strongly recommended for this area to insure the successful integration of non-residential uses into the rural atmosphere of RPR.

IV. PARKS/OPEN SPACE AREAS

A. Description of Parks/Open Space Land Use Classifications

Overall, the concept for these uses is to: (1) maintain and enhance the major recreational and environmentally-sensitive open space uses that currently exist; (2) provide additional play fields and parks based on anticipated needs; and (3) outline an effective regulatory system which (a) promotes incentives to private developers to provide new and enhanced park facilities and/or preserve existing open spaces within specific developments; and/or (b) reinforces the protection of these open space policies through the requirements of site plan review procedures affecting "Parks/Open Space" designated areas.

Uses included in this conceptual category include public play fields, community parks, and environmentally-sensitive areas. It is the intent and expectation of this Plan that these uses continue throughout the planning period.

B. Application of Parks/Open Space Land Use Classifications

Existing major public open spaces included in the category described above are shown on the Conceptual Development Plan, Exhibit XIII. These areas represent major existing recreational facilities and any recreational/open space areas approved by virtue of zoning approvals.

Not included in the conceptual land use category or in Exhibit XIII, but envisioned as a part of the Parks/Open Space concept, are several new public park facilities necessitated by population growth in the central portions of the City and near the proposed Hemple Road interchange. This Plan recommends that adequate parks/open space lands be provided based on generally accepted national standards, and the details of these areas are provided in the next section of the report.

V. PUBLIC/SEMI-PUBLIC AREAS

A. Description of Public/Semi-Public Land Use Classification

Overall, the concept for this land use category is to maintain and enhance existing public and semi-public uses and facilities and provide additional uses and facilities based on anticipated needs. Appropriate uses in this category include churches, schools, major institutional uses, cemeteries, etc. It is the intent of this Plan that these uses continue throughout the planning period.

B. Application of Public/Semi-Public Land Use Classification

The Conceptual Development Plan, depicted in Exhibit XIII, indicates the major existing and planned Public/Semi-Public land use areas in the City. Not included in this conceptual category, but envisioned as a part of this concept, are several new public/semi-public land areas required to meet anticipated needs. This plan recommends that these areas be provided, as needed, in conjunction with population growth and service demand.

VI. ENVIRONMENTAL OVERLAY AREAS

A. Description of Environmental Overlay Land Use Classification

Overall, this land use overlay category supplies an additional set of policy guidelines and restrictions for areas depicted in the Environmental Corridor Overlay. The purpose of this land use overlay is to protect environmentally sensitive areas from unplanned, environmentally negligent development. All proposed development sites located in an "Environmental Overlay Area" shall be required to submit a site plan for review and approval by the City. These site plan review provisions shall insure that sensitive natural areas are protected from harmful development.

Generally, the category applies to areas within the 100-year flood plain along major streams and rivers, and to areas with steeply sloping sites. In areas subject to flooding that are already developed, solutions to alleviate the flooding problems are intended. In areas subject to flooding that are underdeveloped, the intent is that they be preserved to the greatest extent possible and/or developed in a planned/innovative approach that minimizes flood plain reclamation and includes a corresponding amount of equal displacement.

For areas with steep slopes (15±%), it is the intent of this Plan that the natural land form be preserved (a) to maintain the scenic beauty it provides within the City, (b) to minimize the adverse impacts associated with the significant alteration of the land form, and (c) to minimize the normally higher development costs that accompany significant alteration of the land form and/or engineering techniques employed to overcome the constraints imposed by these natural conditions. In general, the removal or significant of hills or bluffs within the planning area is not envisioned.

B. Application of the Environmental Overlay Land Use Classification

Within the planning area, this concept is applied to the areas depicted in the land use map contained in the Detailed Development Plan. This Plan recommends that updated stormwater management measures be prepared for these corridors, and a system of Parks/Open Space land use areas be incorporated into these environmental corridors.

VII. CONCLUSION

This section of the Comprehensive Plan presented conceptual recommendations for land use categories and policies dealing with a new "vision" for Moraine, Ohio. These concepts form the foundation for the Detailed Development Plan found in the next section. Both the concepts contained in this section and the specific policies contained in the next section should be used to inform public and private decision makers when evaluating land use issues. Where inconsistencies exist between the "concept" and the "details," the more restrictive land use policies shall prevail.

Finally, over the planning period, the City will be faced with development proposals which may be inconsistent in one or more ways with the adopted Conceptual Development Plan Map and associated policy documents and programs. Accommodating these development proposals may be possible and may be beneficial; however, the diversion of public resources may be necessary, which could leave essential needs unmet elsewhere. The following policies shall govern the review of these developments:

Policies and Procedures: New proposals must be viewed in the context of the broader community, since their approval may affect future land use patterns and infrastructure improvements. As such, all new proposals should be evaluated not only in terms of their impact on local plans, but also on the basis of their potential contribution to the community. Developments which are determined to be beneficial for the community, and which have a significant impact on the pattern of development of infrastructure systems, land use patterns, or other important elements of this Plan should prompt a general review and revision of the Comprehensive Plan and accompanying support documents.

Promoters of these developments should be encouraged to work with the regulatory agencies of the City government at the earliest stages of the formulation of a development proposal, thereby reconciling serious differences that may exist between the views of the public agencies and the developers. Close coordination is also urged in order to preempt major expenditures on development proposals which may not be favorably received by the local government or the general public.

Development proposals whose approval would promote major changes in the approved Comprehensive Plan shall be given a thorough review by the City Planning Commission and Council and should be considered in public hearing. Also, other levels of regional government should be involved in the review and evaluation of an unanticipated large scale development when it has regional development implications.

The evaluation of the proposal's impacts on individual elements of this Plan will be prepared by the appropriate City departments and will reflect the goals, objectives, policies, and map elements contained in the Comprehensive Plan and other data, criteria, and information available to the departments. The eight broad impact categories to be examined are listed below.

Impacts:

- Land use compatibility.
- Transportation and traffic impacts.
- Sanitary sewer and water demands.
- Encroachment on the natural environment.
- Overall environmental impact on adjacent properties, including auditory/visual impacts, obnoxious odors, etc.
- Potential stormwater runoff hazards.
- Impacts on community facilities.
- Potential and implied responsibility of the City regarding the above elements and the anticipated public cost.

If a new development is approved by the City, and this approval affects any element of the Comprehensive Plan, the following general procedure should be utilized so that the new development can be incorporated into the Comprehensive Plan.

- All approved developments should be accommodated within a specific, existing or recommended land use policy classification, which clearly identifies the nature of the development.
- All approved developments should be made an appendix to this Comprehensive Plan. Such appendix should include a description of the land use policy change, a summary of supporting justification for the change, and a list of all conditions on which the changes are predicated.
- The Conceptual Development Plan Map change denoting the large scale, unanticipated development should be made only when all conditions of the approval of the change have been met. Until final acceptance of an approved large scale unanticipated development occurs, through denotation on the Conceptual Development Plan Map, all such developments shall have a status of being conditionally approved.



Chapter 6

Detailed Development Plan

CHAPTER SIX--DETAILED DEVELOPMENT PLAN

I. INTRODUCTION

As explained in the previous Chapter, the main function of the Conceptual Development Plan is to set the overall direction or "vision" for the general mix and patterns of development in the planning area and the major public facilities and services that will support that development. Due to its general character, however, the utility of the Conceptual Development Plan as the sole guide for making many day-to-day decisions about individual planning matters is limited.

To provide greater certainty and a more definitive basis for day-to-day decision making, a Detailed Development Plan and Policies have been prepared. The map and policies are both interpretations and refinements of the Conceptual Plan, as well as specific applications of "abstract" concept policies to the planning area.

Detailed Development Plan Maps for each subarea of Moraine are presented in this section after a discussion of the general guidelines and criteria utilized in its preparation.

Guidelines and Criteria Governing the Detailed Development Plan Maps and Policies

The preparation of the land use maps and policies for Moraine is largely an exercise of applying individual, detailed land use classifications to the planning area based on the consideration of the following factors:

1. The overall goals of the planning study, as expressed in the Conceptual Development Plan.
2. The Conceptual Development Plan's general policy guidelines and "visions" for the area.
3. Existing development patterns in the City.
4. Existing zoning patterns in the City.
5. Environmental conditions/constraints in the City.
6. Future plans for public services and/or facilities.

To be systematic and consistent, the preparation of the detailed land use map adheres to the following general rules.

1. The land use category applied to areas of **existing non-residential development** is that category which most closely corresponds to the present character or pattern of development in the area. The land use category applied to areas of **future non-residential development** is that category which most closely corresponds to the existing non-residential zoning in the area or that category which most closely corresponds to addressing the important "visions" expressed by the Moraine community for their future. All non-residential land use areas are supported by a clear public interest or a previously established zoning or land use pattern.
2. The land use category and policies applied to **existing residential developments** to be preserved and maintained is that which most closely corresponds to the current density of the area. In areas that contain non-uniform size lots in a haphazard pattern, the land use policy applied is one that reflects a density consistent with the smaller lots in the area. An example is the area surrounding the Vance Road corridor which contains a mixture of low-medium density developments. The land use category and policies applied in these areas include MDR densities in areas marked by a predominance of smaller lots (i.e., Miami Shores) and LDR densities in larger lot areas (i.e., Apple Plat).
3. In areas of **future residential development** where zoning commitments have not yet been made or established, detailed land use categories and policies are applied which conform to the density range reflected in the Conceptual Development Plan.

Guidelines and Criteria Governing the Review of New Development Proposals

Over the planning period, the City will be faced with development proposals which are inconsistent in one or more ways with the adopted Development Plan Maps and associated policy documents and programs. Accommodating these development proposals may be possible and may be beneficial; however, the diversion of public resources may be necessary, which could leave essential needs unmet elsewhere. The following policies shall govern the review of these developments:

Policies and Procedures: It is extremely important to view new developments in terms of their impact on the broader community. Development proposals should be evaluated not only in terms of their impact on local plans, but also on the basis of their potential contribution to the community. New developments which are determined to be beneficial for the community, and which have a significant impact on the pattern of development of infrastructure systems and land use patterns, should prompt a general review and revision of the Comprehensive Plan and accompanying support documents.

Promoters of new development proposals should be encouraged to work with the regulatory agencies of the City government at the earliest stages of the formulation of a development proposal, thereby reconciling serious differences that may exist between the views of the public agencies and the developers. Close coordination is also urged in order to preempt major expenditures on development proposals which may not be favorably received by the local government or the general public.

Development proposals whose approval would prompt major changes to the approved Comprehensive Plan shall be given a thorough review by the City Planning Commission and Council and should be considered in public hearing. Also, other levels of regional government should be involved in the review and evaluation of an unanticipated large scale development when it has regional development implications.

The evaluation of the proposal's impacts on individual elements of this Plan will be prepared by the appropriate City departments and will reflect the goals, objectives, policies, and map elements contained in the Comprehensive Plan and other data, criteria, and information available to the departments. The eight broad impact categories to be examined are listed below.

Impacts:

- Land use compatibility.
- Transportation and traffic impacts.
- Sanitary sewer and water demands.
- Encroachment on the natural environment.
- Overall environmental impact on adjacent properties, including auditory/visual impacts, obnoxious odors, etc.
- Potential stormwater runoff hazards.
- Impacts on community facilities.
- Potential and implied responsibility of the City regarding the above elements and the anticipated public cost.

New development proposals which initially did not comply with this Plan but upon review by the City have been approved by the City of Moraine Planning Commission should follow the general procedure outlined below for incorporation into the Comprehensive Plan.

- All approved developments should be accommodated within a specific, existing or recommended land use policy classification, which clearly identifies the nature of the development.
- All approved developments should be made an appendix to this Comprehensive Plan. Such appendix should include a description of the land use policy change, a summary of supporting justification for the change, and a list of all conditions on which the changes are predicated.
- The Detailed Development Plan Map change denoting the new development should be made only when all conditions of the approval of the change have been met. Until final acceptance of an approved development occurs, through denotation on the Detailed Development Plan Map, all such developments shall have a status of being conditionally approved.

II. OVERVIEW OF THE DETAILED DEVELOPMENT PLAN

The Detailed Development Plan consists of four main components: (1) Detailed Development Plan Maps for each subarea of Moraine which graphically illustrates the land use categories and their locations in the planning area; (2) the land use policies which describe and interpret the colors and symbols found in the land use map; (3) the Transportation Plan which graphically and in narrative form describes the transportation system required to support the land use maps; and (4) the visual enhancement measures and design guidelines suggested for certain land use categories and strategies. The implementation strategies used to effectuate the policies and developments proposed in this Plan are contained in Chapter Eight. All of these elements combine to create an integrated land use plan for the Moraine community as it approaches the 21st Century.

Detailed Development Plan Maps

The Detailed Development Plan Maps for Moraine are illustrated as Exhibits XIV, XV, and XVI. The features illustrated on these maps provide a graphic representation of the City's development plan for the next 20 years and include the following features:

1. **Rendered Land Use Areas.** The land use categories described in the Detailed Development Plan are represented by separate color areas on the land use maps. The land use policies for these categories are detailed in the next portion of this chapter.
2. **Note References.** These are references about particular areas and/or situations in the City to which special attention should be applied. The notes appear as graphic "reminders" on the land use map.

The small scale of these maps is necessary due to the format of this document. A graphic scale is included on the maps, and the maps are at an approximate scale of 1 inch = 500 feet. The land use designations contained on each subarea map should be used in conjunction with the map graphics to interpret the overall intent of the maps. The City Planning Department should be consulted to make any final interpretations of the maps prior to decisions regarding land uses are made.

III. RESIDENTIAL LAND USE POLICIES

A. Introduction

Land use is one aspect of Moraine's growth which the City and its citizens have the opportunity to control. Decisions regarding land uses have an impact on both the economic development of the City as well as the quality of life. The following policies have been defined to help the City's decision makers, public and private, interpret the colors and notes on the Detailed Development Plan Maps and achieve the "vision" for future development of the City as identified in the Detailed Development Plan.

The policies have been divided into the various land use categories (residential, commercial, etc.) to help in their application. In general, each land use category presents both general and specific policies dealing with the issues in these areas. In addition, specific, special policies regarding transportation, public services, etc., are provided to provide guidance in evaluating land use proposals.

Described in this section are the general and specific policies applicable to residential areas designated on the Detailed Development Plan Maps. First, the overall residential development policies applicable to all residential land use categories are defined; then, the specific policies of each land use category will be explained.

B. General Residential Development Policies

1. **Pattern of Development:** An overall goal of this Plan is the orderly, efficient development of the City; and, to this end, the following policies are recommended:
 - a. Appropriate "infilling" of developable vacant land should be encouraged and promoted in order to achieve greater utilization of existing municipal services and facilities, to reduce the need for the costly extension of services, and to increase the feasibility of providing services which presently do not exist in predominantly developed areas.
 - b. New residential development should be encouraged and supported in areas contiguous to existing development, where extension of municipal services can be accomplished in an orderly and efficient manner unless these areas are otherwise designated for rural preservation in this Plan.
 - c. New residential development, which is not contiguous to existing urban areas should be permitted in areas which can reasonably be expected to be served with major public infrastructure (highways, water, sewers, and drainage facilities) within 10 to 20 years unless these areas are otherwise designated for rural preservation in this Plan.
 - d. Urban residential development should be discouraged in remote rural areas where the provision of major public infrastructure cannot reasonably be expected within a 20 year period.
 - e. Urban residential development should be discouraged in areas where the characteristics of the land make it unsuitable for development at urban intensities.
2. **Land Carrying Capacity:** The intensity of residential development should be appropriately related to the ability of the land to accommodate that development without jeopardizing the health or safety of future occupants, and without adversely affecting the surrounding built and natural environments.

3. Provision of Essential Services Concurrent with Development: In residential areas, essential services which should be provided as development occurs include roadway access (both local roads and facilities serving the development), public water for both domestic use and fire protection, sanitary sewers, and storm drainage facilities. The following policies would apply.
- a. The responsibility for the provision of essential services is shared by the private and public sectors. Very large "regional" facilities are clearly a public responsibility. Localized facilities benefitting primarily individual developments are a private responsibility. Sometimes, "localized" facilities should be designed to serve a sizable area in the vicinity of a particular development. In such cases, joint public-private participation should be encouraged to assure proper initial facility design. In all cases, however, this Plan strongly recommends that the required right-of-way (as indicated on the City's Official Thoroughfare Map) of any public street be dedicated by a proposed development prior to its approval.
 - b. All proposed developments which involve the provision of new public or private roads should be subject to the provision of sanitary sewers, public water facilities adequate for urban fire protection, and storm drainage facilities.
 - c. In residential-growth areas (LDR, MDR, and HDR) where existing sanitary sewers are not reasonably accessible, compliance with the requirement of sewers should be achieved by one of the following alternatives: (a) a public sewer system and package treatment plant are provided or (b) conventional subdivision lots are served with on-site wastewater disposal systems and public sanitary sewers are installed and capped for future connection to an active sewer system.
 - d. In many predominantly rural areas recommended for eventual urbanization, pressure often occurs for development along existing public roads where required sanitary sewers and water are not available at urban standards. In such situations, low density development should be accommodated based on the following criteria: (a) such development will not adversely affect water service to existing development; (b) an acceptable on-site wastewater disposal system can be provided; and (c) lot design and site development are conducive to easy resubdivision of the property to increase densities after sewers become available. Such development should also be permitted according to the above criteria where the extension of an existing water line is necessary.
4. Conservation and Development of Stable, Transitional, and Developing Residential Areas: Several goals of this Plan center on encouraging a balance of housing opportunities through the preservation of existing housing areas and the redevelopment and development of other areas. The policies listed below deal with the residential development of the City, based on the current status of the immediate area.
- a. Stable Residential Areas: The general objective is to continue to protect and preserve the existing stable residential areas of the City. Stable residential areas exhibit a high level of maintenance and consist of a compatible mixture of land uses and housing types. The following policies are recommended:
 - 1. Stable residential areas will be protected from disruptive uses such as incompatible higher density residential structures, and encroaching industrial and commercial uses.
 - 2. Routine maintenance by private property owners is encouraged and the overall condition of the property should be upgraded where necessary to preserve the stable development. When necessary, the City shall utilize strict Codes enforcement to protect and preserve stable residential areas.
 - 3. Vacant land adjoining stable areas or occupied land to be redeveloped should be utilized for residential, public, or semi- public development.

4. Densities of new residential development shall be compatible with surrounding residential areas and a buffer will be provided when there is a significant difference in densities. Reuse of existing residential structures will be designed to occur at a density compatible with surrounding structures.
5. Proposed residential development which has a significantly different size, height, or mass from adjacent existing development will be discouraged if the proposed differences detract from the use and privacy of the adjacent development.
6. Existing commercial uses and other uses incompatible with the residential character of stable areas are encouraged to be phased out and replaced with compatible uses.
7. Special care should be taken to protect existing historical areas and promote the preservation of Moraine's unique historical assets.
8. Maintenance and improvements to the public infrastructure should receive attention necessary to help maintain the stable areas.

b. **Transitional Residential Areas:** Portions of Moraine's residential areas are in poor repair and suffer from varying degrees of neglect and lack of maintenance. These transitional areas are typically characterized by older housing stock, deferred maintenance, conversions from single-family uses to more intensive uses, and the introduction of incompatible uses. The general objective is to strive to upgrade, through public and private efforts, the condition of those residential areas which are in transition. Specific efforts to include area residents in these planning efforts should be made. To further the objectives, the following policies are recommended:

1. Transitional residential areas will be protected from disruptive uses such as encroaching industrial and commercial uses.
2. Improvement of property through reconstruction and/or an extensive maintenance program by individual owners is encouraged. When necessary, the City shall utilize strict Codes enforcement to protect and revitalize transitional residential areas.
3. Vacant land adjoining transitional areas or occupied land to be redeveloped should be utilized for residential, public, or semi-public development unless specific revitalization plans, adopted by the Planning Commission and the City Council, dictate otherwise. Revitalization plans may consist of a neighborhood plan, historic overlay district, or an economic redevelopment plan. (See Chapter Seven for recommendations regarding revitalization or enhancement plans for specific areas of the City.)
4. Existing commercial uses and other uses incompatible with the residential character of transitional areas are encouraged to be phased out and replaced with compatible uses.
5. Special care should be taken to protect existing historical areas and promote the preservation of Moraine's unique, historical assets.
6. Maintenance and improvements to the public infrastructure should receive priority consideration by the City to help improve conditions in transitional areas.

c. **Developing Residential Areas:** A large portion of the Moraine planning area has been planned for future residential growth and this Plan encourages a wide variety of residential dwelling types to meet the diverse needs of the current and future population of Moraine. The following policies are recommended for developing residential areas.

1. Property owners proposing to amend this Plan, change the zoning classification of their property, or secure approval of a planned development plan or subdivision plat will have their proposed plans reviewed by the Planning Commission to determine the proposal's conformance with this Plan. The City planning staff will work closely with applicants of proposed developments to review the extent of impacts of their plan's elements. The evaluation of the proposal's impacts on individual elements of this Plan will be prepared by the appropriate City departments and will reflect the goals, objectives, policies, and map elements contained in the Comprehensive Plan and other data, criteria, and information available to the departments. The seven broad impact categories to be examined are listed below.

Impacts:

- Land use compatibility.
 - Transportation and traffic impacts.
 - Sanitary sewer and water demands.
 - Encroachment on the natural environment.
 - Potential stormwater runoff hazards.
 - Impacts on community facilities.
 - Potential and implied responsibility of the City regarding the above elements and the anticipated public cost.
2. Residential areas should be designed, to the extent practical, as neighborhood units. The design and organization of the neighborhood units are encouraged to provide amenities for permanent residents including park/recreation facilities.
 3. Developing residential areas will be protected from disruptive uses such as incompatible residential structures, encroaching industrial uses, or scattered and strip retail uses.
 4. Densities of new residential development should be compatible with existing adjoining residential areas and a buffer will be provided when there is a significant difference in densities.
 5. New development which has a significantly different size, height, or mass from adjacent existing development will be avoided if the differences detract from the use and privacy of the existing adjoining development.
 6. The design of new developments will make appropriate provisions, depending on the unique setting of each site, for the following:
 - a. Safe, convenient pedestrian walks/paths.
 - b. A safe, convenient vehicular street system that discourages the passage of through-traffic over local streets.
 - c. Outdoor active and passive recreation facilities.
5. **Housing Opportunities for Low and Moderate Income Households:** A significant portion of Moraine households require alternative, affordable housing. To this end, the following policies are recommended:
- a. Recognition of manufactured housing on single lots or in cluster developments as a housing resource for Moraine residents is clearly supported in this Plan. The siting of manufactured housing park developments should ensure adequate access to public services and enhanced screening from adjacent residential uses and/or major thoroughfares.

If redevelopment of an existing manufactured home park within the City is proposed, the Planning Commission shall evaluate the proposal based on the following broad impact categories:

Impacts

1. **Forced Displacement of Existing City Residents.** Although some forced displacement is inevitable with private efforts to upgrade housing conditions or provide substantial redevelopment opportunities, to the greatest extent possible such displacement should be avoided. Any dislocation that does result from these actions shall be matched with a plan that provides strategies and concrete measures to make affordable relocation housing available to displaced residents.
2. **Land Use Compatibility.** The proposed redevelopment measure shall ensure that the proposed land use is compatible with adjacent uses and adequate screening and bufferyards are provided at the interface between adjacent properties.
3. **Infrastructure Services.** The redevelopment proposal shall ensure that adequate public infrastructure is available to service the proposed development. Infrastructure items include: water, sanitary and storm sewer facilities, transportation, and other community facilities.

4. Encroachment on the Natural Environment. The extent to which the proposed development negatively affects the existing natural environment at the site.
5. Potential and implied responsibility of City regarding the above elements and the anticipated public costs to implement the proposed redevelopment plan.
6. Large Scale Development Considerations: Often, large scale residential projects are done in phases based on a "concept" plan for the entire development. Two factors which should be carefully considered in approval of large scale projects are: (a) the relationship between the overall site master plan and the small area design plan for the larger area, and (b) the alternative development patterns that would be appropriate for later phases of the development in response to change in market conditions or other factors which affect the overall site master plan. These alternatives should be clearly expressed on the overall site master plan.
7. General Characteristics of Residential Land Use Classifications: Outlined below are the general characteristics related to the Residential Land Use classifications included in this Plan. These characteristics are provided so that comparisons can be made among the classifications and the general nature of each classification can be identified. Specific policies related to each specific classification are included immediately following this chart.

CHARACTERISTICS	LAND USE CLASSIFICATIONS			
	RURAL RESIDENTIAL PRESERVATION	LOW DENSITY RESIDENTIAL	MEDIUM DENSITY RESIDENTIAL	HIGH DENSITY RESIDENTIAL
General Nature of Classification	Rural, farming, open space	Suburban residential	Urban/Suburban mix	Urban apartments
Overall Permitted Density Range	1 unit to 2.5 acres	1 to 3 units per acre	3 to 7 units per acre	7 to 15 units per acre
Minimum Lot Size	5 acres per lot or 40,000± SF if cluster development	20,000 SF 10,500 SF (if PUD used)	6,000 SF 3,250 SF (if PUD used)	NA
Permitted Uses	Single-family residential farming	Single-family residential	Single-family and townhouses	Apartments
Appropriate Zoning Districts	Proposed Rural Residential (RR) District	A-1	R-2, R-2a, R-3	R-4
Site Plan Required?	Yes	No, unless PUD	Yes	Yes

C. Specific Residential Land Use Classification Policies

1. **Rural Preservation Residential (RPR):** The following policies are recommended for this land use category:

- a. **Appropriate Uses:** The principal land uses intended for this category are single-family residential, farmlands, and mini-farms. Conservation of the rural character of the area is the main intent of the Plan. Suitable secondary uses, subject to control of potential adverse impacts on adjacent residential uses are as follows: (1) public and private non-profit community services that do not have an extensive impact; (2) utility installations; (3) low impact non-structural recreational uses in flood prone areas; (4) customary home occupations; and (5) neighborhood scale convenience shopping and service uses, subject to specific locational criteria as identified in the Section XI, Miscellaneous Land Use Policies of this chapter.
- b. **Density Range:** The RPR category is proposed for areas where average density of development does not exceed one unit per two and one-half gross acres and the minimum lot size should be five acres per lot, or 30,000 square feet per lot if cluster design is utilized (subject to specific regulations of the proposed RR zone district).
- c. **Recommended Zoning District:** The zoning district which should dominate RPR is the proposed Rural Residential "RR" zone district. Chapter Eight provides a detailed residential zoning district ordinance which provides setback, bulk, and use standards which coincide with the policies included herein. Any exceptions to the maximum density standards permissible under the proposed RR zoning district should be provided solely through the use of a Planned Unit Development approach with appropriate density bonuses in return for innovative design.
- d. **Cluster Development:** Cluster development shall be the recommended approach to site development in the RPR category, two principal concerns should be addressed. First, the proposed development should be compatible with surrounding development. Second, the density of the development should not exceed the maximum densities designated for this area. Outlined below are four key elements of the cluster development policy:
 1. **Guidelines for Cluster Development:** The following principles shall constitute the framework of design guidelines and site development regulations to be utilized for developments occurring in the RPR land use area:
 - a. **AVOID:**
 1. Disturbing areas adjacent to floodplains, stream buffer areas or wetlands.
 2. Developing on steep slopes.
 3. Building on hilltops and ridges when development will be highly visible.
 4. Siting houses on prime agricultural soils when these areas can be part of a significant block of farmland.
 5. Placing numerous houses with access drives along collector and arterial roads.
 6. Development of common access easements as only means of access to individual lots.
 7. Backing houses directly or visibly onto collector and arterial roads.
 8. Destroying existing tree stands or hedgerows, especially along rights-of-way and between housing and active agricultural areas.
 - b. **REQUIRE:**
 1. Substantial buffering and screening for development near all public rights-of-way on collectors and arterials.
 2. Preservation or enhancement of existing hedgerows and wooded areas.

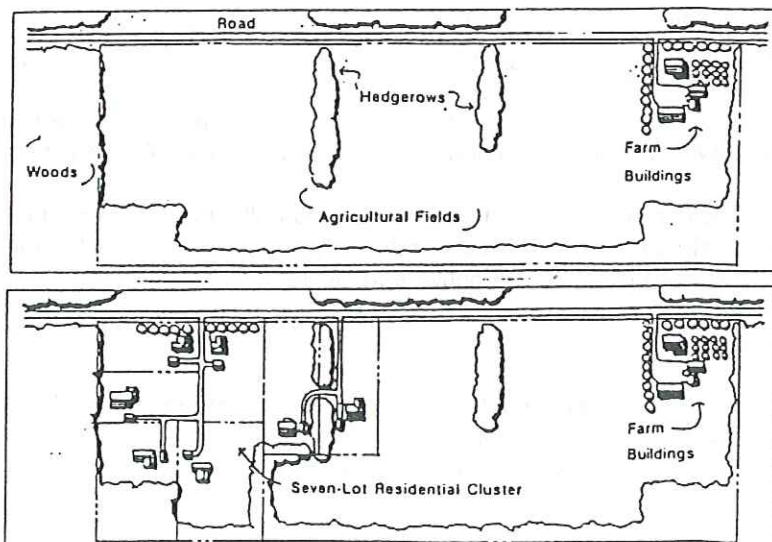
3. Appropriate setbacks and buffering between housing and existing or proposed active agricultural areas.
4. If needed, proper location and design of common sanitary systems and storm water management structures.
5. If appropriate, minimum rural road designs which incorporate rural road section standards (see Chapter Seven for design guidelines related to rural roads).
6. Homeowner-managed recreation areas and common spaces within larger clusters.
7. Covenants or easements to permanently protect the undeveloped open space areas that remain after clustering is accomplished.

c. PERMIT/ENCOURAGE

1. Flexibility in bulk regulations to provide for designs that use long and narrow lots to create traditional neighborhood layouts.
2. Refinement of road and street design to better protect existing topography and landscape features such as streams and drainage patterns; measures include narrower road sections, steeper grades, reduced curve radii, no curbs, etc.
3. Architectural match of house size and design to terrain, lot size, and scale of subdivision as a whole. also, develop criteria for parking, location and design of garages and other accessory uses, etc.
4. Community design details and common outdoor environment through street tree plantings, location of greenspace, focal points, and landmarks.
5. Adaptive reuse of historic structures within appropriate historic conservation plan.
6. Placement of suitable residual parcels in an approved preservation program.

2. Conceptual Design Guidelines for Development in the RPR Land Use Area: Outlined below are graphic representations of design policies related to site development in the RPR land use area.

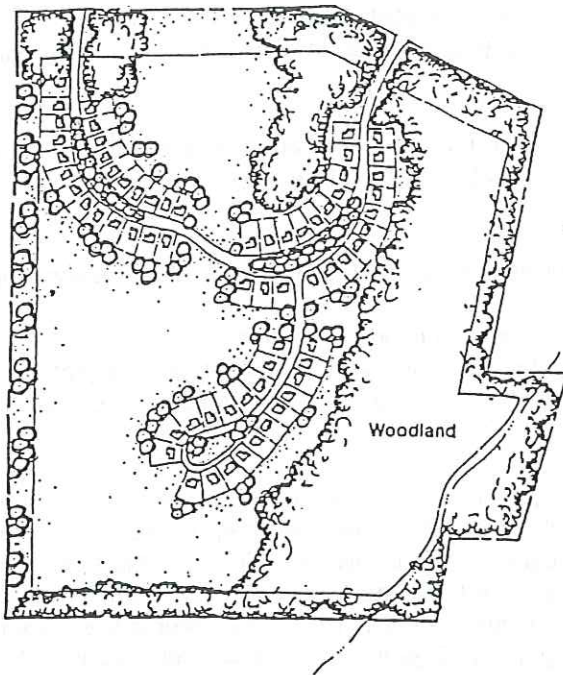
- a. Development Along Scenic Roadways and Unwooded Sites: On unwooded sites and/or roadway frontage properties, special attention shall be required of the site development plan to encourage clustering of new development. Housing sites shall be located in a manner to preserve existing vegetation (as shown below). Home sites shall be located a minimum of 200 feet off proposed roadway rights-of-way (as indicated on the Official Thoroughfare Map of Moraine, Ohio). Where there is little opportunity to locate houses far from the road, such as against a distant tree line, houses shall be clustered (as shown below) to help reduce roadside clutter and preserve some open vistas into the site.



- b. Development on Woodlands and Farmlands: Open space preservation priorities shall vary according to the type of resource that is valued most highly by the Moraine community. If the site consists of extensive farmlands and only minor areas of mature woodlands, the site plan shall "save" the woodlands to the greatest extent possible (see below). If the opposite is the case, the site plan shall "save" farmlands and site homes within the confines of the mature woodlands (see below).

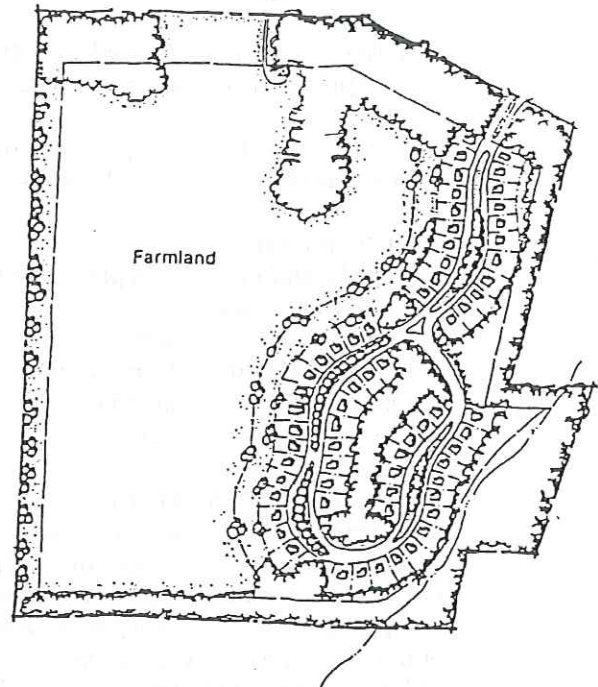
DESIGN STUDY – LAND PRESERVATION DISTRICT

- Save Woodland



DESIGN STUDY – LAND PRESERVATION DISTRICT

- Save Farmland



3. Homeowners Association and Protection of Open Space Remainders: The proposed site development plan shall include the provision of a Homeowners Association (HOA) and restrictive covenants for the development. The HOA and restrictive covenants shall include, at a minimum, automatic membership for all property owners within the development and legal authority to place a lien on the property of any member who fails to pay any membership dues. The HOA shall be responsible for the upkeep of permanent open space within the development, unless this obligation has been assumed by the City, County, or other legal entity authorized to provide such maintenance.

Furthermore, when cluster lots are recorded, the remaining open space parcel would be identified on the plat as limited to agricultural, recreational, or other related preserved use. These remainders are to be permanently stripped of any future development rights, but shall not be considered publicly-owned "open space" unless otherwise agreed to by the City or County.

- e. Limited Exceptions for Large Scale Projects (100+ units): In some cases, a large scale project may be proposed which exceeds the densities recommended in this category. This Plan discourages variations from maximum permissible densities unless the proposed development's site plan: (1) includes adequate recognition and respect for the surrounding character of the area and the intent of the RPR category; (2) does not exceed one unit per 2.5 acres maximum density; and (3) does not establish a burden on the public facilities and utilities in the area. The

rural character of existing residential or farmland uses in the area should be protected where there is support for such protection from a majority of the neighborhood residents or where the Planning Commission determines that such protection is vital to conservation of the area.

- f. Public Facilities Provisions: Because of the intended rural nature of the RPR category, only minimal public services, such as water, sewer, and fire protection, are required. Services at urban standards are generally not desired; therefore, the provision of services at urban standards should be deferred until such time that this Plan is amended to include urbanization of the RPR areas.

2. **Low Density Residential (LDR):** The following policies are recommended for this land use category.

- a. Appropriate Uses: The principal land uses intended for this category include single-family detached dwellings and limited two-family residential dwellings. The number of two-family dwellings should not exceed one third the total number of dwelling units for any proposed development or neighborhood area.

Suitable secondary uses, subject to control of potential adverse impacts on household residential uses and public facilities, are activities in the following general use groups:

1. Group residential uses
2. Public and private non-profit community services that do not have an extensive impact
3. Utility installations
4. Low impact non-structural recreational uses in flood prone areas;
5. Neighborhood scale convenience retail shopping and service uses, subject to specific locational criteria found in Section XI, Miscellaneous Land Use Policies of this chapter
6. Customary home occupations (based on the occupancy limitations of this zoning code)

- b. Density Range: The LDR is proposed for areas where average density of development is recommended to be between one and three dwelling units per acre. Generally, two dwelling units per acre is the minimum density recommended in this area, since the LDR category is for urban/suburban development where sewers and, eventually, all urban services are anticipated. The provision of local roads, water, and sanitary sewers in new developments is a responsibility of the developer and two dwelling units per acre is generally the practical minimum density at which the provision of these facilities is economically feasible in the private market.
- c. Recommended Zoning Districts: The zoning district which should dominate LDR includes the Agricultural Districts (A-1) and the use of the Residential Planned Unit Development (PUD) overlay in this base zone of A-1. The Agricultural-Residential district permit densities of up to two units per acre, the low end of the density range for the LDR category. Conventional subdivisions in these districts, at two units per acre, should be accommodated, provided sewers are installed when the development occurs; however, slightly higher densities are encouraged in order to increase the efficiency of providing public services. Densities at the high end of the density range should be encouraged to be achieved through density bonuses available under the Residential PUD overlay district. Base zonings in LDR should not vary from A-1 when the Residential PUD overlay district is utilized.
- d. Cluster Development: Where cluster development is proposed in the LDR category, two principal concerns should be addressed. First, the proposed development should be compatible with surrounding development, and the Residential PUD overlay district provisions should ensure this compatibility. Second, the density of the development should not exceed the maximum densities designated for this area.

- e. Limited Exceptions for Large Scale Projects (150+ units): In some cases, a large scale project may be proposed which exceeds the densities recommended in this category. This Plan discourages variations from maximum permissible densities unless the proposed development's site plan: (1) includes adequate recognition and respect for the surrounding character of the area and the intent of the LDR category; (2) does not exceed 3.125 units per acre maximum density; and (3) does not establish a burden on the public facilities and utilities in the area. The suburban character of existing residential uses in the area should be protected where there is support for such protection from a majority of the neighborhood residents or where the Planning Commission determines that such protection is vital to conservation of the area.
 - f. Public Facilities Service Boundaries: The LDR category is intended for new residential development with urban services, including sanitary sewer service. In recognition of this Plan's goal for orderly development patterns and a preservation of the rural nature of the remote areas of the City, extensions of the LDR land use designation into the RPR areas is discouraged. The acreage included in the LDR category is more than sufficient to meet the projected housing demands for the planning period over the next 20 years.
3. **Medium Density Residential (MDR)**: The following policies are recommended for this land use category:
- a. Appropriate Uses: Because of the densities recommended in the MDR district, a variety of housing types is anticipated and encouraged. Appropriate uses include single-family dwellings (on small lots), townhouses, duplexes, and zero lot line housing. Multi-family housing uses are strongly discouraged in the MDR category. Suitable secondary uses include those listed under the LDR category.
 - b. Density Range: The MDR category is proposed for areas where the average density is recommended to range between three and seven units per acre.
 - c. Recommended Zoning Districts: This Plan recommends the use of the existing R-2, R-2a, and R-3 residential zoning districts for the City which provide bulk, setback, and use standards for existing and new residential development. Maximum densities in the R-3 zones should be capped at seven units per acre, since multi-family housing developments are feasible at densities in excess of seven units. Site Plan Review and Approval provisions should be required of new developments that approach the maximum densities (i.e., 6 to 7 units per acre) to control development densities and design in the MDR category.
 - d. Cluster Development: Where cluster development is proposed in the MDR category, two principal concerns should be addressed. First, the proposed development should be compatible with surrounding development by utilizing the site plan review process to ensure this compatibility. Second, the density of the development should not exceed the maximum densities designated for this area.
 - e. Limited Exceptions for Large Scale Projects (200+ units): In some instances, a large scale project may be proposed which exceeds the densities or intent of the MDR category. Overall, this Plan discourages the variation from the policies established for the MDR area, unless: (1) the proposed plan adequately preserves the character intended for the MDR area; (2) the average densities of the Plan do not exceed 8 units per acre; and (3) the proposed uses include a predominance of single-family detached and attached housing, and multi-family uses, if proposed, do not exceed 25 percent of the total units proposed for the development and are situated interior to the site with adequate buffers and minimal negative effect on adjacent properties on and off the site.

- f. Public Facilities Provisions: Due to the densities expected in the MDR areas and the subsequent population base created, this Plan strongly recommends the inclusion of designated parks/open space areas for new residential developments proposed under MDR. These spaces shall be provided in large, relatively contiguous areas, centrally located in the development and suitable for active recreation purposes.
- 4. **High Density Residential (HDR):** The following policies are recommended for this land use category.
 - a. Appropriate Uses: Multi-family housing, including walk-up apartments and condominiums, are the principal uses intended for this category. Mid-rise residential structures are also permitted. Suitable secondary uses include those listed in the MDR category.
 - b. Density Range: The HDR category is proposed for areas where the average density is recommended to range from 7 to 15 units per acre.
 - c. Recommended Zoning Districts: The existing R-4 multi-family residence zoning district is the recommended zoning district for the HDR land use category. Due to the density and nature of the urban residential development within this land use category, the site plan review and approval requirements should be required of all proposed developments in this category.
 - d. Locational Criteria: HDR areas are recommended to meet the following locational criteria:
 - 1. Direct access to major highways or mass transit service.
 - 2. Proximity to convenience and major shopping facilities, employment centers, and open space amenities.
 - e. Limited Exceptions to Density Ranges: Although there is a possibility that a proposed development would propose to exceed 15 units per acre, community sentiment does not favor major concentrations of high density residential development. Therefore, this Plan strongly discourages exceptions to the maximum densities stated in the HDR since these densities would be out of character for a suburban setting like Moraine.
 - f. Public Facilities Provisions: Due to the densities expected in the HDR areas and the subsequent population base created, this Plan strongly recommends the inclusion of designated parks/open space areas in new residential developments proposed under HDR. These spaces shall be provided in large, relatively contiguous areas, centrally located in the development and suitable for active recreation purposes.

IV. COMMERCIAL LAND USE POLICIES

The Commercial land use category is envisioned as an area for commercial and general business uses which are primarily intended to serve the immediate Moraine market area. Since specific Commercial land use areas are intended to serve specific markets on the Detailed Development Plan Maps, the following policies are applied to the various Commercial land use categories shown on those maps.

A. Commercial-Neighborhood (CN)

The following policies are recommended for this land use category.

1. Appropriate Uses: The primary land uses intended for this category include neighborhood convenience and shopper goods (i.e. drugstore, convenience centers, food services, and limited business and professional offices) with appropriate secondary and conditional uses including clothing and appliances stores, theaters, hotel, and general automobile repair.
2. Density Range: To assure consistency with the intent of providing neighborhood-related retail services, the aggregate floor space per Commercial-Neighborhood area (all primary, secondary and conditional uses) should not exceed 100,000 square feet, and floor-area-ratios on individual sites should not exceed .25 (.25 square feet of building floor-area to every one square foot of site area).
3. Locational Criteria for Non-Mapped CN Areas: In general, the Detailed Development Plan Maps indicate an appropriate amount of CN areas in suitable locations, however, unforeseen factors may present new, viable locations for the CN land use category. Such areas may be considered on their merits subject to conformance with the locational criteria provided in Section XI, Miscellaneous Land Use Policies of this chapter.
4. Recommended Zoning Districts: The "B-1" Neighborhood Business Zoning District is the preferred zoning recommendation for the CN category. Secondary and conditionally appropriate uses may require "B-2" General Business zoning, but this zoning is not recommended unless the proposed site plan review process is applied to the zoning proposal.
5. Linear Extensions: Since a major precept of this Plan is to develop commercial uses in a nodal pattern, the linear extension of the areas designated as CN is strongly discouraged and not recommended.

B. Commercial-Community (CC)

The following policies are recommended for this land use category.

1. Appropriate Uses: The primary land uses intended for this category include broad activities such as retail trade; consumer and business services like banks, insurance firms, auto repair shops, construction contractors and real estate agencies; personal services, such as eating and drinking places, barber shops; and professional services, legal, public relations and accounting firms. However, the uses intended to predominate the CC category are those retail and personal and professional uses which would be desired by the residential areas within 2-3 miles of the location.

Also, conditionally appropriate in CC areas, based on their merits, are wholesale sales and construction sales and services. Uses not intended within the CC area include bulk warehousing and distribution, truck terminals, manufacturing uses, salvage operations, outdoor storage of commercial or industrial materials, supplies or equipment, and transient lodging.

2. Density Range: To assure consistency with the intent of providing community-related retail/general business services, the aggregate floor space per Commercial-Community area (all primary, secondary and conditional uses) should not exceed 400,000 square feet, and floor area ratios on individual sites should not exceed .35 (.35 square feet of building floor-area for every one square foot of site area).

3. Recommended Zoning Districts: Because of the broad spectrum of uses intended for the CC category, the B-1 and B-2 zoning districts are suitable and recommended zoning districts for this category. In addition, because of the intensive impacts expected in these commercial areas, this Plan strongly encourages the use of the site plan review process for these areas. This site plan should outline adequate land use buffers for sites within CC areas and an overall design which can permit the integration of commercial complex into an adjacent residential community.
4. Locational Criteria for Non-Mapped CC Areas: The Detailed Development Plan Maps illustrate recommended locations for CC land use areas. Although most freeway interchanges and intersections of major arterial streets may have sites suitable for CC land use categories, the number of suitable locations far exceed the number of major commercial centers needed. The locational criteria policies to determine the most appropriate locations for future CC areas that may be needed are as follows:
 - a. CC areas should not exceed that necessary to serve the immediate market/trade area (2-3 miles). The preparation of a market analysis is recommended to determine the adequacy of retail sales/services to a given areas.
 - b. The site should be accessible by way of major streets to all parts of the trade area.
 - c. The site should be within a designated residential growth area to increase its potential economic viability.
 - d. Where feasible, the site should be a focal point for travel to and from the trade area.
5. Linear Extensions: Since a major precept of this Plan is to develop commercial uses in a nodal pattern, the linear extension of the areas designated as CC is strongly discouraged and not recommended.

C. Commercial-Regional (CRE)

The following policies are recommended for this land use category.

1. Appropriate Uses: The primary land uses intended for the CRE areas include general retail sales and services, personal and professional services, consumer and business services, eating and drinking places and interstate-related services such as gas stations and transient lodging. Secondary uses could include wholesale sales and services, self-service storage, and construction sales and service. Uses not intended for this category include manufacturing, "heavy" distribution (i.e. truck terminals, bulk warehousing), salvage operations, and outdoor storage of materials supplies or equipment.
2. Density Range: Since the CRE locations are situated at or near interstate interchanges or major arterial intersections, the density range is recommended not to exceed 500,000 per mapped CRE location and densities on individual sites should not exceed a floor area ratio of 1.00 (one square foot of building floor-area for every one square foot of site area).
3. Recommended Zoning Districts: The Commercial Highway "CH" zoning district is the most appropriate zoning category for CRE areas. Until the "CH" district is approved, the "B-1" and "B-2" zoning districts are appropriate for CRE areas. Because of the extensive impacts of regional-oriented commercial uses, the site plan review process should be required of all developments within this land use classification.
4. Locational Criteria for Non-Mapped Areas: Regional commercial areas are designed to serve multi-county market areas and, as such, should be located at freeway interchanges or major arterial intersections. This Plan does not recommend any additional concentrations of CRE (other than those shown on the Detailed Development Plan Maps) to be permitted based on the large quantity of area expected to be absorbed in this land use category within the other incorporated municipalities of the Dayton area.

V. OFFICE/PROFESSIONAL LAND USE POLICIES

The Office/Professional (O/P) land use category is envisioned as an area for personal and professional services located in office settings. The office uses are to serve the immediate Moraine market area. The following policies apply to this land use category:

1. Appropriate Uses: The primary land uses intended for the O/P category includes offices which engage in finance, insurance, real estate, advertising, medical engineering and architectural, legal, accounting, and non-profit services. Appropriate secondary uses include wholesale sales, warehouse, and distribution firms.
2. Density Range: Aggregate floor space per office/professional area should not exceed 500,000 square feet, and floor area ratios on individual sites should not exceed 1.0 (one square feet of building floor area to every one square foot of site area).
3. Recommended Zoning Districts: The General Office "GO" and Office Residential "OR" zoning districts are recommended in O/P areas. Until these new districts are adopted by the City, the "B-1" and "B-2" neighborhood and general business districts are the recommended zoning districts for the O/P land use category and a site plan review process should be required of proposed developments.

VI. INDUSTRIAL LAND USE POLICIES

Industrial activities generally place a heavy demand on local resources, have the greatest impact on the surrounding environment, and characteristically have less flexibility in locational choice than do other types of economic activities. Therefore, land use policies which promote the efficient utilization of industrial land resources are essential if optimum industrial development is to be realized. The following policies are recommended for this land use category:

- A. Appropriate Uses: The Industrial land use classification applies to areas which are used for primarily fabricating, processing, storage, warehousing, wholesaling, and transportation services.
- B. Density Range: Generally, unused or underutilized land is common in most Industrial areas, and this land is suitable for expansion of existing facilities. The maximum density recommended for these areas is a floor-area-ratio of 2.0 (two square feet of building floor-area for every one square foot of site area) on individual sites and in the designated land use areas as a whole.
- C. Recommended Zoning District: The "M-2" industrial zoning district is recommended for areas designated Industrial.
- D. Pattern of Industrial Development: As illustrated on the Detailed Development Plan Maps, continued centralized industrial activities are expected, although additional development in decentralized locations (i.e., Route 892) is also likely and should be encouraged at recommended locations where essential services already exist or infrastructure improvements are planned. The orderly expansion of essential services to areas of planned industrial development is important both to ensure growth and to minimize pressure for land use change in areas not recommended for industrial uses.
- E. Development Flexibility: Except at locations where adopted design plans recommend a specific mix and/or pattern of industrial land use, the pattern of industrial development should be sufficiently flexible to accommodate variable market demand. This approach reflects the past pattern of development where, for example, industrial areas planned as manufacturing centers developed with wholesaling and warehousing activities in addition to manufacturing.

- F. Conciliating Industrial Development with Surrounding Residential Uses: Areas having industrial potential are occasionally within the vicinity of uses that may be harmed by extensive industrial activity. Two ways of reducing the potentially adverse impact of industrial activities on the surroundings are by using site plan review controls and buffer zones.

Site Plan reviews provide for the control of the uses, landscaping for buffering, and restrictive performance standards to reduce possible industrial nuisances. This review approach would encourage industrial park type development. Newly emerging industrial and warehousing areas should develop under planned development approach if they are near existing and future residential areas, or areas of scenic significance.

Buffer zones should be established between production activities and less offensive surrounding land uses, including administrative and research functions which locate on-site with manufacturing activities.

- G. Industrial Expansion and Redevelopment: Existing manufacturing, storage, and wholesaling activities, including many of the earliest industrial areas in Moraine, frequently pose complex land use problems. While deterioration, obsolescence, poor location, and inadequate expansion space are problems plaguing some of the businesses in these areas, these marginal economic activities do provide employment opportunities for many persons lacking the necessary training for other types of employment. The following policies are recommended as guidelines for the difficult decisions which must be made regrading marginal industrial activities.

1. Industrial rehabilitation should be investigated as the first possible solution to marginal manufacturing and distributive activities. Those activities which have serious land use problems should be encouraged to rehabilitate, and should be assisted, where possible, through publicly supported programs intended specifically for economic development.
2. Industrial redevelopment programs should be used as a means of revitalizing economically depressed and blighted areas. Providing land assembly for new industries, and relocation sites for other poorly located manufacturing, wholesaling, and transportation activities should be the primary objectives of industrial redevelopment efforts. The redevelopment of older, centrally located industrial areas, where infrastructure and access already exist, would be especially beneficial for beginning industries, by providing low-cost space; and for expansion industries characterized by small plant size and few employees.
3. Obsolete and marginal industrial activities should be removed from areas where they are incompatible with surrounding uses, are a nuisance, and are a blighting influence on desirable non-industrial development. The redevelopment of blighted manufacturing and storage areas adjoining residential conservation areas should include residential and other uses that are compatible with the existing neighborhood. The redevelopment should be based on detailed, design analysis and a publicly adopted plan.

VII. LIGHT INDUSTRIAL (LI) LAND USE POLICIES

The purpose of the Light Industrial (LI) land use category is to foster stability and growth in light industry, research and development, and similar industries that are enhanced by access to transportation networks and that provide desirable employment opportunities for the general welfare of the community. It is envisioned that Light Industrial land use areas target relatively large, contiguous land areas that can be developed according to a unified plan in a high-quality, campus-like setting rather than on a lot-by-lot basis. The uses and standards in this category are intended to promote flexibility and innovation in site design and enhance the environmental quality and attractiveness of business parks in the community, enhance the natural or scenic qualities of the environment and protect the public health and safety.

- A. Appropriate Uses: The LI category is intended for the following general categories of uses: light industrial, warehousing, showroom/distribution, office uses, research and development, and related personal and professional services primarily intended to serve the employees and visitors of the LI area.

- B. Density: Since the LI category is targeted to be a planned environment, the total floor area-ratio of the LI area, and any individual site within the area, should not exceed 1.0 (one square foot of building floor area to every one square foot of site area). These permissive densities are recommended so that innovative and flexible site design can preserve natural features which can act as land use buffers between sites within the area and between LI and adjacent residential uses.
- C. Recommended Zoning Districts: The "M-1" zoning district is the most applicable and recommended zoning classification for LI areas. The Planning Commission may require a site plan review process for properties exceeding 10 acres to insure that the proposed development incorporates the use, built and site design standards applicable to a modern, integrated planned business environment. The site plan should include provisions for land use buffers, compatibility of adjacent uses, and an overall landscaping plan.
- D. Locational Criteria for Non-Mapped Areas: The Detailed Development Plan Maps identified several areas designated for LI. If future development trends dictate that other sites may be proposed for this category, the following locational criteria should be applied:
1. access to one or more major arterials/freeways should be required;
 2. proximity to existing employment centers is recommended; and
 3. sites of more than 20 acres are required to ensure a "planned" environment.
- E. Planned Environment: This plan strongly recommends the preparation and adoption of design and architectural standards for developments in the LI category so that the overall character of the area is enhanced.

VIII. OPEN SPACE (OS) LAND USE POLICIES

This Plan recognizes the importance of providing adequate open space and recreational opportunities for the current and future population of the City of Moraine. The continuation of existing parks/open space sites is assumed in this Plan. New developments in the OS category should be guided by the following policies.

- A. Appropriate Uses: Areas designated as OS are existing and proposed areas of major active and/or passive recreational use and/or areas containing environmentally sensitive or significant areas. The use of these areas for other than recreation related activities or permanent open space is not recommended.
- B. Suitability of Activities: The suitability of proposed activities with the potential for a high degree of impact on support services and/or the surrounding area should be evaluated and determined on a case-by-case basis, based on the ability to satisfactorily resolve the undesirable impacts of the proposed uses.
- C. Intergovernmental Coordination: The State and Federal Governments are encouraged to coordinate with the City of Moraine Planning Commission regarding proposed public uses of sites under their ownership whenever such uses are unrelated to the existing activities.
- D. Development or Redevelopment of OS Areas: Any use or proposed use of a site, through lease or sale, for purposes unrelated to existing activities falling under the OS category, shall be reviewed by the City in accordance with the site plan review provisions incorporated herein. No development or redevelopment of a site or use within the OS category shall occur until this review process has run its course.

- E. Locational Criteria and Adequacy of Services: It is the express policy of this Plan to provide services and facilities under the OS category commensurate with the current and future demands of the City's population. Exhibit XVII, on the next page, indicates both existing and proposed park facilities in the City (as of June 1994). Exhibit XVII also indicates those service areas which will require additional OS land use areas in the next 10 to 20 years.

IX. PUBLIC/SEMI-PUBLIC (P/SP) LAND USE POLICIES

This land use category is for major public institutional uses that involve large areas of land. The continuation of these uses is assumed during the planning period. Additional development should be guided by the following policies:

- A. Appropriate Uses: Types of uses appropriate to the P/SP category may be considered on their merits provided they are compatible with adjoining off-site activities and the impacts on services are satisfactorily resolved.
- B. Intergovernmental Coordination: The State and Federal Governments are encouraged to coordinate with the City of Moraine Planning Commission regarding proposed public uses of sites under their ownership whenever such uses are unrelated to the existing activities.
- C. Redevelopment of P/SP Areas: Any private use of a site, through lease or sale, for purposes unrelated to existing activities should be predicated on a formal review and consideration of appropriate land use policy for the specific site in question.
- D. Locational Criteria and Adequacy of Services: It is the express policy of this Plan to provide public facilities and services commensurate with the current and future demands of the City's population base. Public facilities/services shall be provided based on generally accepted national and/or state standards.

X. ENVIRONMENTAL OVERLAY (EO) LAND USE POLICIES

This land use overlay category is intended to provide additional land use controls to the base land use categories (i.e., Medium Density Residential, Commercial-Neighborhood, Industrial, etc.). The basic policy for areas subject to environmental constraints is, to the extent possible and where development has not yet occurred, preserve these areas in an undisturbed state and maintain the natural environmental habitats. If development is proposed in the EO category, the following policies would apply:

- A. To discourage alteration and development of environmentally sensitive areas, the corresponding density of the base land use category is recommended to be reduced by 75 percent in residential and non-residential land use categories for areas of a site which are contained wholly within an EO area. If some portion of a property is located within an EO area, the development potential of the property should occur by allowing development on the buildable portion of the site (outside the EO area). Generally, the EO areas are defined by area located within the 100-year floodplain or on slopes in excess of 15 percent.
- B. Low intensity non-structural recreational uses that offer some beneficial use of these areas without altering them or creating impedances to flood waters may be considered on their merits, subject to the provision of adequate access, necessary services, and compatibility with the adjoining, existing or planned use as specified on the Detailed Development Plan Maps.
- C. To insure that the provisions of this section and other applicable sections of this Plan are upheld in proposed developments in the "Environmental Overlay" category, any proposed development or reuse of existing sites or structures within the EO category shall be required to submit a site plan for review and approval prior to final acceptance. The site plan shall conform to the requirements of the site plan review process outlined in this Plan, and no development shall occur until this review process has run its full course.

XI. MISCELLANEOUS LAND USE POLICIES

In addition to the general and specific land use policies that correspond to the land use areas designated on the Detailed Development Plan Maps, this Plan also includes several "special" policies dealing with various aspects of overall development throughout the land use categories. These policies are identified below.

A. General Bufferyard Policies

Accomplishing adequate buffering between varying land use activities poses one of the most difficult land development problems facing planners, developers, and affected neighborhoods. While the Detailed Development Plan Maps designate general areas appropriate for varying land uses, it does not illustrate the need for buffering between potentially conflicting land activities, such as manufacturing or commercial uses adjacent to residential areas or residential uses of differing densities. Decisions concerning the buffering between conflicting land uses should be guided by the following policies.

1. Necessity of Buffer Areas: Buffers should be provided when a proposed development could result in a land use conflict with adjacent activities. The burden of providing adequate buffers should be with the new development, even when the new development is of lower intensity, as with residential areas.
2. Physical Barriers as Buffers: Existing physical barriers should be used to separate and buffer incompatible land uses, where possible. These physical barriers include natural features, such as ridges, steep breaks in topography, rivers, streams, lakes, and flood plains; or man-made barriers, such as streets, alleys, rail lines, utility or scenic easements, tree lines, shrub lines, and fences or screens.
3. Land Use Activities as Buffer Boundaries: In many cases, particular land use activities can serve as an effective break between incompatible activities. Land use activities intended as buffers should be used primarily to protect residential areas from the adverse impact of high intensity commercial and industrial activities. Buffer land uses include low-rise offices, surface parking facilities, and limited impact community services, such as churches. High intensity residential uses may be appropriate, provided they area also afforded the protection required to ensure privacy and freedom from nuisances of non-residential development. Additionally, open space areas, such as cemeteries, parks, and natural areas, should serve as buffers, where convenient and appropriate. In general, land use activities should be used as buffers only when other means of providing buffering are inadequate.
4. Buffer Policies for Areas Where No Natural or Man-Made Features Occur: The policies in this section are intended to apply along the interfaces of abutting land use categories in which the boundary between the land use categories does not follow an existing natural or man-made feature that forms and provides an effective barrier and separation between the adjoining land use categories. Particular boundaries along which these policies are not intended to apply are those formed by major rivers and streams and controlled-access highways.

A. In applicable interface situations, consideration may be given to the extension of an activity appropriate in one of two adjoining land use categories across the boundary into the other category in accordance with the following guidelines.

1. The extension across the boundary should be for the expansion of an existing activity, for the adaptive reuse of an existing development, or to accommodate a consolidated development. Such extensions should not be for indefinite or speculative purposes.
2. All of the development involved in the extension should be oriented toward the area in which the use conforms with the land use policy.
3. The portion of the use or development that extends across the boundary should be minor, involving not more than ten to fifteen percent of the total land area of the expanded use or development, and should be contiguous to, and consolidated with, the existing site.

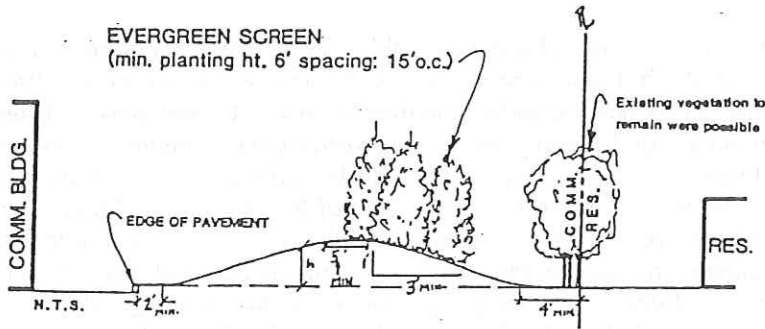
4. The expansion of non-residential uses into an abutting residential land use category should not extend or have access to local streets that are residential in character, should occur on suitable land that is vacant or contains substandard housing, and should be adequately buffered from adjoining residential uses and areas of planned residential use.
- B. In applicable interface situations, consideration may be given to development of residential uses at densities higher than are otherwise consistent with this plan, in accordance with the following guidelines.
 1. Along interfaces of adjoining residential and non-residential land use categories, on sites in residential categories that abut and are conveniently accessible to concentrations of employment or commercial service, consideration may be given to new and infill residential developments at a net density up to twenty-five percent above the maximum density permitted in the applicable land use category. This policy should be limited in applicability to sites or portions of sites generally within about two hundred feet of the land use category boundary.
 2. Along interfaces of adjacent residential land use categories in the category with the lower planned density, consideration may be given to new or infill residential developments at a density up to the average of the density ranges permitted in the adjoining categories. This policy should be limited in applicability to sites or portions of sites generally within about two hundred feet of the boundary of the land use category.
5. Landscaped Bufferyard Standards and Policies: The following policies and standards shall apply to all new, proposed developments within the City of Moraine.
 - A. Landscaped Bufferyard Policy: Effective landscape screening and the provision of maintained open space or bufferyards can provide effective transitions between adjacent land uses which may be in conflict. Bufferyards are required wherever proposed developments interface with areas in which the existing land use classification or zoning district varies significantly from the permitted uses, densities, or standards of an adjacent land use classification or zoning district.

Chapter Eight of this Plan includes a proposed bufferyard zoning ordinance that outlines the specific regulations regarding the location, size, composition, and applicability of the bufferyard policies. In general, the following general policies must be adhered to in the provision of bufferyards:

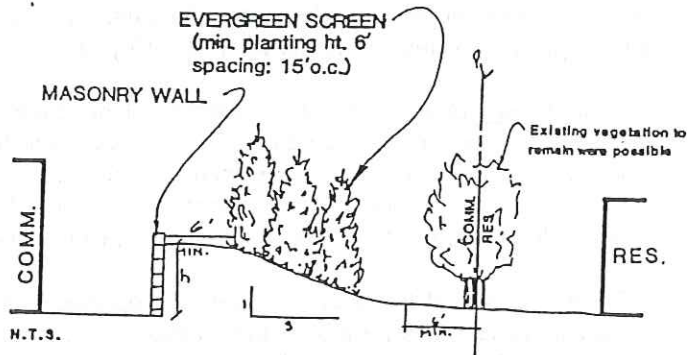
1. Bufferyards shall be located on the outer perimeter of a lot or parcel, extending to the lot or parcel boundary line.
2. Bufferyards shall be installed as a landscaped open space area separated uses of differing types and/or densities, and no buildings, structures, or improvements shall be permitted within the bufferyard.
3. Development proposals adjacent to undeveloped and unsubdivided tracts of land shall be required to buffer these properties as well, in accordance with the proposed bufferyard ordinance.
4. All bufferyards shall be required to contain an opaque barrier of some type (defined in Chapter Eight) to screen adjacent uses.
5. In general, the greater the disparity between adjacent land uses, the greater the requirements of the bufferyard.

- B. Bufferyard Design Types: The following illustrations identify the variations on bufferyard design that can be applied within the proposed bufferyard ordinance. These illustrations represent sample techniques; however, the specific guidelines of the proposed bufferyard ordinance should be consulted prior to design and installation of required bufferyards.

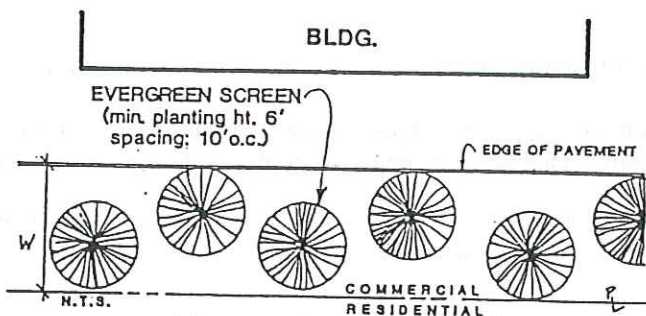
Earth berm with landscape plantings



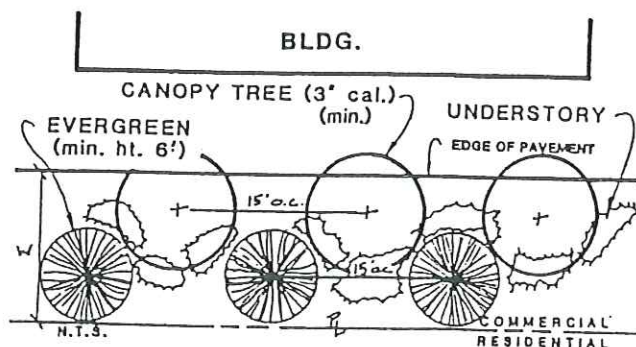
Earth berm with opaque wall



Landscape strip--Evergreen



Landscape strip--Mixed



C. Other Bufferyard Requirements:

1. Plantings shall be maintained by the developer, including watering and weeding at least through the first growing season. Dead and dying plants shall be replaced by the developer during the next planting season. Thereafter, the owner or property manager shall be responsible to maintain the bufferyard in accordance with the original intent. Bufferyard areas shall be maintained and kept free of all debris, rubbish, weeds, and tall grass. Mulch beds shall be periodically replenished. Periodic pruning, in accordance with recommended practices, shall be done to preserve the scale, fullness, and texture of the plantings.
2. Masonry wall copings and mortar joints shall be properly maintained to preserve the integrity of the wall.
3. No buildings, structures, storage of materials, or parking shall be permitted in the bufferyard area; either during construction or after construction is completed.
4. Unless specifically provided for in the proposed master development plan, signage, lighting, and accesses shall not be permitted within a bufferyard area.

B. Policies for Accommodating Selected Uses Based on Locational Criteria Independent of the Detailed Development Plan Maps

Consideration may be given to accommodating small-scale offices for transitional purposes and convenience retail activities based on the locational and other criteria contained in this section; conformance of these uses with the Detailed Development Plan Maps is not required. The applicable criteria are as follows.

1. **Small-Scale Transitional Offices:** Small-scale office activities used principally for transition and buffering between residential uses and incompatible non-residential activities may be considered on their merits in accordance with the following guidelines and criteria.
 - a. The proposal should conform to the land use and intensity policies in sections that apply to the **Office/Professional** land use category.
 - b. The requirements of this plan regarding support services should be met.
 - c. The site should be subject to adverse impacts of an existing, adjoining, incompatible, non-residential land use that cannot be reasonably mitigated through landscaping, fencing, screening, or similar methods of buffering.
 - d. The site should be suitable for the proposed use based on its physical site characteristics. Sites that are steeply sloping, prone to flooding, or contain other sensitive environmental features, are inappropriate.
 - e. The site should be of sufficient size and suitable shape to satisfactorily accommodate the proposed use and achieve an acceptable design relationship with the adjoining uses. As a rule, site width should be in the range of 100 to 150 feet and site depths should be in the range of 250 to 350 feet to achieve well-designed and functional offices and suitable landscaping and buffering.
 - f. Access to the site should be from the adjoining non-residential area or a side street that leads directly into the non-residential area, and safe ingress/egress should be assured. To the extent practicable, transitional office sites with double frontage should be avoided. Where double frontage is necessary for adequate site size, access should be provided that has the least adverse impact on the residential area.
2. **Nodes of Convenience Retail Uses:** Nodes of convenience retail activities may be considered based on their merits in accordance with the following guidelines and criteria.
 - a. The proposal should conform to the land use and intensity policies and size criteria for retail uses that apply to the **Commercial Neighborhood** land use category.
 - b. The requirements of this plan regarding support services should be met.
 - c. The site should be suitable for the proposed use based on its physical site characteristics. Sites that are steeply sloping, prone to flooding, or contain other sensitive environmental features, are inappropriate.

- d. The site should be of sufficient size and suitable shape to satisfactorily accommodate the proposed use and achieve an acceptable design relationship with the adjoining uses. The proposal should meet the bufferyard design standards and policies presented in this chapter.
- e. The site should be at the intersection of two streets that are either both arterials, or one is an arterial and the other is a collector.
- f. The site should be at least one mile from any other location in which convenience retail uses exist; such sites should also be at least one mile from any locations which are vacant or are in lower density residential use and in which convenience retail uses are permitted by the existing zoning.
- g. The need for such uses should be supported by a market analysis.

C. Policies for Areas and Sites with Historic Significance

Because this plan supports the protection and preservation of historic features, the following policies apply to areas and sites which are historically significant. Historically significant areas or sites shall be defined as sites, structures, or areas identified on the National Register of Historic Places or any other comparable state or local register of historic places.

- 1. Emphasis should be given to the upkeep and enhancement of publicly owned historic features.
- 2. Owners of private property that contain historic features should be encouraged to preserve those features in conjunction with any proposed development of the site and work closely with any public and private historical commissions in the City of Moraine, the Dayton area, or State of Ohio.
- 3. Application of regulatory measures designed to support the preservation of historically significant properties should be supported.
- 4. The potential impacts of proposed developments on historic sites or areas should be carefully considered, and appropriate measures should be required of the Owner that mitigate any adverse impacts.

D. Policies for Nonconforming Activities

The following policies shall apply to existing development that is not in conformance with the policies and other provisions covered under the detailed land use categories of this plan.

- 1. The territorial expansion or on-site intensification of existing activities that are not in conformance with the land use policies outlined in this report is not recommended.
- 2. Existing activities that already exceed the specified intensities for the area should not be further intensified.
- 3. Proposals which would result in the termination of an existing nonconformity and move toward conformity with the policies for the area should be considered on their merits. Changes in use that would not reduce the degree of policy nonconformity are inappropriate.

E. Policies Related to Airport Impacts

This Plan supports the continuation and enhancement of the existing Moraine Airport. The airport's impact on adjacent residential areas shall be monitored, however, to insure that any proposed improvements or changes to the operations or size of the facility do not negatively impact these neighborhoods.

F. Stormwater Management Policies

The potential urbanization of the City's western fringe could produce significant effects on properties which are located adjacent to rivers, streams, or waterways within the area. This Plan strongly encourages the review of current stormwater management measures in the City, and provide revisions, where necessary, to ensure the mitigation of potential negative effects due to increased urbanization.

In general, the following policies should be applied to proposed developments within the City.

1. For all proposed development or redevelopment sites, post-development stormwater peak runoff and water quality must not differ significantly from pre-development conditions.
2. No construction, whether by private or public action, shall be performed in such a manner as to materially increase the degree of flooding in its vicinity or in other areas, whether by flow restrictions, increased runoff, or by diminishing channel or overbank storage capacities.

G. Policies and Procedures for Unanticipated Large Scale Development

Over the planning period, the City may be faced with a major development proposal which is inconsistent in one or more ways with the adopted Detailed Development Plan Maps and associated policy documents and programs. Accommodating unanticipated large scale development may be possible and may be beneficial; however, the diversion of public resources may be necessary, which could leave essential needs unmet elsewhere. The following policies shall govern the review of unanticipated large scale developments:

1. Characteristics of Unanticipated Large Scale Development: An unanticipated large scale development may be residential or non-residential in nature. It is considered unanticipated when it is significantly inconsistent with the type, timing, and/or scale of development at the proposed location, as expressed in adopted plans and policies. Fixed criteria are not being recommended to identify unanticipated large scale development; however, the following factors are suggested as key indicators for determining the significance of a proposed development: site size, building size, number of dwelling units, number of employees, and vehicular traffic likely to be generated.
2. Policies and Procedures: Large scale developments of an unanticipated nature should be evaluated not only in terms of their impact on local plans, but also on the basis of their potential contribution to the community. Large scale developments which are determined to be beneficial for the community, and which have a significant impact on the pattern of development of infrastructure systems, should prompt a general review and revision of the Comprehensive Plan and accompanying support documents.

Promoters of large scale development should be encouraged to work with the regulatory agencies of the City government at the earliest stages of the formulation of a development proposal, thereby reconciling serious differences that may exist between the views of the public agencies and the developers. Close coordination is also urged in order to preempt major expenditures on development proposals which may not be favorably received by the local government or the general public.

Development proposals which are large scale and unanticipated should be given a thorough review by the City Planning Commission and should be considered in public hearing. Also, other levels of government should be involved in the review and evaluation of an unanticipated large scale development when it has regional development implications.

The evaluation of the proposal's impacts on individual elements of this Plan will be prepared by the appropriate City departments and will reflect the goals, objectives, policies, and map elements contained in the Comprehensive Plan and other data, criteria, and information available to the departments. The seven broad impact categories to be examined are listed below.

Impacts:

- Land use compatibility.
- Transportation and traffic impacts.
- Sanitary sewer and water demands.
- Encroachment on the natural environment.
- Potential stormwater runoff hazards.
- Impacts on community facilities.
- Potential and implied responsibility of the City regarding the above elements and the anticipated public cost.

Large scale, unanticipated developments that are approved by the City of Moraine Planning Commission should follow the general procedure outlined below for incorporation into the Comprehensive Plan.

- All approved, large scale, unanticipated developments should be accommodated within a specific, existing or recommended land use policy classification, which clearly identifies the nature of the development.
- All approved, large scale, unanticipated developments should be made an appendix to this Comprehensive Plan. Such appendix should include a description of the land use policy change, a summary of supporting justification for the change, and a list of all conditions on which the changes are predicated.
- The Detailed Development Plan Map change denoting the large scale, unanticipated development should be made only when all conditions of the approval of the change have been met. Until final acceptance of an approved large scale unanticipated development occurs, through denotation on the Detailed Development Plan Map, all such developments shall have a status of being conditionally approved.

XII. TRANSPORTATION PLAN

A. Introduction

Although the system of streets and roadways will continue to be the dominant means of transportation throughout the City over the planning period, this Plan strongly encourages and supports a "multi-modal" system be developed to its fullest extent. Transit service and bikeways are existent within the central portions of Moraine presently, and the expansion of these alternative modes of travel is important for two reasons: (1) Moraine's street network has been and will increasingly become a major "through" route for area residents which leads to greater traffic congestion and the need for alternative travel means, and (2) alternative systems (i.e., bikeways, pedestrian trails) help to link the community together and provides a safer, more effective path for Moraine's young people to travel to points of interest within the City.

Accordingly, this Transportation Plan includes four major elements. First, Exhibit XVIII outlines a system of thoroughfares and roads within the City that, when developed as planned, will accommodate the vehicular traffic associated with the addition of new homes and businesses forecasted on the land use plans outlined herein. Second, a system of bikeways and sidewalks is presented to supplement the thoroughfares shown on Exhibit XIX. Finally, a brief discussion of the transit service anticipated over the planning period is presented. Each of these modes contribute to the overall framework of moving people and goods through the City in the most efficient and effective manner as possible.

B. Transportation Plan--Roadways and Thoroughfares

Exhibit XVIII graphically depicts the Official Thoroughfare Map for the City of Moraine over the planning period 1995-2015. The general intent of this Thoroughfare Map is to inform both public officials and private citizens of the roadway improvements which will be required to adequately serve the vehicular transportation needs of the community over the next 10 to 20 years. As such, this section details the: (1) functional classification for existing roads or proposed roads in the City (e.g., explains their purpose in the overall roadway network); (2) preliminary roadway improvement recommendations to be undertaken over the planning period (i.e., widening, freeway interchanges, intersection improvements, realignments, etc.); (3) policies related to accessing this street system; and (4) thoroughfare system's relationship to the alternative transportation modes such as bikeways, trails, etc.

1. Roadway Functional Classifications

This section deals with the function of the particular roadway and addresses the degree the road serves to provide local access to abutting properties versus longer distance trips connecting more distant destinations by higher level roadways. For example, an existing quarter mile stretch of widened, two-lane roadway within a wide right-of-way (i.e., Pinnacle Park Drive) that serves as the entranceway to a residential subdivision would be shown as a "local" road on the Thoroughfare Map; conversely, a two-lane, unimproved rural road with a relatively narrow right-of-way (i.e., Hemple Road) that runs continuously for miles and connects into other important roadways would be shown as a "Minor Arterial" on the Thoroughfare Map. The laneage and rights-of-way of these roads may be similar, but their function and importance in the overall transportation network is quite different.

The Official Thoroughfare Map has been prepared to indicate the required functional classifications for various roadways within the planning area to accommodate the projected land development. Formal definitions of each roadway classification and appropriate access policies are included below.

Freeway

- Provides for efficient and uninterrupted travel between or across states and large metropolitan areas. The trips comprising these travel patterns serve land uses that are usually widely separated by time or distance.

- Provides uninterrupted flow of travel through elimination of intersections, signals and stop signs, and through the strict control and limitation of ingress and egress except at interchanges with other arterials.
- Principal arterials include most interstate-designated routes.
- Recommended right-of-way width = 300 feet.

Principal Arterial

- Provides access to principal arterial highways.
- Provides efficient but not free or uninterrupted flow between major streets in highly developed area through the limitation of the type and number of access points from adjacent land uses.
- Provides major traffic movements to major generators of regional and area interest such as town centers, industrial complexes, and large employment centers.
- Distributes large volumes of trips to and between freeways or other principal arterials emanating from lesser classified arterials and major collectors.
- Provides routes for mass transit system to communities within the Dayton area.
- Recommended right-of-way width = 120 feet.

Minor Arterial

- Provides interconnection between principal and intermediate arterials.
- Provides a lower level of travel mobility than intermediate arterials to major towns and communities.
- Provides routes for mass transit system to communities within the City.
- Provides a primary access to or through communities of high density residential, commercial, retail, or industrial land areas.
- Provides access to abutting commercial, residential, and industrial properties at predetermined locations.
- Recommended right-of-way widths = 82 feet.

Major Collector

- Provides a primary access to an arterial road for one or more neighborhoods.
- Distributes residentially-based trips to or from arterials.
- Provides a limited amount of travel through neighborhoods which originates and terminates externally.
- Provides direct connections to local roads and minor collectors.
- Provides collection and distribution routes for mass transit system.
- Recommended right-of-way width = 70 feet.

Minor Collector

- Provides direct access to local roads and direct access to abutting properties.
- Allows internal distribution of trips within a neighborhood or part of a neighborhood.
- Connects local roads to one or more major collectors.
- Carries a limited amount of through traffic, primarily local in nature.
- Recommended right-of-way width = 60 feet.

Local Road

- Comprises all roads or residential streets not classified as an arterial or collector.
- Provides direct access to abutting land uses and higher order roadway classes except freeways.
- Offers the lowest level of mobility of all roadway classifications and usually contains no bus routes.
- Discourages through traffic movement.
- Recommended right-of-way width = 50 feet.

2. Roadway Improvement Recommendations

Exhibit XVIII depicts the major roadway classifications conceptual improvement recommendations in this Plan. These improvements are designed to enhance the existing system of roadways and preserve the major road grid pattern in the western portions of the planning area and are based on preliminary traffic analysis and intersection studies. More detailed traffic engineering and analysis (i.e., line grade and typical section plans) should be completed before final design of these improvements begins to ensure the need for additional laneage and the proper timing for these improvements. In order to provide for acceptable level of service for the area, the following major roadway improvements are anticipated:

- a. North-South Improvements: The following is a list of the major roadway modifications proposed to the major north-south roadways:
 1. Dixie Highway/Kettering Boulevard: Three lane section, from Dorothy Lane to Springboro Pike.
 2. Springboro Pike/Dryden Road: Five lane section, from northern City limits to southern City limits.
 3. Sellars Road Extension: Five lane section, from northern City limits to Springboro Pike.
 4. Soldiers Home/West Carrollton Road: Three lane section, from northern City limits to southern City limits.
 5. Soldiers Home/Miamisburg Road: Two lane section with intermittent turn lanes, from northern City limits to southern City limits.
 6. Germantown Pike (State Route 4): Two lane section with intermittent turn lanes, from northern City limits to southern City limits.
 7. Proposed Roadway Network (Route 892 Interchange Area): Two north-south collectors are proposed on either side of interchange to distribute traffic in interchange area. Location and size of roadways dependent upon final Route 892 location.
- b. East-West Improvements: The following is a list of major roadway modifications proposed to the major east/west roadway:
 1. Dorothy Lane: Five lane section, from Springboro Pike to eastern City limits.
 2. Pinnacle Road: Three lane section, Vance Road to Soldiers Home/Miamisburg Road.
 3. Hemple Road: Five lane section near interchange, three lane section to Bear Creek, two lane section from Bear Creek to Soldiers Home/Miamisburg Road.
 4. Farmersville/West Carrollton Road: Three lane section from Liberty Road to State Route 4, two lane section from State Route 4 to Miami River.
- c. Freeway Interchanges: The plan supports the City of Moraine petitioning the State of Ohio Department of Transportation to include a freeway interchange at Hemple Road on the proposed Route 892. The interchange should be designed to current highway design standards and include adequate geometric design to accommodate the non-residential and residential traffic loads expected to be generated by the development forecasted and planned for at this interchange.
- d. Road Realignments: The Plan recommends the following roadway segments or intersections be realigned to accommodate new traffic loads or provide additional safety margins.
 1. Pinnacle Road between Sellars Road extension and Soldiers Home/West Carrollton Road.
 2. Hemple Road between Soldiers Home/Miamisburg Road and Soldiers Home/West Carrollton Road.
 3. Proposed cul-de-sac of Lyleburn Road, north of Pinnacle Road.
 4. Soldiers Home/West Carrollton Road between railroad and northern City limits.
 5. Pinnacle Road at Opossum Creek (roadway straightening and new bridge alignment).
 6. Various feeder road realignments necessitated by the aforementioned projects.
 7. Eliminate extension of existing Hemple Road, east to Soldiers Home/West Carrollton Road. Provision of extension would encourage truck traffic from the south along Hemple road to the proposed Route 892 interchange.

- e. Intersection Improvements: The following are intersections which have geometric deficiencies. Correction of these deficiencies will enhance both the safety concerns and traffic capacity limitations at each location.

1. Sellars Road at Springboro Pike
2. Pinnacle Road at Soldiers Home/West Carrollton Road
3. Germantown Pike at Soldiers Home/Miamisburg Road
4. Germantown Pike at Hemple Road
5. Germantown Pike at Union Road
6. Germantown Pike at Farmersville/West Carrollton Pike
7. Infirmary Road at southern City limits

The timing and phasing of highway projects in relation to land use development is a function of available funding combined with ease of construction. Priority should be given to projects which are needed to accommodate growth which has already taken place. The next area of emphasis should be on those projects needed to handle growth during the next ten year period. Finally, those projects on the Thoroughfare Map which are needed for the 15 and 20 year planning horizon will need to be programmed.

In order to determine the timing and priority of individual projects, on-going studies of the functioning of the transportation network will need to be conducted and evaluated. An area-wide traffic counting program, as well as traffic studies of key intersections and corridors, will assist in monitoring the effect of land use and development on the highway system.

Finally, the Thoroughfare Map included in this report represents the roadway system which will be needed to adequately handle the traffic projected for the next 20 years. In many instances, the right-of-ways indicated are significantly more than what is needed according to the laneage requirements and the land uses projected. It is recommended, however, that reservations of right-of-way be based on the right-of-way widths shown on this Thoroughfare Map. This will ensure that for the next period beyond 20 years, the various governmental units will have sufficient land to build the roadway system which will be needed at that time.

3. Accessibility Policies

The policies in this section are intended to guide the provision of access in conjunction with development that occurs based on this Plan.

- a. Policies Related to Major Streets: The following policies apply to the major street system.

1. Level of Service: The service of any component of the major street system shall not be diminished by a proposed development below a level which shall be established by the Planning Commission. The Planning Commission shall have the authority to require the developer of any project to submit a traffic study prepared by a qualified traffic engineer.
2. Concurrence in Land Use Development and Street Improvements: Any proposed development which conforms to the land use policies of this Plan, but which requires additional street improvements in order to maintain the minimum acceptable level of service, should be approved only if: (1) the needed improvements are funded by the developer; (2) the needed improvements are specifically scheduled to be funded by a local government entity within two years; or (3) the needed improvements are specifically scheduled to be funded by the Ohio Department of Transportation within three years.
3. Phasing of Major Street Improvements: Portions of the major street network which require extensive staged improvements over the planning period in order to accommodate the projected population and employment growth should have phasing plans prepared. These plans are intended to time the provision of street improvements with the expected growth in population/employment that will depend on those improvements.

4. Access Policies for Existing Conditions: Where traffic conflicts result due to the location and/or nature of curb cuts for existing uses, this Plan strongly recommends that the burden of correcting such conflicts be placed upon the private property owner. A specific remediation plan shall be submitted to the Planning Commission for review and approval. Said plan shall incorporate design solutions that place the traffic carrying capacity and safety of the public thoroughfare paramount and private access issues or problems secondary.
- b. Access Policies for Local Streets: The sole purpose of local streets is to provide access to property in a manner which befits the type and density of development served. Accordingly, the following policies apply.
 1. The layout of local streets shall be designed to avoid through connections on local streets between higher order streets (collector, arterial) such that a short cut route may be provided. Through traffic is considered a harmful intrusion to residential areas and would cause destabilization and deterioration of these areas.
 2. The layout of local streets shall be designed so that access to higher density residential or non-residential developments is not directed through lower density residentially developed areas.
 3. Where traffic conflicts result due to the location and/or nature of curb cuts for existing uses, this Plan strongly recommends that the burden of correcting such conflicts be placed upon the private property owner. A specific remediation plan shall be submitted to the Planning Commission for review and approval. Said plan shall incorporate design solutions that place the traffic carrying capacity and safety of the public thoroughfare paramount and private access issues or problems secondary.
- c. Curb Cut Policies for Major Streets: In order to promote the safety of the motorist and pedestrian and to minimize traffic congestion and conflict by reducing the points of contact, the following policies should be applied to new developments along major traffic ways:
 1. The maximum width of a driveway opening at the property line along a major street shall be 35 feet.
 2. The minimum throat length of a driveway (measured from property line to the first parking aisle or driveway) shall be 75 feet for access to an arterial street and 50 feet for collectors.
 3. Driveway openings shall be so located that vehicles entering or leaving the establishment will not interfere with the free movement of traffic or create a hazard on the public right-of-way. Where feasible, they shall be located where there are not sharp curves and steep grades and where sight distance is adequate for safe traffic operation. Driveways should not be located within intersections, interchanges, or on highways immediately approaching them. They shall be so located that they will not interfere with the placement of signs, signals, or other devices that affect traffic operation. Where traffic conflicts result due to the location and/or nature of curb cuts for existing uses, this Plan strongly recommends that the burden of correcting such conflicts be placed upon the private property owner. A specific remediation plan shall be submitted to the Planning Commission for review and approval. Said plan shall incorporate design solutions that place the traffic carrying capacity and safety of the public thoroughfare paramount and private access issues or problems secondary.
 4. All proposed developments shall utilize the guidelines for "Access Control Requirements," Exhibit XXIV of the Comprehensive Plan for the City of Moraine in the preparation of a site plan (see Chapter Seven for Exhibit XXIV). The City Engineer shall approve all driveway locations for proposed developments.

4. Thoroughfare Map's Relationship to Alternative Transportation Modes

Exhibit XVIII outlines a road system which ensures an adequate street network capable of providing safe and efficient transportation of people and goods within and through the City over the planning period. This Plan recognizes, however, that this street system (if developed in the future as it has been developed in the past) will not cater to alternative transportation means such as bicycles and walking.

Accordingly, this Plan strongly encourages the use of the design guidelines outlined in Chapter Seven in the development and construction of future roadway improvements in the City. These guidelines will accommodate proposed bike paths, foot paths, and transit stops, thus ensuring the feasibility of using an existing street as a comprehensive, "multi-modal" transportation corridor. The prototype roadway section, outlined in Chapter Seven, shall be the design standard by which all future road improvements are designed and constructed.

C. Transportation Plan--Bikeways and Sidewalks

Exhibit XIX graphically displays a conceptual bikeways and pedestrian trail system for the City of Moraine. This system of trails, sidewalks, and greenways serves as a parallel reliever to existing roadways and as a greenway/trail linkage throughout the community. Major components of this system include:

1. Bikeways/Greenways: Various bike paths are indicated in Exhibit XIX. These paths provide alternative transportation corridors for area residents, as well as providing a system of greenways which tie area recreation and open space destinations together. The major linkages include ties between existing residential areas (east of the river) to City Hall, the Civic Center, and shopping areas. West of the river, recreational linkages occur among Pinnacle Park, Sellars Road Nature Preserve, the River Bikeway, and various future public parks anticipated west of Soldiers Home/Miamisburg Road. Finally, an equestrian trail system, along Bear Creek, is proposed to provide an additional travel and recreational outlet for residents of this area.

Chapter Seven outlines prototype design guidelines for bikeways which may be located along major thoroughfares. This design standard is strongly recommended for all applicable thoroughfares indicated in Exhibit XVIII and XIX.

2. Sidewalks/Pedestrian Travels: One of the most important elements which contribute to the livability of a city is its pedestrian environment. Exhibit XIX displays areas within the City which require development of their pedestrian walkways. Critical areas include Dryden Road, Sellars Road, Springboro Pike, and Hemple Road. Chapter Seven outlines a prototype roadway section that incorporates a pedestrian/bikeway trail along its frontage. This prototype section is strongly recommended for future roadway improvements within the City.

D. Transportation Plan--Transit Service

Like many other public services, the Dayton area transit service typically responds to existing and future ridership demands when evaluating new routes. Although current transit service (bus) within the City is primarily limited to areas east of the Sellars Road extension/Pinnacle Road intersection, future ridership demands may be generated as far west as Infirmary Road.

Since this transportation mode provides a valuable social and employment service to City residents who may be economically disadvantaged, this Plan strongly encourages: (1) future road rights-of-way provide sufficient space for transit shelters; and (2) the City continue to work through the Regional Transit Authority to update ridership information and expected demand within the City.

Furthermore, a regional/interstate high speed rail system has been considered for the Dayton area. Although specific locations and rail segments have not been finalized, the existing rail line bisecting the central portion of the City (near Apple Plat) has been considered. This Plan supports the use of this line as a part of the proposed system, but the following impacts/conditions must be evaluated and accounted for by the proposed measure: (1) adequate visual and auditory buffering shall be provided for all developed and undeveloped residential areas along the proposed line, and (2) the system shall be restricted to commuter/personal travel; no transport of hazardous materials will be acceptable to the City along this rail line.

E. Transportation Plan--Airport-Related Services

The existing Moraine Airport facility is recognized as an important element of the transportation network of the City. Valuable recreational and business-related transportation activities are generated at this facility. Appropriate land use policies should be promulgated by the City to insure the Airport's continued operation and compatibility with adjacent properties.

Additionally, as the City continues to grow, the need for additional air-related travel may become necessary. This Plan supports the provision of alternative locations for unanticipated air travel facilities (i.e., care flight landing pads, corporate air strips, etc.). The following impacts on adjacent properties should be evaluated when the City reviews alternative sites:

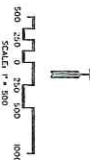
- Auditory/visual impacts on adjacent residential areas.
- Existing land use patterns and bulk/density/height conditions of adjacent properties (i.e., Are landing approach zones available?).
- Adequacy of related transportation infrastructure at site (Are existing roads adequate to meet anticipated transportation needs?).

-PROPOSED LYLEBURN
ROAD CUL-DE-SAC

LAND USE NOTES:

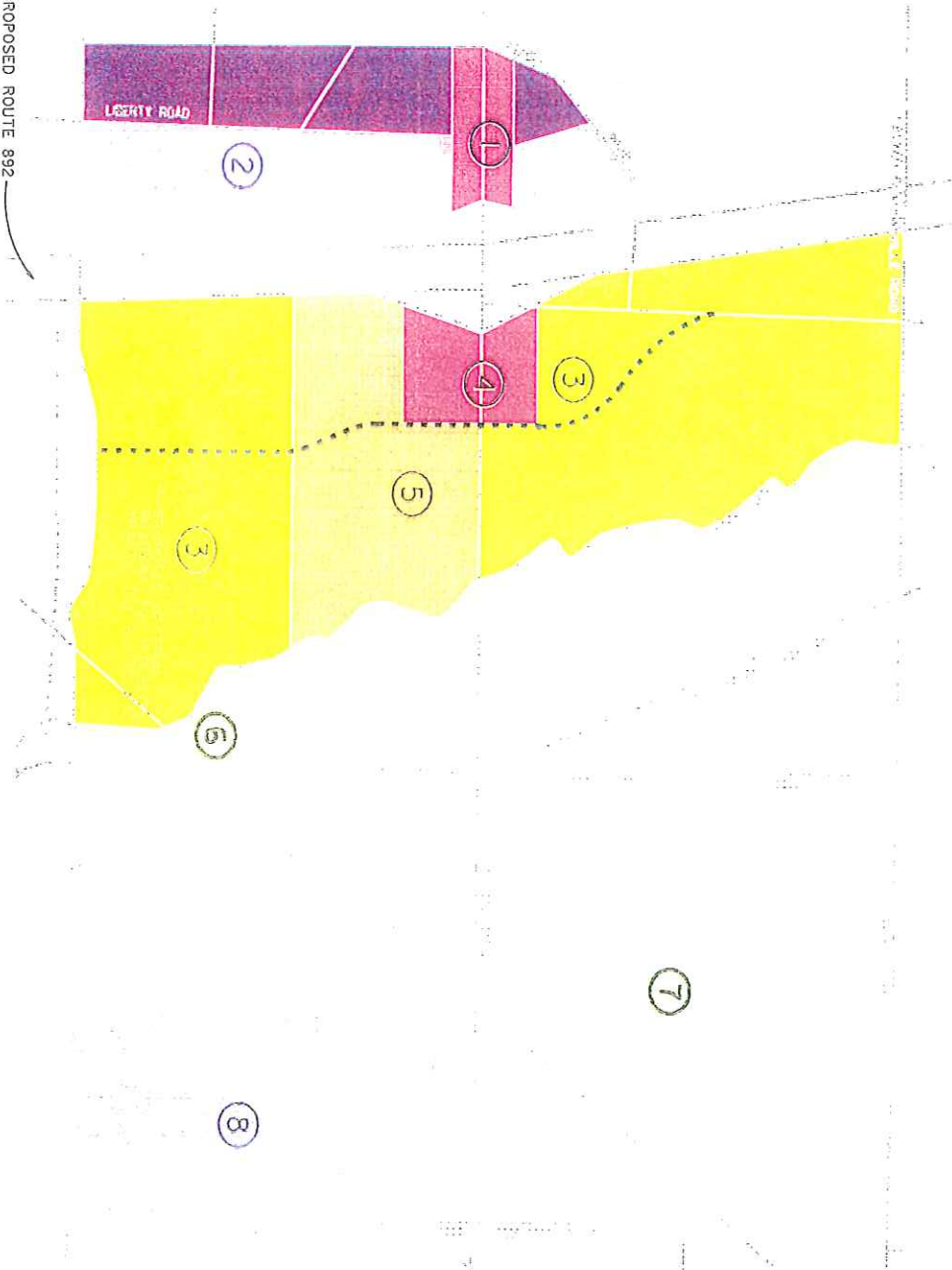
- [illegible]

- SUBAREA "B"**
DETAILED DEVELOPMENT PLAN



MORaine, OHIO COMPREHENSIVE PLAN 1995-2015

PROPOSED ROUTE 892



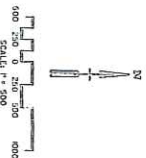
LAND USE NOTES:

- ① INTERSTATE-RELATED COMMERCIAL AREA EXTENDING TO STREET 2002 AND DEPT. AREA TO BE COMMERCIAL-REGIONAL LAND USE CLASSIFICATION AND APPROXIMATELY 20 ACRES IN SIZE.
- ② INDUSTRIAL LAND USE AREA EXTENDING WEST TO THE SOUTHERN EXTENSION OF ROUTE 892 AND EAST TO THE SOUTHERN EXTENSION OF ROUTE 892. INDUSTRIAL ZONING REQUIRED FOR VISIBILITY TO MAJOR ROADWAYS.
- ③ LOW DENSITY RESIDENTIAL LAND USE AREA EXTENDING FROM ROUTE 892 TO THE SOUTHERN EXTENSION OF ROUTE 892. LAND USE ZONING REQUIRED FOR VISIBILITY TO MAJOR ROADWAYS.
- ④ COMMUNITY-SCALE COMMERCIAL LAND USE AREA OF APPROXIMATELY 25 ACRES. COMMERCIAL ZONING REQUIRED FOR VISIBILITY TO MAJOR ROADWAYS.
- ⑤ MEDIUM DENSITY RESIDENTIAL LAND USE AREA EXTENDING TO DEPT. AREA. DESIGN OF AREA SHOULD FOLLOW SIMILAR GUIDELINES AS LOW DENSITY RESIDENTIAL. LAND USE ZONING REQUIRED FOR VISIBILITY TO MAJOR ROADWAYS.
- ⑥ PROPOSED DEVELOPMENT IN ELUTION AREA TO BE RECORDED IN CONCEPT DEVELOPMENT PLAN. LAND USE ZONING REQUIRED FOR VISIBILITY TO MAJOR ROADWAYS.
- ⑦ RURAL PRESERVATION RESIDENTIAL LAND USE AREA. RURAL PRESERVATION RESIDENTIAL ZONING REQUIRED FOR VISIBILITY TO MAJOR ROADWAYS.
- ⑧ OPEN SPACE. LAND USE ZONING REQUIRED FOR VISIBILITY TO MAJOR ROADWAYS.

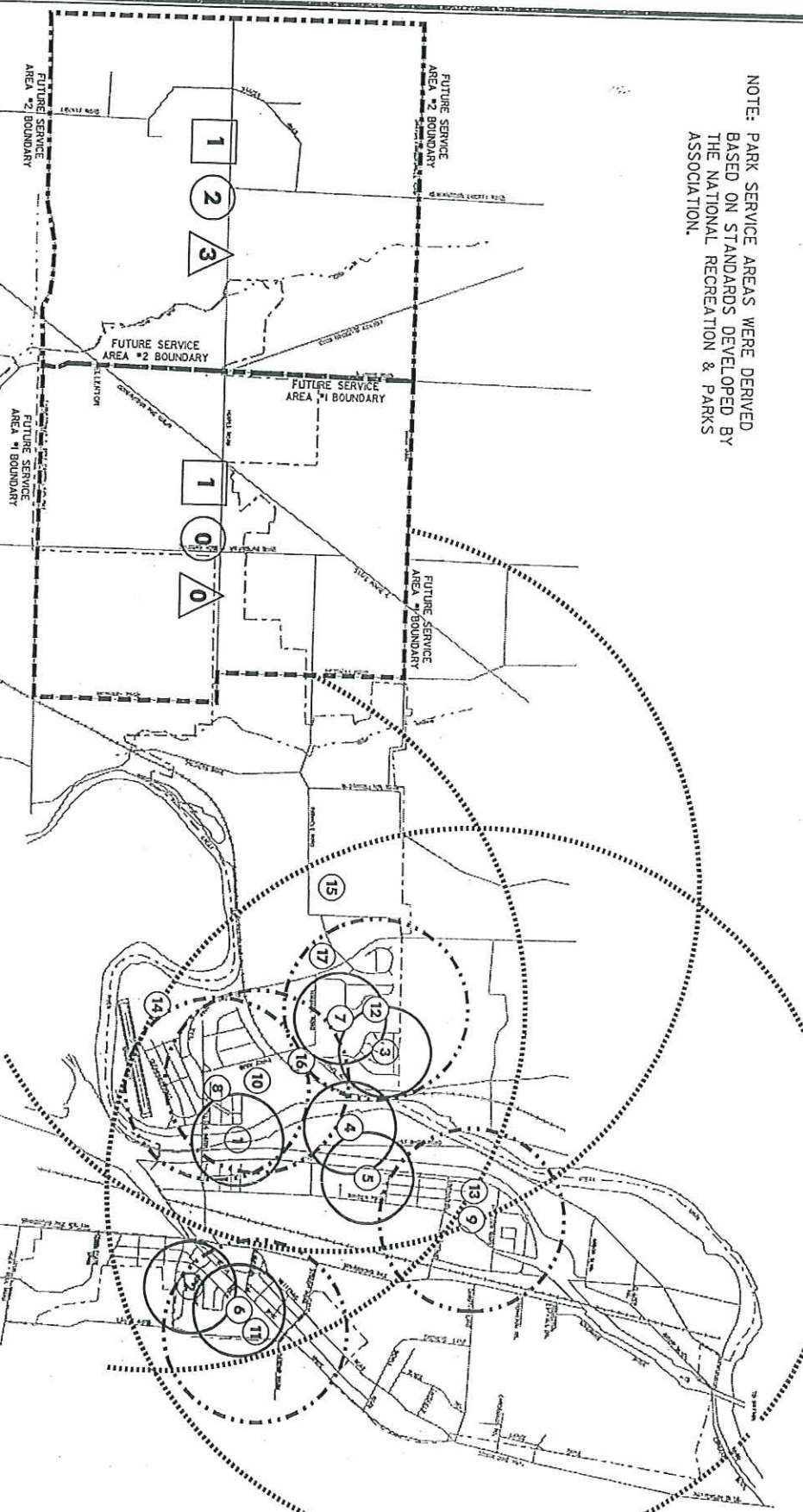
SUBAREA "C" DETAIL DEVELOPMENT PLAN

LEGEND

- RURAL RESIDENTIAL PRESERVATION
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- COMMERCIAL-NEIGHBORHOOD
- COMMERCIAL-COMMUNITY
- OFFICE/PROFESSIONAL
- LIGHT INDUSTRIAL
- INDUSTRIAL
- PUBLIC
- OPEN SPACE



NOTE: PARK SERVICE AREAS WERE DERIVED
BASED ON STANDARDS DEVELOPED BY
THE NATIONAL RECREATION & PARKS
ASSOCIATION.

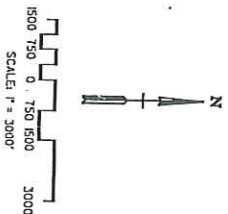


FUTURE PARK SERVICE AREA LEGEND

- 1 APPROXIMATE NUMBER OF COMMUNITY PARKS
REQUIRED IN SERVICE AREA
- 2 APPROXIMATE NUMBER OF NEIGHBORHOOD PARKS
REQUIRED IN SERVICE AREA
- 3 APPROXIMATE NUMBER OF MIN-PARKS
REQUIRED IN SERVICE AREA

EXISTING PARK SERVICE AREA LEGEND

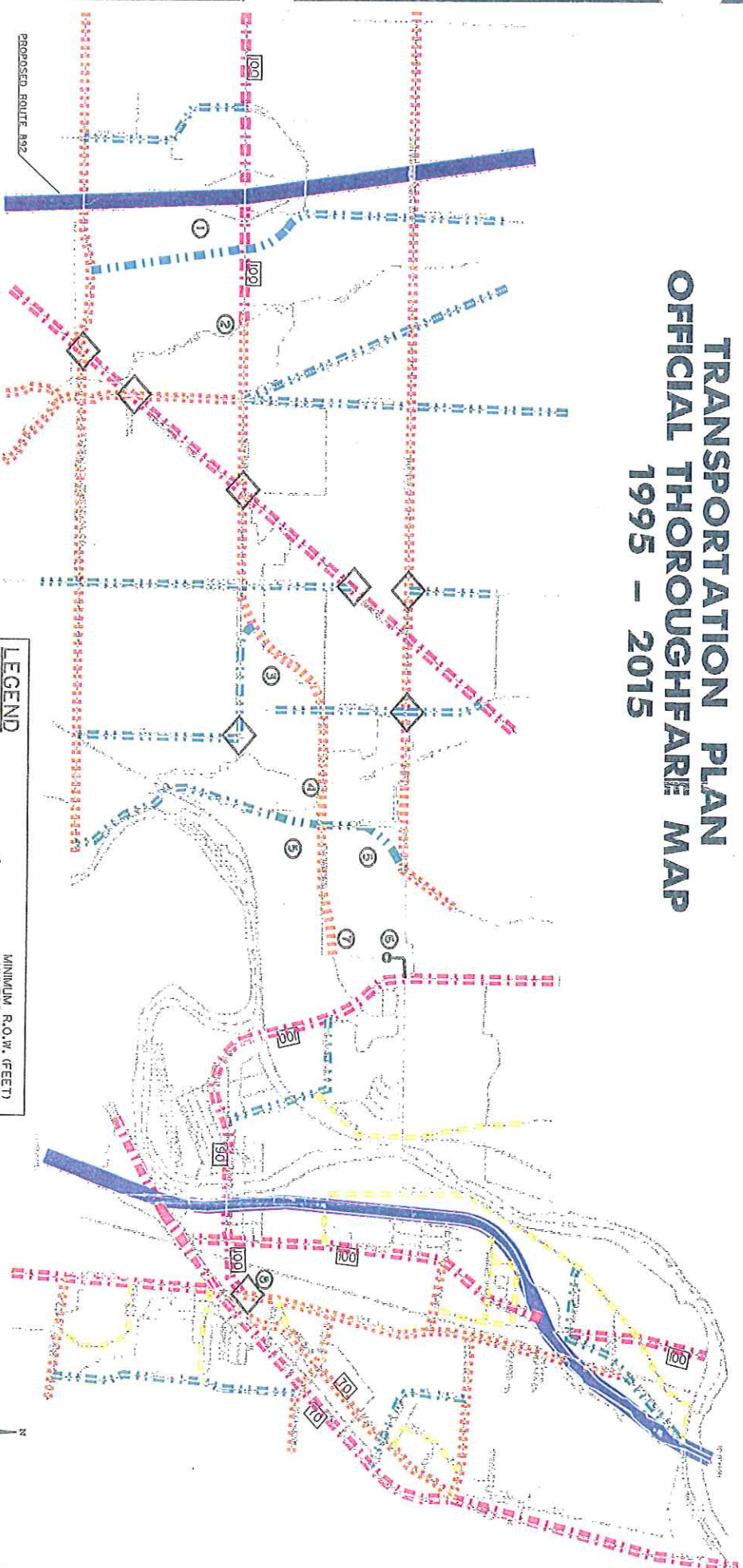
- MINI PARKS/PLAY-LOTS**
 - 1. MORANE BIKEWAY OASIS
 - 2. LEHIGH PARK
 - 3. GERMANY VILLAGE PARK
 - 4. MORANE BOAT RAMP
 - 5. DRACON PARK
 - 6. JACO PARK
 - 7. PINNACLE PARK LOT LOT
- COMMUNITY PARKS**
 - 13. ORA EVERETT'S PARK
 - 14. WENDALL MAX PARKS AND
 - 15. FUTURE 25 AC. PARK
- NEIGHBORHOOD PARKS**
 - 8. GEORGE TAYLOR PARK
 - 9. MORANE MEADOWS SCHOOL PARKS
 - 10. FRANK NICHOLAS SCHOOL PARK
 - 11. C.F. HOLLIDAY SCHOOL PARK
 - 12. PINNACLE PARK
- MISCELLANEOUS**
 - 16. GARDEN PLOTS (1/4 AC./160 PLOTS)
 - 17. NATURE PRESERVE (1/4 AC.)



PARK SERVICE AREAS FOR CITY OF MORANE, OHIO COMPREHENSIVE PLAN

Barge
Wagoner
Common Inc.

TRANSPORTATION PLAN OFFICIAL THOROUGHFARE MAP 1995 - 2015



NOTES

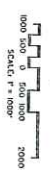
1. ADEQUATE THROUGH-TRAFFIC PLAN AT PROPOSED ROUTE B92 IS ESSENTIAL. EXACT LOCATION AND CHARACTERISTICS OF THE PROPOSED ROUTE B92 WILL BE DETERMINED BY THE LOCAL GOVERNMENT.
2. LOCAL ROAD IMPROVEMENTS AT PROPOSED ROUTE B92 WILL BE DETERMINED BY THE LOCAL GOVERNMENT.
3. RELOCATED HIGHWAY ROAD SEVERAL AS PROPOSED ROUTE B92 WILL BE DETERMINED BY THE LOCAL GOVERNMENT.
4. LOCAL ROAD IMPROVEMENTS AT PROPOSED ROUTE B92 WILL BE DETERMINED BY THE LOCAL GOVERNMENT.
5. RELOCATED HIGHWAY ROAD SEVERAL AS PROPOSED ROUTE B92 WILL BE DETERMINED BY THE LOCAL GOVERNMENT.
6. LOCAL ROAD IMPROVEMENTS AT PROPOSED ROUTE B92 WILL BE DETERMINED BY THE LOCAL GOVERNMENT.
7. RELOCATED HIGHWAY ROAD SEVERAL AS PROPOSED ROUTE B92 WILL BE DETERMINED BY THE LOCAL GOVERNMENT.
8. LOCAL ROAD IMPROVEMENTS AT PROPOSED ROUTE B92 WILL BE DETERMINED BY THE LOCAL GOVERNMENT.
9. RELOCATED HIGHWAY ROAD SEVERAL AS PROPOSED ROUTE B92 WILL BE DETERMINED BY THE LOCAL GOVERNMENT.
10. LOCAL ROAD IMPROVEMENTS AT PROPOSED ROUTE B92 WILL BE DETERMINED BY THE LOCAL GOVERNMENT.

LEGEND

FUNCTIONAL CLASSIFICATION

MINIMUM R.O.W. (FEET) UNLESS OTHERWISE NOTED ON PLAN

	FREEMAN	300
	PRINCIPAL ARTERIAL	120
	MINOR ARTERIAL	82
	MAJOR COLLECTOR	70
	MINOR COLLECTOR	60
	LOCAL ACCESS	50
	INTERSECTION IMPROVEMENTS REQUIRED	



TRANSPORTATION PLAN BIKEWAY AND PEDESTRIAN TRAIL SYSTEM 1995 - 2015

The map illustrates a proposed network of bikeways and pedestrian trails. Key features include:

- Future Park** (two locations)
- Nature Preserve**
- Pinnacle Park**
- Elementary School** (two locations)
- River Bikeway**
- Civic Center**
- Shopping Center**
- Opposum Reserve**

The map also shows major roads and the location of the City of...

LEGEND

MAJOR SIDEWALK IMPROVEMENTS

MAJOR LAND USE ATTRACTORS AND GENERATORS OF BICYCLING/PEDESTRIAN ACTIVITIES

A decorative border composed of small, dark gray diamonds arranged in a rectangular frame around the page content.

Chapter 7

Visual Enhancement and Design Guidelines

CHAPTER SEVEN--VISUAL ENHANCEMENT AND DESIGN GUIDELINES

I. INTRODUCTION

A key conclusion resulting from the numerous public meetings during the planning process was the City's desire to "create a vision of what Moraine is to become over the next 20 years." This vision includes two important ingredients: (1) a structured land use plan that arranges various land uses in a logical, realistic pattern; and (2) design guidelines which provide direction to developers and City officials on the aesthetic appearance of various components of the land use plan and strategies.

The purpose of this chapter is to identify a set of conceptual visual enhancement measures and design guidelines to assist private individuals and City decision-makers in implementing the overall intent and objectives of this Plan. These standards illustrate possible methods in which the "character" of new development occurring under the Comprehensive Plan can be affected and the image of the Moraine community can be enhanced.

II. VISUAL ENHANCEMENT MEASURES

Major elements in a coordinated visual enhancement strategy are included below. These elements constitute a shared "vision" for the community; a vision that enables Moraine to upgrade its image as an attractive, livable community in the greater Dayton. Important components of the visual enhancement strategy include:

- Enhancement of the main entryways and corridors leading into the City.
- Enhancement of the pedestrian environment throughout the City.
- Enhancement and reclamation of "Existing Commercial Strips."

Entryway and Corridor Enhancements

Like many other post-World War II cities, much of Moraine's commercial base is located on a few key transportation corridors within the City. This linear pattern of roadside business usage is virtually impossible to eradicate once it is firmly established, and the resultant "seas" of asphalt, signage clutter, and lack of landscaping contribute to a negative visual impression of the City. With sufficient political will, however, these impressions can be altered. The following guidelines and implementation strategies are recommended to address the visual enhancement of the existing commercial strips:

1. The City shall review their current sign ordinance and determine the extent that the amortization of tall signs and their gradual replacement with heavy plantings of proper shade trees can be implemented. Shade trees and smaller signs are not incompatible with business uses. In fact, their use can completely transform a "characterless" strip into a pleasing entryway. Such improvements do not require expensive consultants or local geniuses--just a few well-placed community officials who can commit a tiny fraction of the City's budget to begin this process.

Exhibits XX and XXI on the next pages depicts what a street tree planting program may be able to accomplish on Springboro Pike just north of Alex-Bell Road and between Holes Creek and Dixie Highway.

2. The City should require that any redevelopment efforts, rezoning requests, etc., occurring along existing commercial strips include visual enhancement measures (i.e., shade trees, sidewalks, reduced signage, consolidated curb cuts, etc.). This strategy can be used in tandem with the "reclamation" strategies pertaining to these areas (identified later in this section) to produce a comprehensive strategy to revitalize and enhance these corridors.

3. The City should evaluate the potential for public landscaping improvements at selected locations to enhance the entryways to the City. Exhibit XXII depicts landscaping improvements (along with geometric improvements) at the Sellars Road/Springboro Pike intersection which, combined with a new city park or entrance feature, could greatly enhance this crucial "gateway." These improvements could then be echoed by similar improvements along Sellars Road to the bridge and then across the River into the expansion and reclamation of the existing commercial strip west of the River. These improvements, along with the landscaping and visual enhancement measures found along the new Sellars Road extension would create a new "Main Street" for Moraine that could tie the City together across the Miami River.

Additionally, the existing and proposed freeway interchanges (Dryden Road and Route 892) offer the opportunity for the creation of landscaped gateways into the City. Arrangements with the Ohio Department of Transportation could permit the installation of trees, shrubs, and flower plantings within the existing and proposed rights-of-way. Illustrated below is an example of this gateway enhancement measure at the future Hemple Road/Route 892 interchange. Several large areas could be seeded in wild flowers to give a pleasant foreground view as one enters the City. Specific plant materials could be utilized to insure low maintenance costs for the City.

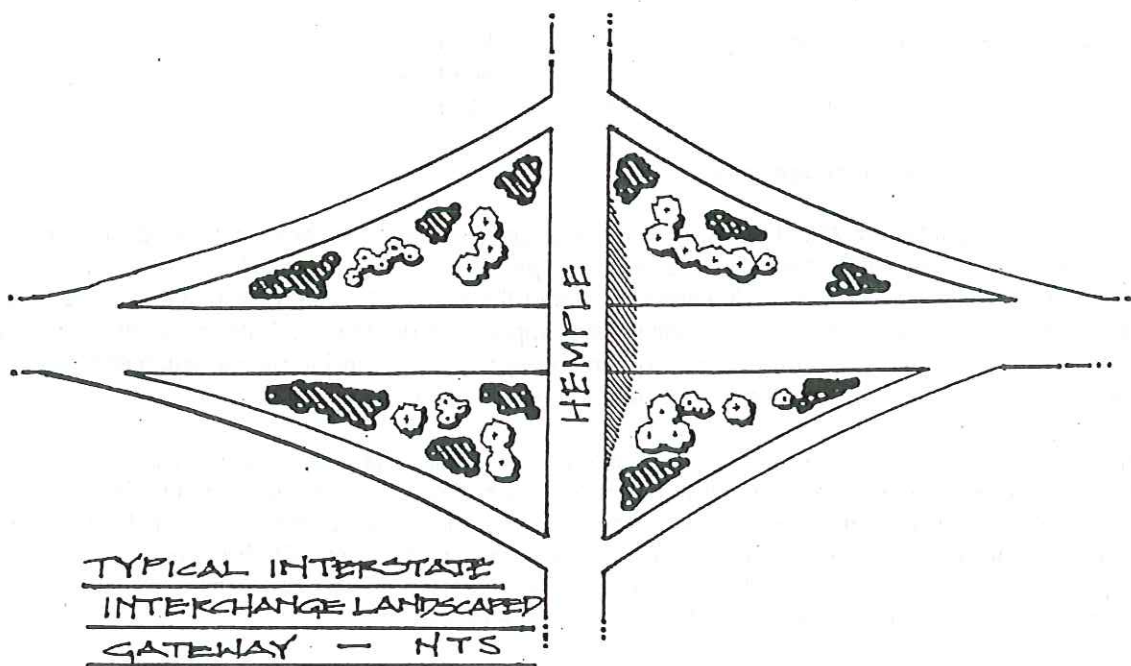


Illustration No. 11

3. Finally, to address the key component of "scale" along Springboro Pike, the City should work with existing owners along this industrial corridor to provide landscaping along the large industrial buildings. These landscape elements will introduce a human scale to the corridor and diminish its current appearance as an "industrial tunnel."

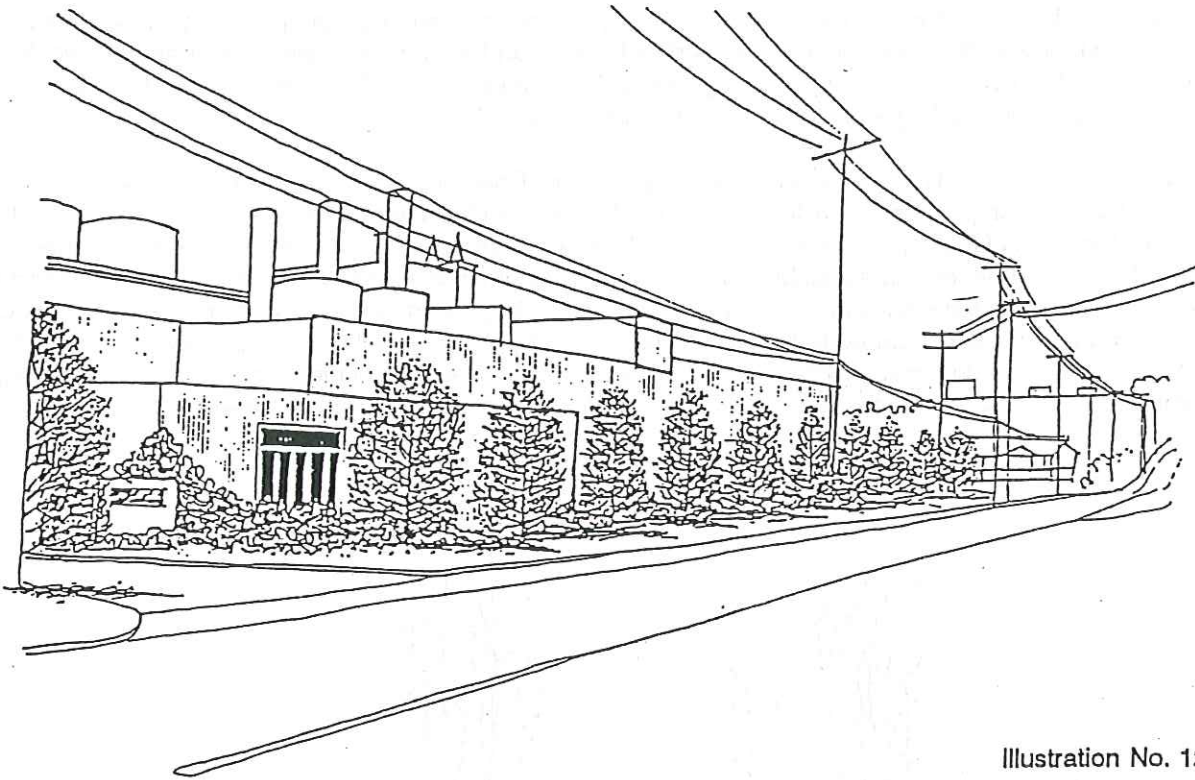


Illustration No. 12

Enhancement of Pedestrian Environment

As the commercial and residential population continues to grow in the City, it is essential that a comprehensive pedestrian circulation system be established. On a basic, functional level, the system needs to accommodate safe and well-defined circulation between residential and commercial areas. On a more sophisticated level, it could provide an interlacing network of parks and green spaces through which the pedestrian would travel. Tree-lined avenues might connect small neighborhood parks, which in turn could connect to the river, and from there, a larger system of open space beyond Sellars Road extension. These linkages could accommodate bicycles and joggers; but, whenever possible, would be separated from vehicular movement. Depicted below is an example of a prototype street section which includes walks and bike paths that could be promoted based on this policy.

As indicated in the Transportation Plan component of Chapter Six of this Plan, the City of Moraine recognizes the importance of a future multi-modal system of transportation throughout the City. The implementation of a comprehensive walkway system throughout the City not only promotes the separation of vehicular and pedestrian traffic, but also promotes a system of greenways that link major recreation and open space areas together with existing residential cores. Major elements of this coordinated, multi-modal system could include: sidewalk improvements along Dryden and Sellars Road, bikeways connecting Opossum Reserve to the River Bikeway and other recreational facilities in the City, and improved signage along existing bike/walk paths to provide a user-friendly atmosphere along the network.

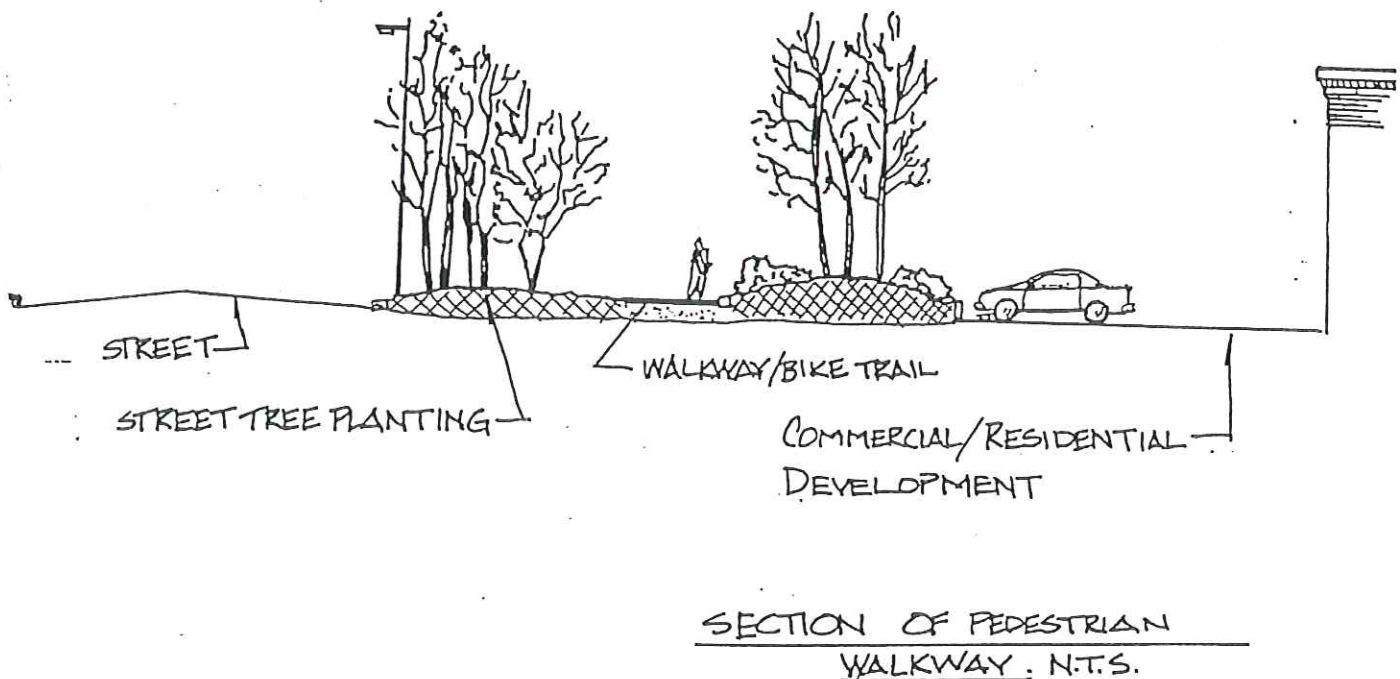


Illustration No. 13

Enhancement and Reclamation of Existing Commercial Strips

As explained earlier in this section, Moraine's major transportation corridors contain several "strips" of thriving business and retail outlets. The visual enhancement of these corridors would significantly affect the visitor's impression of Moraine, but in many cases, existing businesses would view the imposition of these visual enhancement measures as contrary to their desire to be "visible" and "profitable" businesses. The most direct method to eliminating commercial strips is the "down-zoning" of various properties. This Plan recognizes the unpopular and dramatic effects of such an action, so instead, the following guidelines are recommended in the City's revitalization attempts:

- Evaluate the potential for incorporating existing commercial strips into the Main Street U.S.A. program which could provide the City with valuable technical and financial assistance in revitalizing the employment centers.
- Evaluate the potential for preparing more detailed neighborhood or subarea plans of existing commercial strips. Funding sources for such efforts could include Main Street U.S.A., U.S. Department of Housing and Urban Development (Community Development Block Grant Program, John Heinz Neighborhood Grant Program, etc.), and other state or local economic development programs.
- Incorporate new design guidelines for redevelopment efforts of these areas in accordance with the strategies and principles depicted below in Illustration No. 14.

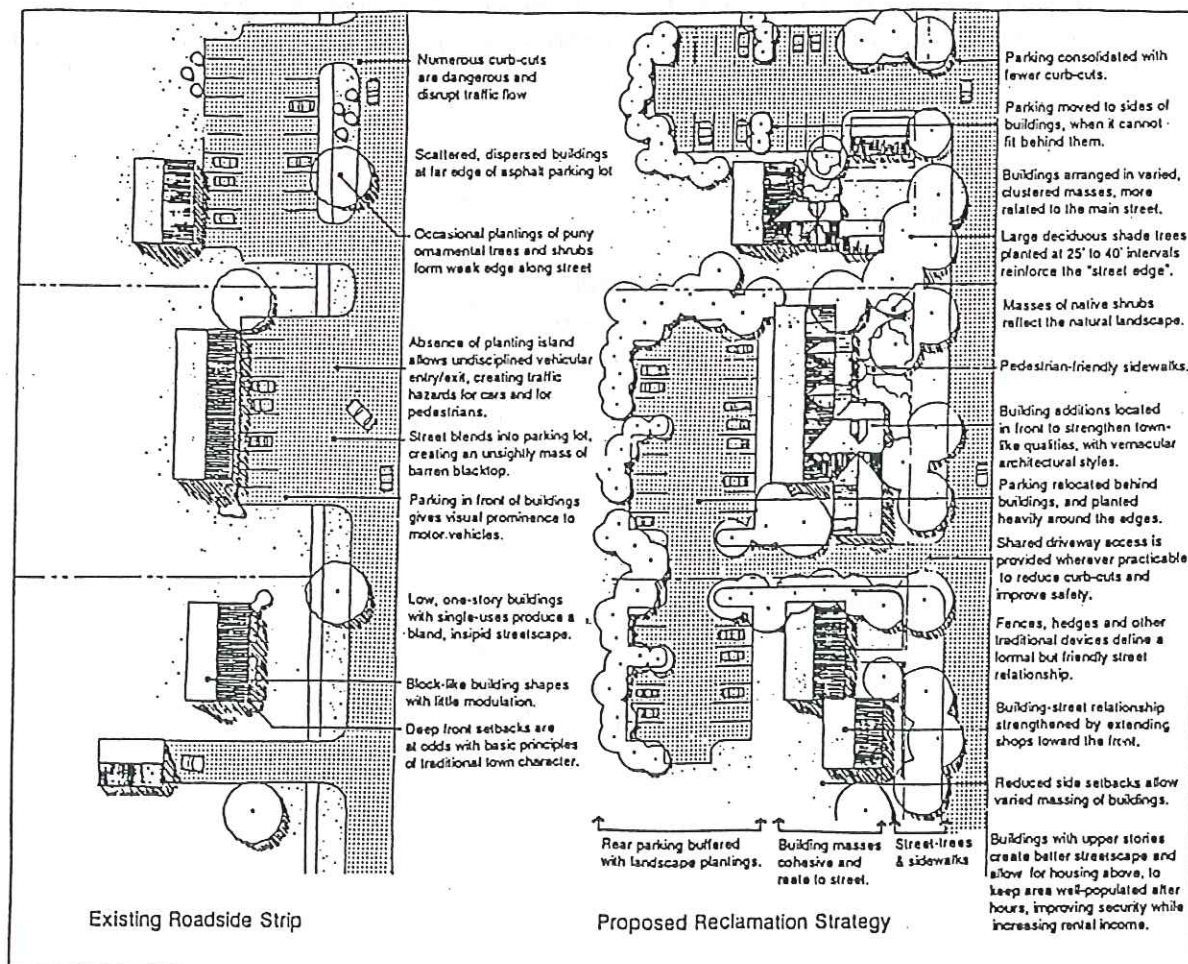


Illustration No. 14

III. DESIGN GUIDELINES

Several key elements of this Plan include land use classifications and strategies that are new and untested in the City of Moraine. Outlined below is a set of conceptual design guidelines for three important "visions" created in this Plan. These guidelines illustrate possible ways in which a developer or the City can design their projects to further enhance the character and image in these new land use area. Important elements of the Plan requiring design guidelines include:

- Transition between differing land uses through the use of landscaped bufferyards.
- Improved design for new commercial/business areas through site development standards and access control guidelines which promote "nodal" commercial development.
- Design guidelines for sites within the Rural Preservation Residential land use classification.

Transitional Bufferyards

Due to the City's prominence as an employment and business leader in the Dayton area, several areas of the City include residential neighborhoods which abut industrial or commercial properties with little or no transition or screening to mitigate the negative-visual effects. Similarly, the Detailed Development Plan Maps contained in Chapter Six indicate areas where residential and non-residential land uses will abut. These land use interfaces (where differing land use categories meet) are critical areas in a community. If ignored in the site planning process, the more intensive use can not help but negatively impact the less intensive use, thus de-stabilizing neighborhoods or, in the case of commercial versus industrial properties, leading to properties which do not meet the performance and aesthetic standards set by the market place. Depicted below are visual design guidelines for the use of transitional bufferyards in these interface areas. Chapter Six and Eight contain detailed policies and regulations regarding the application of size of and make-up of these bufferyards. The sketches below provide prototype examples of how these regulations and policies can be interpreted into actual design.

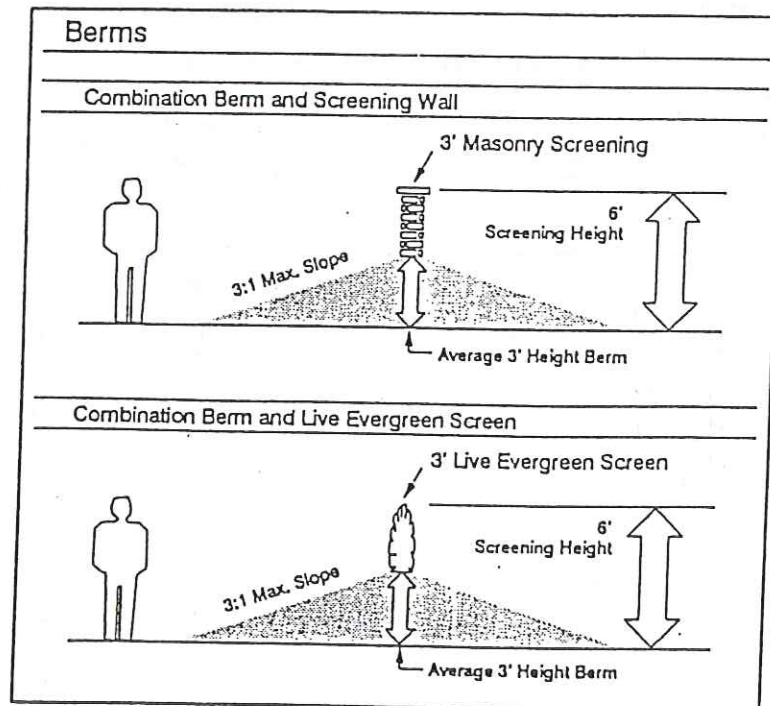


Illustration No. 15

Commercial/Business Design Standards

As indicated on Exhibits XIV, XV, and XVI, several areas within the planning area contain new commercial and business land use areas. The design of these areas are especially important to the overall visual enhancement of the City, since most are located along major entryways into the City.

As such, the following guidelines are recommended for developments in these areas:

- The commercial development of these areas shall be based on effective access control and site design standards (see Exhibits XXIII and XIV).
- A smooth transition between non-residential and residential uses must be provided. The landscape screening and bufferyard requirements of this Plan are to be utilized by developers to ensure that the planned commercial uses can be effectively integrated into existing and future residential areas.
- The visual quality of proposed developments in these land use areas is especially important due to their prominent location. Architectural standards may be required of new developments to ensure a quality, visual environment within these areas.
- The proposed developments shall be required to submit to the site plan review process outlined in this Plan to ensure their compliance with the standards of this Plan.

Exhibits XXIII and XXIV depict recommended guidelines for the development of sites in these areas. Exhibit XXIII depicts requirements for site landscaping, bufferyards, and setbacks. These requirements address the need for a smooth transition and buffer between residential and non-residential uses in these corridors through effective site landscaping standards. Exhibit XXIV shows guidelines for access control requirements to major roadways in the land use area. A hypothetical development is portrayed along an arterial road and certain minimum distances between curb cuts and signalized and unsignalized intersections are recommended along with driveway throat lengths and widths.

Rural Preservation Residential Design Guidelines

Within the Moraine area economy, open land is considered by many as an unused and wasted resource, one that will reach its full potential only if it is developed and put to productive use. This attitude is commonly accompanied by opposition to the open space preservation and cluster development regulations included in this Plan. But, as Moraine and the Dayton area continue to grow and develop, as traffic grows heavier, as open lands disappear, the intrinsic value of these natural, open areas will increase to more and more people.

The public meetings held in the western portions of Moraine resulted in a clear consensus for the preservation of the rural atmosphere for areas between Bear Creek and Soldiers Home/Miamisburg Road. This section cites a few guiding design principles for the design of developments in the Rural Preservation Residential land use classification and provides two sketches of site designs and that incorporate these standards. Chapter Six and Eight of this Plan provide additional details regarding the regulations governing development in these areas.

Generally, the following principles should guide the development of property in the Rural Preservation Residential areas:

1. The primary objective of the site design shall be the preservation of unique open space areas with limited residential development.
2. **AVOID** the following areas when siting homesites: floodplains, stream buffer areas, wetlands, steep slopes, hilltops, prime agricultural land or septic fields; frontage along major roadways; and mature woodlands that would be destroyed by grading operations for roads, houses, etc.
3. **REQUIRE** the preservation and/or enhancement of existing hedgerows or wooded areas, screening and buffering between homesites and adjacent roadways, substantial setbacks off major roadways, and homeowners association or legal entity to permanently maintain and preserve open space.
4. **ENCOURAGE** the clustering of lots with smaller (30,000 square feet) lots if possible; refinement of street layouts and home siting to protect special areas; and design details which tie the residential together into common neighborhood threat.
5. **PROMOTE** the use of rural road sections for City roadways west of Infirmary Road. The major components of this "rural" section could include:
 - a. An 18-foot wide gravel road to serve sites with no more than 15 homesites with minimum radius set at 125 feet (to promote pedestrian friendly roads);
 - b. A 22-foot wide paved road with appropriate gravel shoulders and accompanying bicycle or foot paths for roadways classified as Major Collectors or below on the Official Thoroughfare Map;
 - c. An adequate open ditch drainage system along road that accommodates anticipated stormwater, but also accommodates pedestrian and/or bicycle paths;
 - d. A maximum length of roadway without a cul-de-sac be 1,000 feet for sites serving 25 units or more;
 - e. Cul-de-sacs which provide for minimum turning radii, but also provide foot paths or bike trails linking adjacent roadways or neighborhoods.

Depicted on the next page are two examples of site designs that utilize the design guidelines listed above.

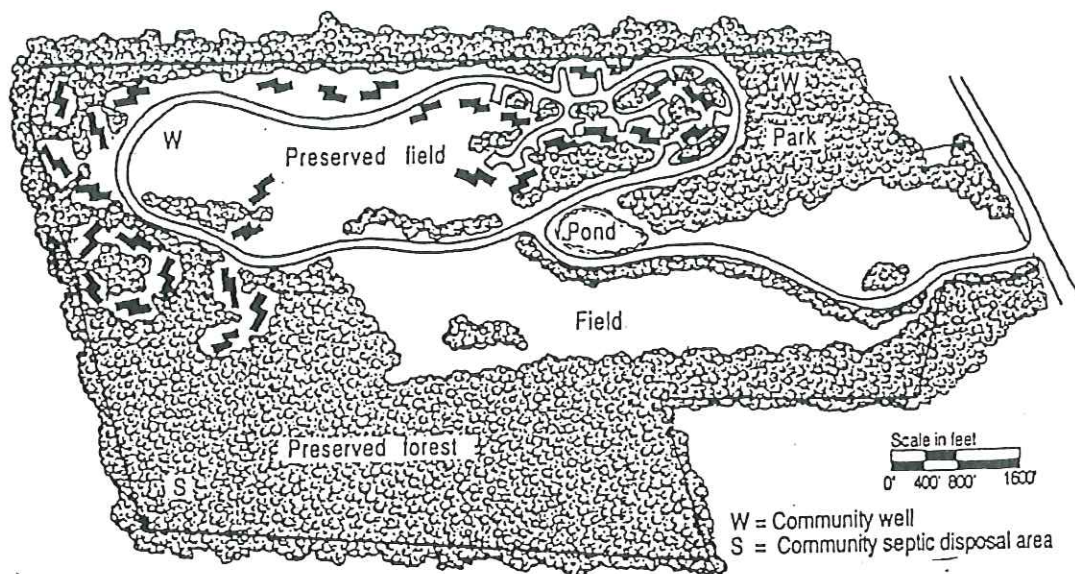


Illustration No. 16

Note that little or no development is visible from the major roadways in Illustration No. 16. Scenic vistas shall be protected. Also, community septic disposal systems are advocated as viable means to dispose of wastewater flows.

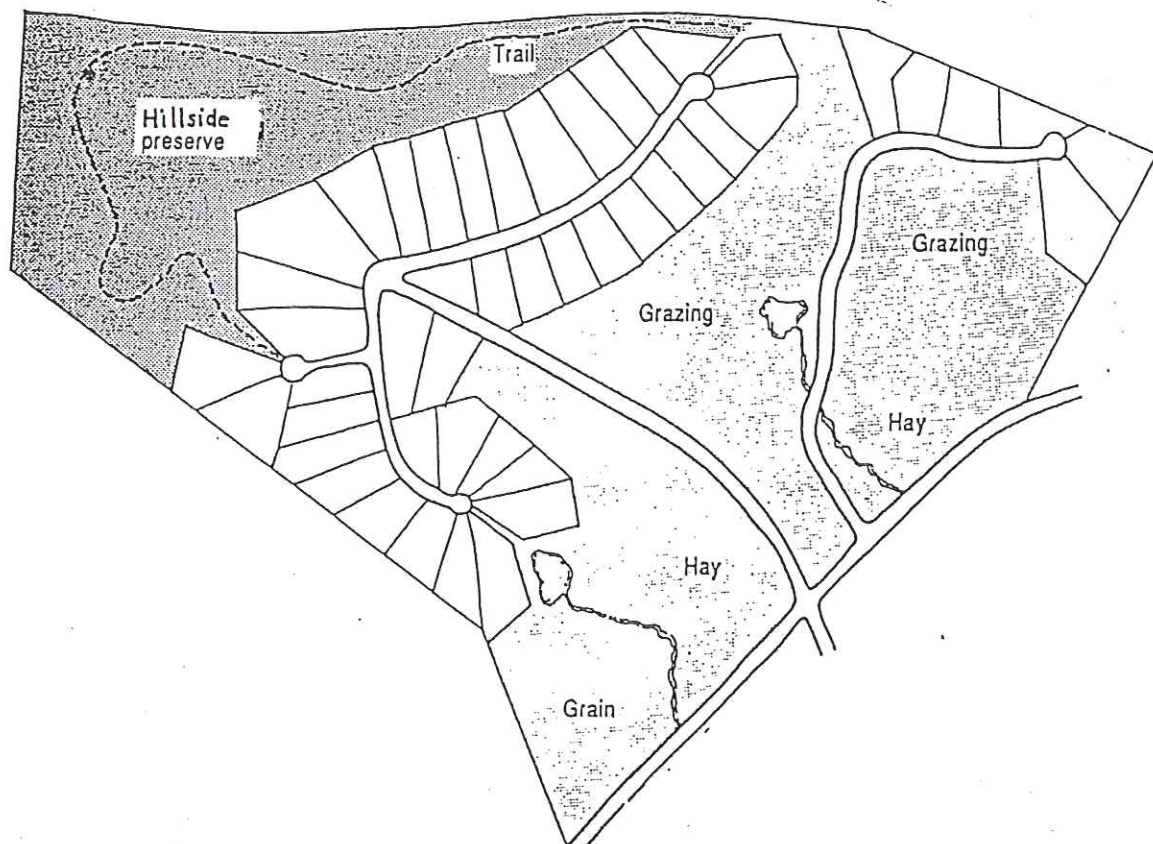
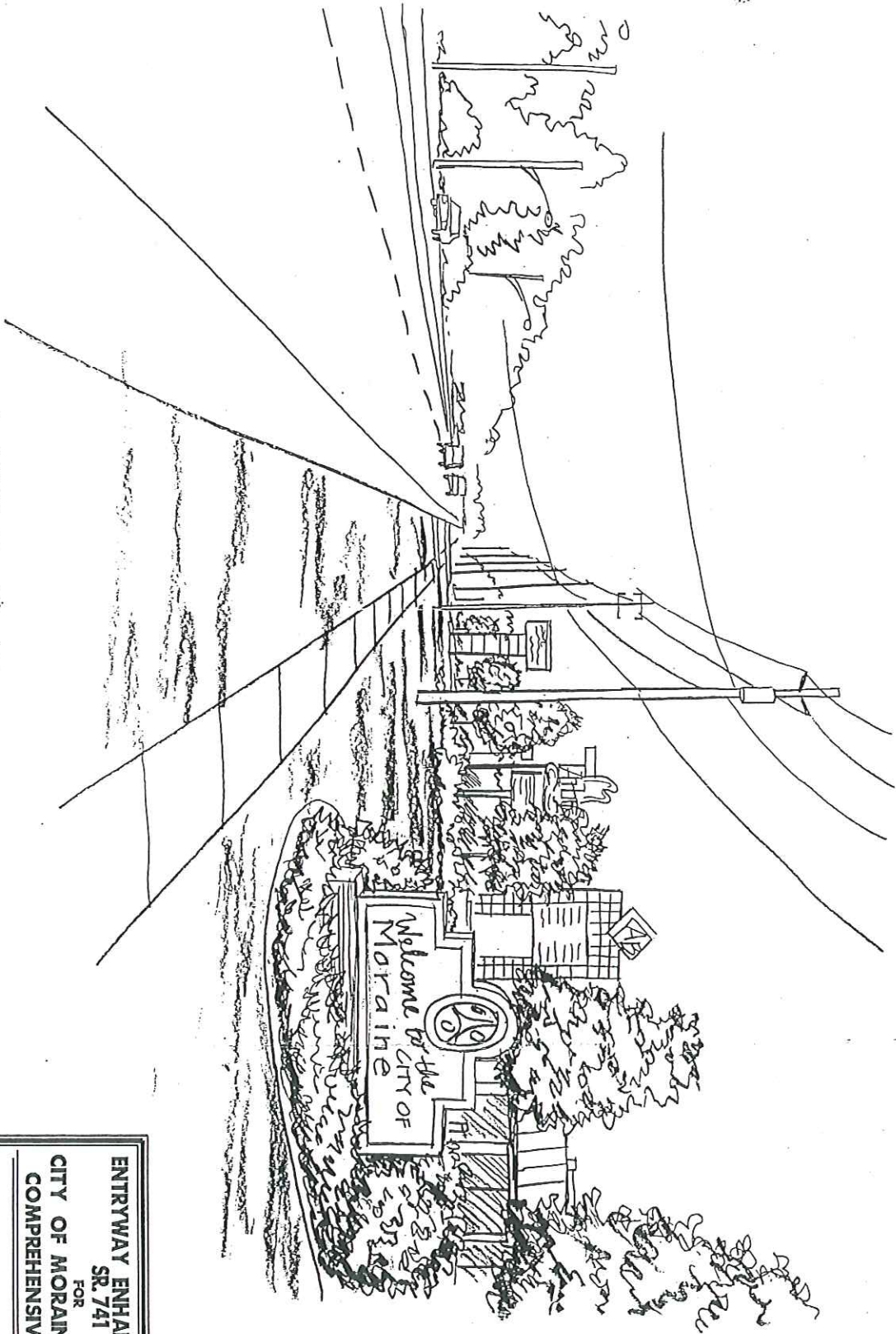


Illustration No. 17

Again, note that the vistas from major roadways are preserved in this example. Preserved farmlands and open pastures maintain rural atmosphere. Smaller lot sizes available for developments which utilize cluster development techniques.



**ENTRYWAY ENHANCEMENT-
SR. 741
FOR
CITY OF MORaine, OHIO
COMPREHENSIVE PLAN**

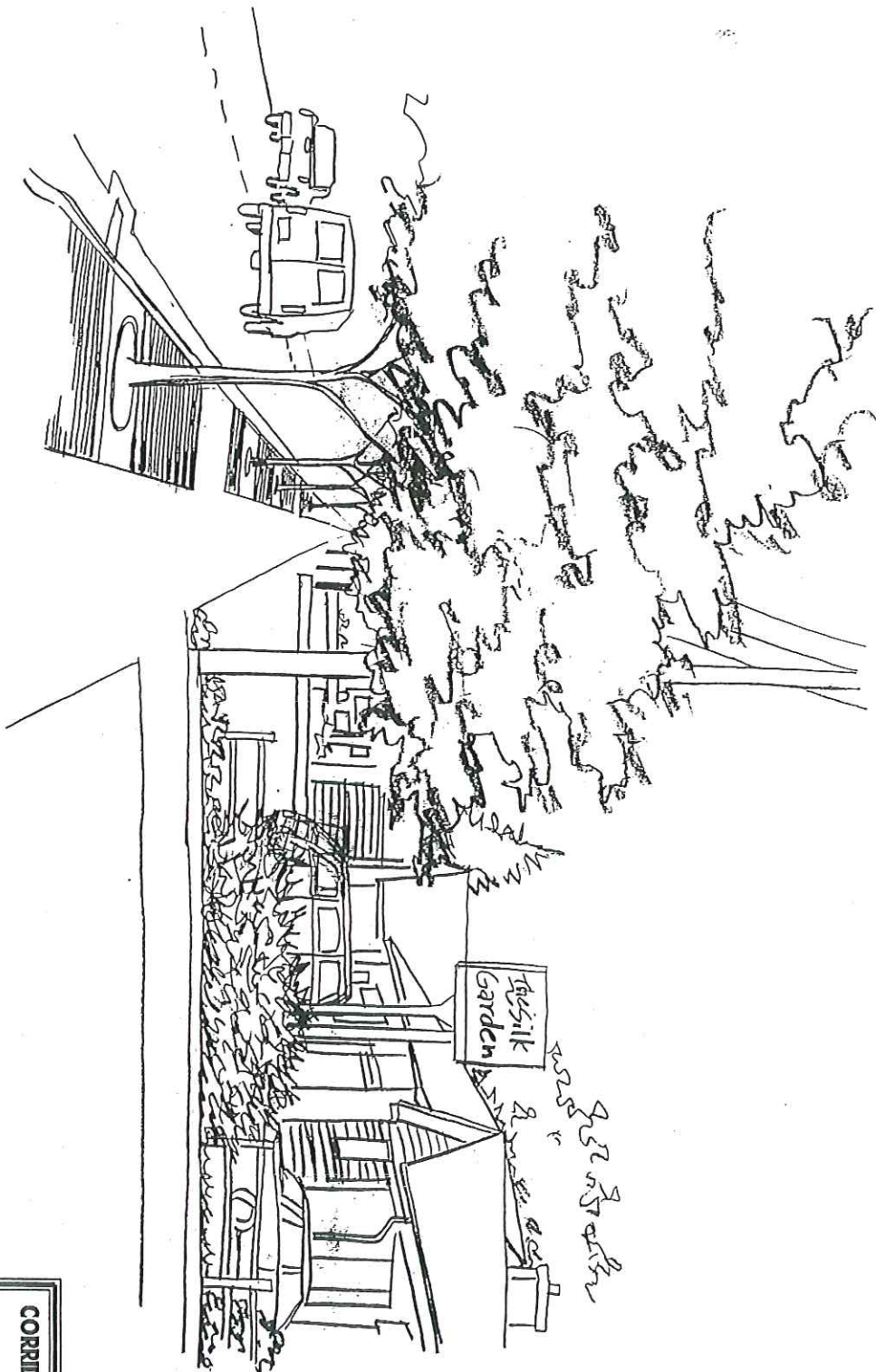
**Barge
Wagoner
Sumner and
Cannon Inc.**

EXHIBIT NO.

PAGE:

XX

7-2



HIGHWAY 741 (NORTH OF HOLES CREEK)

CORRIDOR REVITALIZATION-
SR. 741
FOR
CITY OF MORAINÉ, OHIO
COMPREHENSIVE PLAN

Barrie
Wagoner
Summer and
Garrison Inc.

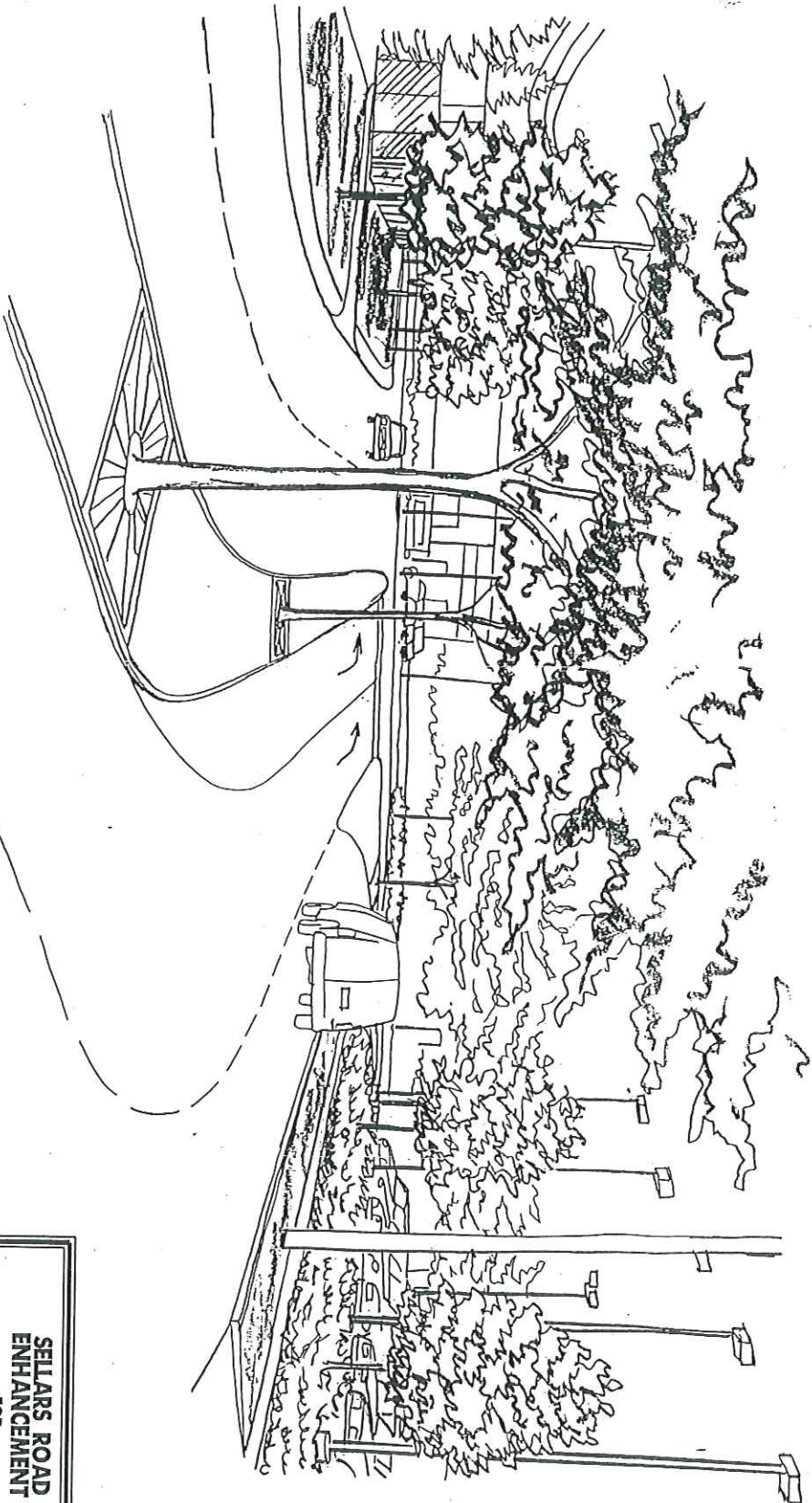
EXHIBIT NO.

XXI

PAGE:

7-3

SELLARS ROAD AT HIGHWAY 741



SELLARS ROAD
ENHANCEMENT
FOR
CITY OF MORANE, OHIO
COMPREHENSIVE PLAN

Barrie
Waggoner
Senior and
Associates, Inc.

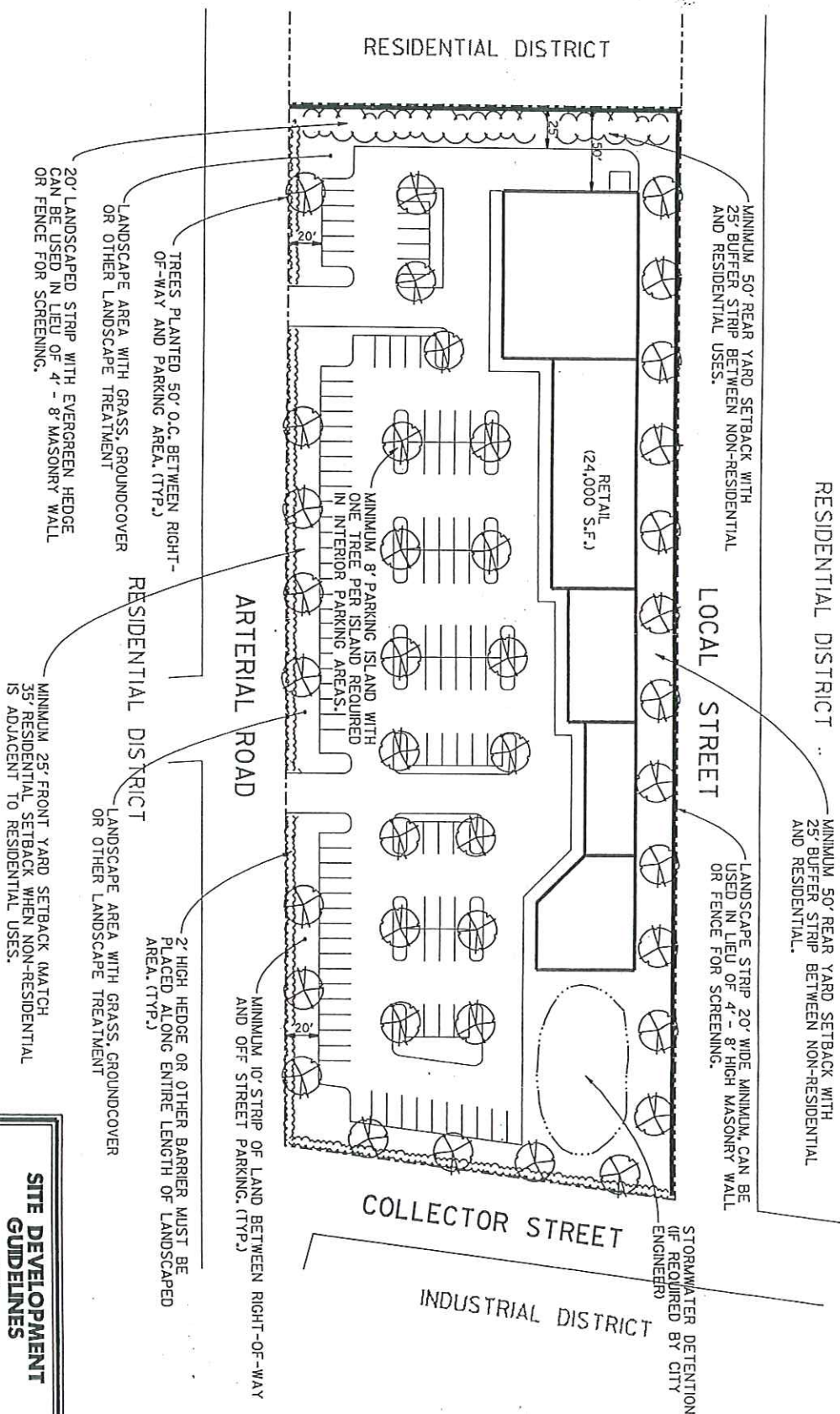
EXHIBIT NO.

XXII

PAGE:

7-5

NOTE:
THESE GUIDELINES DEPICT EXISTING ZONING PROVISIONS AND CODE REQUIREMENTS IN THE CITY. CHAPTER EIGHT INCLUDES A PROPOSED TRANSITIONAL BUFFER YARD REGULATION THAT, WHEN ADOPTED BY THE CITY, MAY PLACE ADDITIONAL RESTRICTIONS AND GUIDELINES ON THE DEVELOPMENT OF NON-RESIDENTIAL USES NEAR RESIDENTIAL NEIGHBORHOODS.



SITE DEVELOPMENT GUIDELINES

FOR
CITY OF MORANE, OHIO
COMPREHENSIVE PLAN

Dan
Waggoner
Mayor and
Councilman

EXHIBIT NO. XXIII

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Chapter 8

Implementation Strategies

CHAPTER EIGHT--IMPLEMENTATION STRATEGIES

I. INTRODUCTION

The City of Moraine is a complex social, physical, and economic entity held together by laws and commonly accepted social norms and community values. As the City begins to grow, the complexity grows also, and the City's public and private sectors are forced to function within a broader regional framework.

This Comprehensive Plan offers a new vision for the future development of the City. The Plan is a public document composed of narrative and maps which set out guidelines to be used ultimately for the construction and/or reconstruction of the City's existing and future parts. The Plan is not a law, in that it prescribes precise restrictions, rather, it is a document that influences land use law and regulations in the City because its recommendations have been reviewed and supported by the citizens of Moraine.

In implementing the policies established in the Plan, the City has several alternatives. First, the City may choose to prescribe and define new land use regulations (zoning ordinance and subdivision regulations) which effectively translate the policies of the Plan into law. Second, the City may make commitments to further study the policies recommended in the Plan so that new and more exact land use regulations can be formulated, reviewed, and eventually adopted. This chapter outlines the implementation strategies proposed for the Comprehensive Plan of Moraine, Ohio, 1995-2015. The chapter has been structured to include each of the alternative methods described above (i.e., (1) new land use regulations and (2) commitments for further study or action). A brief commentary on each action is included so that the specific policies implemented by the action can be identified). The first section of this chapter identifies the new land use regulations proposed.

II. ORDINANCE AMENDMENTS

The following recommendations have been made pursuant to the advice of the Comprehensive Plan Committee, the Planning Commission, and the general public. The recommendations are intended to implement precise, fair, and objective land use standards for the City so that developers, legislators, and interested third parties can be assured of their equitable treatment under these rules. In all cases, these recommendations attempt to maintain the relatively uncomplicated process of land development in the City.

A. ZONING

Commentary: Traditional zoning theory held that land uses within a community should be divided into separate, distinct districts that contain compatible uses. Also, traditional planning theory assumed that by carefully selecting or designating the location of each zoning district, the uses within each district would be provided protection from adjacent, non-compatible uses. In practice, however, these theories have been compromised and diluted. One-acre subdivisions are adjacent to apartments, both of the same land use but very different densities and compatibilities. Neighborhood and community-scale commercial abuts residential uses with little or no transition between each use.

The following amendments to the Moraine, Ohio, Zoning Ordinance intend to provide more distinct zoning districts ordinances within the City and prescribe a means by which non-compatible densities and uses can be "transitioned." The major items and policies these amendments address are as follows:

1. Basic provisions of the zoning ordinance
2. New Rural Residential (RR) base zone district
3. New Residential Planned Unit Development overlay zoning district.
4. New transitional bufferyard regulations
5. New site plan review and approval procedure

6. New Commercial Highway zoning district
7. New General Office and Office Residential zoning districts.

Each of these major topics are addressed below.

1. Basic Provisions of the Moraine, Ohio, Zoning Ordinance

The City Zoning Ordinance should be amended to include new "basic provisions" which outline the intent, justification, and applicability of the Ordinance and its relationship to new, revised Comprehensive Plan. Appendix B details the new "Basic Provisions" section.

2. New Rural Residential Base Zone Districts

Many of the concerns and issues brought out during the planning process have centered on the desire for an identified and preserved rural atmosphere at the City's western edge. Under the current residential base zones, the A-1 district permits lot sizes ranging from one acre down to 20,000 square feet. This wide disparity in lot sizes and the corresponding density of development it permits has led to the formulation of this new district.

Appendix C displays a proposed amendment to the City Zoning Ordinance which establishes a more precise "rural" atmosphere and Rural Residential (RR) zoning district which will: (1) provide greater specificity to residential districts and uses; and (2) provide clear development standards for the district.

3. New Residential Planned Unit Development Overlay District

In addition to the new RR base zoning districts presented earlier, a new residential PUD overlay zoning district is proposed. This overlay district will act as a floating or overlay zone which can be placed over any base zone. The overlay zone will permit the developer to: (1) increase densities; (2) provide innovative lot layouts and site design; and (3) provide required open space areas and land use buffers. In return for these advantages, the developer will be required to submit a master development plan for the property which shall be reviewed and approved by the Planning Commission and City Council. The specific requirements and details for this new zone are listed in Appendix D.

4. Transitional Bufferyard Ordinance

In more recent years, innovative zoning ordinances have sought to soften the effects of adjoining land uses upon each other by requiring the introduction of landscaped spaces between them. Called bufferyards in most ordinances, such spaces are varied according to the types of adjoining uses and the amount of landscaping provided.

The bufferyard is a designated unit of yard or open area together with any plant materials, barriers, or berms required thereon. Both the amount of land and type and amount of landscaping are designated so as to provide a sufficient "visual and space" transition between potentially incompatible uses. By using both distance and landscaping, potential nuisances, such as noise, glare, density, unsightly parking areas, etc., can be minimized.

Appendix E outlines the proposed bufferyard ordinance which provides the City with flexible but functional bufferyard requirements between various zone districts and land uses. The ordinance provides specific guidelines for the location, determination of requirements, and maintenance of these bufferyards, and outlines the applicability of this ordinance to various land development proposals.

5. New Site Plan Review and Approval Requirements

Much of the City's future commercial and residential growth is projected to occur along several major transportation routes (i.e., Pinnacle Road, Hemple Road, etc.). This commercial and residential growth is supported by the Comprehensive Plan, but not at the expense of the traffic-carrying capacity of the roadways and characteristics of these important lands.

As such, a new set of guidelines are proposed to regulate the standards for development for proposals which require "site plan approval" (i.e. developments in the following zone districts: RR, R-3, R-4, CH, GO, OR, B-1, B-2, M-1, C, WO, and all developments occurring within the "Open Space" and "Environmental Overlay Area" land use designations shown on Exhibits XIII, XIV, XV, and XVI). When taken as a whole, these guidelines are intended to promote planned and integrated development proposals that provide the City with sufficient information to determine the overall impacts of the proposal site plan. Appendix F outlines these new regulations.

6. New Commercial Highway Services Zoning District

The City's abundance of interstate highway frontage and corresponding interchanges creates the demand for regional or highway-oriented commercial uses which cannot be accommodated within the existing business zoning districts of the City. Accordingly, Appendix G outlines a proposed Commercial-Highway District (CH) which provides for regional and sub-regional business and commercial uses at bulk and density standards applicable to interchange settings.

7. New General Office and Office Residential Zoning Districts

The proposed land use map of the new Comprehensive Plan includes several locations for Office/Professional land use areas. Many of these areas are located in the midst of thriving business centers, while others are located at the fringes of the business core adjacent to established residential neighborhoods. Appendix H proposes a new General Office zoning district which addresses the use and bulk standards applicable to office uses located in general business areas. Appendix I outlines a proposed Office-Residential zoning district which outlines development standards for areas located at the interface of residential and business uses. These transitional areas require specialized office standards and residential development restrictions, and Appendix I details these regulations.

B. SUBDIVISION REGULATION AMENDMENTS

In addition to the zoning ordinance amendments recommended herein, the Subdivision Regulations of Moraine, Ohio, should be revised to coincide with the recommendations and policies of this Comprehensive Plan. The following major items are addressed:

1. Definition of streets and recommended right-of-way widths.
2. Revision of preliminary or final plat requirements to incorporate PUD and site plan approval process.
3. Miscellaneous revisions to comply with zoning text.

1. Street Definitions and Recommended Right-of-Way Widths

The new Thoroughfare Map slightly alters the classification of public streets in the City and also recommends new expanded rights-of-way for larger roadway segments. The subdivision regulations of the City should be revised to include the revised Official Thoroughfare Map and the recommended right-of-way widths as designated in Chapter Six.

2. Revision of Preliminary and Final Plat Requirements

The preliminary and final plat requirements of the subdivision regulations should be revised to incorporate the site plan review process and procedures of the new PUD zoning district and site plan review.

C. Miscellaneous Revisions to Comply with Zoning or Land Use Plan Text

The following revisions should be made to the zoning ordinance to achieve compliance with specific components of the newly revised Zoning Ordinance and land use plan.

Chapter 1115.03, Definitions, Item #72, Comprehensive Plan should be revised to include a reference to the Comprehensive Development Plan of Moraine, Ohio, 1995-2015. This new land use and transportation plan should be recognized as the guiding land use plan for the City.

Chapter 1115.03, Definitions should be revised to include references to any new terms referenced in the proposed zoning districts or ordinance amendments.

III. IMPLEMENTATION METHODS REQUIRING FURTHER STUDY

The proposed land use ordinance amendments will provide immediate help implementing the policies and accomplishing the goals set forth in the Plan. This section of the implementation chapter suggests actions for implementing some of the more advanced and progressive policies of the Comprehensive Plan. The suggestions contained in this section may not require immediate attention, but they should be considered "short term" goals for the City to achieve and implement. The continued development of the City will necessitate the adoption and use of these proposed strategies.

Generally, the strategies covered in this section include:

1. Review and study of new sewer districts
2. Review and study of a new parks and recreation master plan
3. Review and study of a comprehensive economic development strategic plan
4. Preparation of line grade and typical section documents for Official Thoroughfare Map
5. Preparation of comprehensive property maintenance code and enforcement program
6. Review and study of funding sources for transitional commercial/residential areas
7. Miscellaneous implementation strategies

A. Sewer Districts Master Plan

The proposed Comprehensive Plan sets aside large amounts of land for future urbanization where sanitary sewer lines or systems do not presently exist. One of the most important ingredients in the eventual development of these areas is the provision of adequate and affordable sanitary sewer systems in a timely fashion. The City should take the initiative now to initiate a study of the Opposum and Bear Creek drainage basins to determine capability of the existing or new sewer districts to provide service in these areas.

A coordinated plan for sewer service in these growth areas must be established and implemented so that the City can focus their resources in specific growth areas and attempt to provide sewer services to areas before they are developed, not after.

B. Parks and Recreation Master Plan

As the City expands into new, undeveloped areas and lot sizes continue to decrease due the changing economics of land development, new parks and open space areas will be needed. These recreation areas will grow in importance over the next decade as Moraine residents search for better ways to enjoy their ever-shrinking leisure time.

As such, a comprehensive review and study of the City's existing park and open space system should be undertaken to evaluate and document the need for new types of park facilities. Moreover, this plan can set the foundation for new policies regarding the implementation of a coordinated greenway system, development of new comprehensive parks in the areas near Pinnacle Road and other policies which will help implement a coordinated action plan for the physical and social well-being of Moraine residents.

C. Economic Development Strategic Plan

The process of economic development is a long and slow one and results may be years in coming; but, the community that makes a commitment to achieving its development goals and takes the action necessary to create a fertile environment for business and industry will see positive results. The City of Moraine has established a commitment to achieving economic progress; however, changing economic times will bring about new opportunities for the City that they must be ready to face.

A coordinated strategic plan that deals with marketing strategies, funding alternatives, infrastructure, and community livability issues will be required. The Comprehensive Plan includes recommendations for the redevelopment of underutilized facilities and the development of raw land near future freeway interchanges. The City should act to determine their "market-niche" in the current economic development environment and then develop the necessary strategies to compete in this environment. The key to the economic development study is to create solutions for providing infrastructure and employment opportunities for those areas of the City projected as employment centers on the Detailed Development Plan Maps, and then effectively marketing these sites to the correct industrial clientele.

Moraine's future population growth will become increasingly dependent on the City's ability to provide new jobs and new economic opportunities for its citizens. Spillover growth from Dayton will last for only so long, and if the young people of Moraine have no opportunities for economic advancement when they graduate high school, Moraine will continue to lose its best and brightest to other areas.

D. Line Grade and Typical Section Documents for Official Thoroughfare Map

The proposed Official Thoroughfare Map includes several roadway segments and intersections which require new or expanded rights-of-way. Many of these road segments are located in areas that are expected to receive significant development pressure over the planning period, thus it is important that the location and extent of these new rights-of-way be firmly established prior to development of the areas. As such, the City should initiate a review of the most critical roadway segments requiring new right-of-way and develop a priority listing of the line grade and typical section projects requiring attention and development. The preparation of these documents will enable the City to effectively implement the recommendations of its Official Thoroughfare Plan before development occurs in these areas and drives up the cost of acquiring or dedicating new or expanded right-of-way.

E. Maintenance Code and Enforcement Program

A major component of this Plan includes the preservation and enhancement of existing residential neighborhoods within the City. The first sign of a declining neighborhood tends to be an overall reduction in the level of maintenance and aesthetic appeal within the area. As such, the City should review the existing codes to determine the extent to which private property owners can be compelled to increase the maintenance and upkeep of their properties. If existing codes are not sufficient, the City should develop and adopt a Maintenance Code and Enforcement Program which outlines minimum property maintenance standards for all properties within the City. This implementation strategy should also include measures by which under-maintained properties can be compelled to increase their efforts (through fines, tax liens, etc.). In the end, the aesthetic appeal of the City will improve and the goals of maintaining and enhancing existing neighborhoods and other viable areas can be accomplished.

Furthermore, since many of the City's existing residential neighborhoods lie adjacent to developed commercial/industrial areas, the City should also impose similar maintenance code restrictions on business owners. The enforcing of this Code in commercial areas will help to deter similar maintenance problems in adjacent residential areas.

F. Funding Sources for Neighborhood Revitalization and Commercial Strip Enhancement

In selected areas of the City, a land use "transition" is occurring. As in most transitional areas, the land use changes are gradual and negative side effects start to occur. Areas such as the commercial strip along Springboro Pike (Highway 741 between Holes Creek and Dixie Highway) or Sellars Road (west of the river) are currently transitioning. Similarly, several residential neighborhoods (Miami Shores, Moraine Plat) are also in a state of instability.

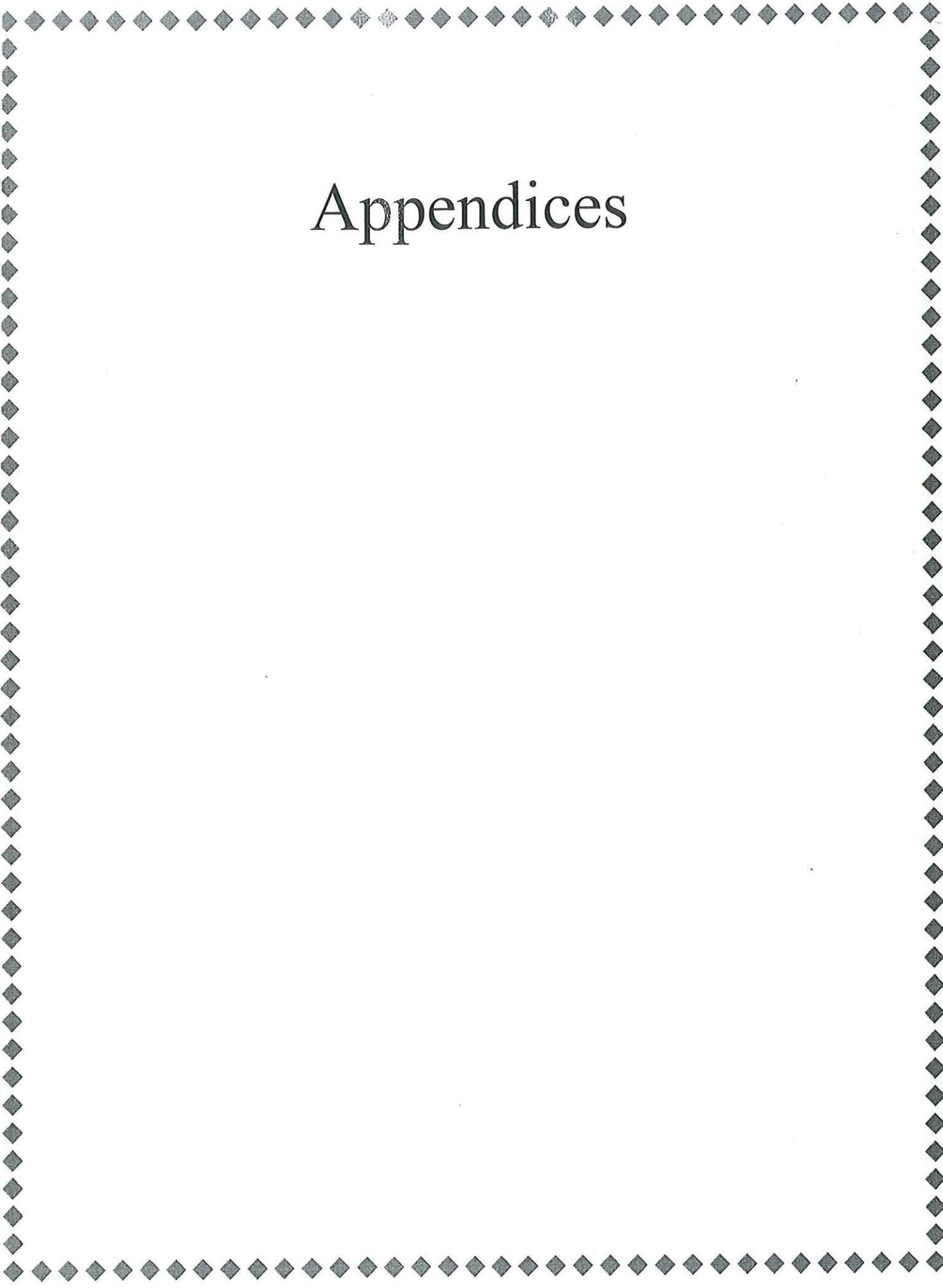
To accelerate or provide additional impetus for the transition or enhancement of these areas, the City should evaluate the potential for federal and state funding to assist in these efforts. The U.S. Department of Housing and Urban Development has several grant programs available to communities for use in revitalizing existing neighborhoods (i.e., providing sidewalks, street lights, road and utility improvements)

or spurring new economic and job growth in commercial strips (i.e., new parking, added landscaping, expanded utilities, etc.). Although the funding agency or program name may change year-to-year or administration to administration, the development of new employment opportunities through commercial revitalization and the enhancement of residential neighborhoods have been consistent goals of the federal and state governments since the mid 1930s. The City should develop specific subarea plans for each of the areas mentioned (or additional areas as needed) which outline strategies for improvement and implementation measures required to accelerate or promote these improvements.

G. Miscellaneous Implementation Strategies

The following strategies and actions are suggested so that specific policies of the Comprehensive Plan can be implemented.

1. Revisions to the MPO Major Thoroughfare Plan: The City Planning Department should prepare the necessary documents for submittal to the Miami Valley Regional Planning Commission for amendments to the Dayton area Major Thoroughfare Plan. Particular attention should be paid to the proposed interchange at Hemple Road and Route 892.
2. Hemple Road Interchange Funding: The proposed Hemple Road interchange at Route 892 is a major land use and transportation component to this Plan and its implementation should be a high priority for the City. The City should attempt to secure all sources of leverage (i.e., MVRPC, ODOT, Dayton Chamber of Commerce, etc.) to implement this critical roadway system.
3. Revision to Land Development Approval Process: The process of deriving a new Comprehensive Plan for the City is a pain-staking one and the conclusions of this process should not be taken for granted. As such, the City should evaluate the potential for new legislation that requires all future development proposals to be consistent with the intent and details of this Plan. The plan represents the most current "vision" for the City as expressed by its leaders and citizens, and the City should respect this vision and support it with their land use actions. To be sure, the future will bring about changes. This Plan, however, has been formatted so that it is not a static document. If economic or social changes occur that require new land use strategies, this Plan includes methods and standards by which these changes can be incorporated into a new Plan.



Appendices

APPENDICES

APPENDIX A

COMMUNITY INTERVIEW FORMAT

BACKGROUND

Name _____

Residence (length) _____

Employment (length) _____

GENERAL INFORMATION/COMMUNITY LIVABILITY

1. How would you describe this community's image as a place to live, work, and raise a family as compared to the other parts of the Dayton MSA?

Very Good ____ Good ____ Fair ____ Poor ____

Comments: _____

2. What do you like most about your community? Least?

3. Rate the availability of housing in the local market for these price ranges:

Very Good Good Fair Poor

\$200,000+

\$150-200,000

\$100-150,000

\$75-100,000

\$50-75,000

Rental/Apts.

4. Rate the following items:

Very Good Good Fair Poor

Cultural Richness

Recreation Areas

Fire Protection

Police Protection

Solid Waste Mgmt.

Accessibility of
Essential Services
(medical, shopping,
etc.)

ECONOMIC GROWTH AND DEVELOPMENT

5. Do you feel significant economic and population growth has taken place in Moraine over the last decade?
- _____
6. What problems have arisen, if any, due to this growth or the lack of it?
- _____
7. Many persons feel that communities must continue to grow both in population and economic diversity to survive. What two policies would you implement or strengthen to help Moraine continue to grow?
- _____
- _____

LAND USE ISSUES

8. What significant real estate development trends have you observed over the past five to ten years? What trends do you foresee in the future?
-
-
9. What land use, zoning, and/or transportation problems have you observed in the recent past and what problems do you foresee in the future?
-
-
10. Name two areas in your community, or in the overall area that you expect to grow rapidly over the next five to ten years?
-
-
11. Name two or three developments which you consider "shining examples" of quality development in Moraine or in Dayton area? (residential, commercial, office)
-
-
12. Our goal is the preparation of this plan is to address the important land use issues that confront the City. Based on this objective, what do you consider two or three of the most pressing issues this plan should address and attempt to solve?

APPENDIX B

BASIC PROVISIONS OF THE ZONING ORDINANCE

APPENDIX B

BASIC PROVISIONS OF THE ZONING CODE

The City Zoning Ordinance should be amended to include the following basic provisions which outline the intent, justification, and applicability of the ordinance.

Chapter 1101--Basic Provisions

Title

Chapter 1101 of the Codified Ordinances of Moraine shall be known and may be cited and referred to as the Planning and Zoning Code of Moraine, Ohio.

Jurisdiction

The provisions of this chapter shall be applicable to all property within the incorporated limits of Moraine, Ohio.

Purpose

The purposes of this chapter are to:

- (a) Serve the public health, safety, and general welfare of the City and its jurisdiction.
- (b) Classify property in a manner that reflects its suitability for specific uses.
- (c) Promote sound, attractive development within the City while also conserving the values of the property throughout the City.
- (d) Encourage compatibility of adjacent land uses.
- (e) Encourage innovative project design in the City.
- (f) Protect environmentally sensitive areas.
- (g) Further the goals and policies of the Comprehensive Plan of Moraine, Ohio 1995-2015.

Consistency with the Comprehensive Plan

It is the intent of the City that this chapter be consistent with the City's Comprehensive Plan. It is further the intent of the City that all amendments to this chapter shall also be consistent with the Comprehensive Plan. Should this chapter become inconsistent with the Comprehensive Plan because of amendments to that Plan, it is the intent of the City that this chapter be amended within a reasonable time to bring it into conformance with such Plan.

Comprehensive Review Provisions

The text of this chapter shall be comprehensively reviewed by the planning department every five (5) years after its effective date. This review shall include, but not be limited to, consistency with the comprehensive plan, and applicability to current land use and development techniques.

- The planning department shall forward recommendations for text amendments to this chapter to the Planning Commission for public hearing. Proposed amendments and the recommendations of the planning director and Planning Commission shall be transmitted to the City Council for public hearing and final action.

Conflicting Provisions

This chapter shall be held to be the minimum requirements for the promotion of the public health, safety, and welfare. If any provision of this chapter conflicts with any other provision of this chapter, and other section of this Code, or any applicable state or federal law, the more restrictive provision shall apply.

Relief From Other Provisions

Nothing in these provisions shall relieve any property owner or user from satisfying any condition or requirement associated with a previous approval, special permit, variance, development permit, or other permit issued under any zoning ordinance previously in effect or any other local state or federal ordinance or statute.

Severability of Provisions

If any section, subsection, clause, or phrase of this chapter is for any reason held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portion of this chapter.

APPENDIX C

PROPOSED R-R RURAL RESIDENTIAL DISTRICT

CHAPTER 1134
R-R RURAL RESIDENTIAL DISTRICT

1134.01 PURPOSE.

This District is intended to provide and encourage the preservation of agricultural and open lands within the City while also permitting very low density residential development. This District is further intended to discourage development of large lot subdivisions in which all available land within the site is dedicated to building lots. Instead, this District encourages the use of cluster development techniques to maintain open space and preserve the "rural" atmosphere of the area.

1134.02 USES.

(a) Permitted Uses.

1. All permitted and accessory uses as provided in the A-2 District. Regulations governing accessory facilities and uses are specified in Chapter 1181.

(b) Special Uses. The following special uses are subject to review and regulation in accordance with Chapter 1117:

1. Bed and breakfast inns
2. Institutions for the insane, alcohol or drug addicts
3. Gun clubs, skeet fields.

1134.03 SITE DEVELOPMENT REGULATIONS; PERMITTED USES ONLY.

<u>Regulation</u>	<u>Requirement</u>	
Minimum Lot Area	5 acres	
Minimum Lot Width	200 feet	
Floor Area Ratio (Bldg. coverage)	5 acres	
Maximum Building Height	35 feet	
Maximum Overall Density (site)	1 unit/gross acre*	
Minimum Building Setback		
	<u>Single Family</u>	<u>All Other</u>
	<u>Detached</u>	<u>Uses</u>
Front Yard ¹	200'	250'
Side Yard	100'	150'
Rear Yard	200'	250'

* See additional regulations below.

1134.04 ADDITIONAL SITE DEVELOPMENT REGULATIONS

(a) Lot Clustering: Certain site development regulations may be modified to provide for cluster lot subdivisions in the RR district. The regulations are subject to the following limitations and requirements:

1. No individual lot may contain less than 30,000 square feet, provided the lot is approved by the Health Department for water supply and wastewater disposal.
2. No individual lot may be less than 80 feet in width.
3. No individual site development can exceed a gross density of one (1) unit per 2.5 gross acres (number of total units divided by total site acreage).

¹ The front yard depth shall be measured from the established right-of-way lines as shown on the official Thoroughfare Map.

4. A site plan, prepared in accordance with the requirements of Chapter 1174 shall be required of any proposed cluster lot subdivision. The site plan shall comply with the design guidelines provided in Chapters Six and Seven of the Moraine Comprehensive Plan.

(b) Parking and Loading Requirements

1. See Chapter 1187 for off-street parking and loading space requirements.

(c) Signs

1. See Chapter 1189 for size and location of permitted signs.

APPENDIX D

PROPOSED RESIDENTIAL PUD ZONE DISTRICT

APPENDIX D

RESIDENTIAL PLANNED UNIT DEVELOPMENT (PUD) OVERLAY DISTRICT

Commentary: In addition to the new RR base zoning district presented earlier, a new residential PUD overlay zoning district is proposed. This overlay district will act as a floating or overlay zone which can be placed over any base zone. The overlay zone will permit the developer to: (1) increase densities; (2) provide innovative lot layouts and site design; and (3) provide required open space areas and land use buffers. In return for these advantages, the developer will be required to submit a preliminary and final site development plan and rezoning request for the property which shall be reviewed and approved by the Planning Commission and City Council. The specific requirements and details for this new zone are listed below.

Chapter 1172--Residential Planned Unit Development (PUD) District

(a) Basic Provisions

- (1) Purpose. The purposes of Chapter 1172; Residential PUD District are:
 - (a) Encourage a variety and flexibility in land development and land use for residential areas consistent with the Comprehensive Plan 1995-2015 and the orderly development of the City of Moraine.
 - (b) Provide a framework within which an effective relationship of different land uses and activities can be planned on a total basis.
 - (c) Provide a harmonious relationship with the surrounding development, minimizing such influences as land use incompatibilities, heavy traffic and congestion, and excessive demands on planned and existing public facilities.
 - (d) Provide a means of developing areas with special physical features to enhance natural beauty and other attributes.
 - (e) Encourage the efficient use of those public facilities required in connection with new residential development.
 - (f) Encourage innovations in urban/suburban design and the application of sound design principles.
- (2) Approved Residential PUDs Applicability to the New Residential PUD District. Any project lawfully approved under the provisions of a Planned Unit Development zone (of this or any other government entity) are hereby approved under their original conditions and are hereby made an overlay of the zoning map of Moraine as a part of this Ordinance. Provided, however, any alterations or amendments to the residential portions of these projects shall be under the terms, standards, and procedures as set forth in this Article.
- (3) Consistency with the Comprehensive Plan of Moraine, Ohio, 1995-2015. No Residential PUD District shall be approved by either the City of Moraine Planning Commission or the governing authority unless the preliminary and final site development plan of the proposed overlay district is in accord with the Comprehensive Plan of Moraine (1995-2015) or elements, thereof.
- (4) Relationship to the Subdivision Regulations. The uniqueness of each proposal for a Residential PUD Overlay District may require that specifications for the width and surfacing of streets, public ways, public utility rights-of-way, curbs, and other standards may be subject to modification from the specifications established in the subdivision regulations adopted by the Moraine Planning Commission. Modifications may be incorporated only with the approval of the Planning Commission as a part of its review of the preliminary and final site development plan for a Residential PUD Overlay District and granted as a variance in the preliminary approval of the subdivision which must be concurrent with the final approval by the Planning Commission of site development plan.

- (5) Ownership and Division of Land. No tract of land may be considered for or approved as a Residential PUD Overlay District unless such tract is under the single ownership by a landowner. The holder of a written option to purchase, any governmental agency, or a redeveloper under contract with the governing authority shall be considered landowners for the purposes of this section. Unless otherwise provided as a condition of approval of a Residential PUD Overlay District, the landowner of an adopted Residential PUD Overlay District may divide and transfer parts of such development. The transferee shall complete each such unit, and use and maintain it in strict conformance with the adopted final site development plan.
- (6) Architectural Design. When the governing authority has established architectural design as an integral part of the preliminary and final site development plan and stipulates architectural design principles and/or specific architectural design details, such principles and/or details shall be made a part of the preliminary and final site development plan and all zoning permits for the Residential PUD Overlay District. These design principles and details may be stipulated through the restrictive covenants of the subject development or plat.
- (7) Application Process.
- (a) Concept Review:
- (1) Prior to application for a Residential PUD Overlay District, the prospective applicant shall submit a concept plan to the planning department and consult with the planning director regarding the proposed development. The concept plan shall include:
 - (a) A general land use plan showing site design, proposed uses, and related planning and development data.
 - (b) A general plan for public facilities, showing approximate location of public and private streets, pedestrian ways, other circulation features, utilities, and community facilities.
 - (2) The planning director shall advise the applicant of the project's conformance with the Comprehensive Plan of Moraine (1995-2015) and shall provide other comments on land use, transportation, environmental, and other issues within ten (10) days of the concept discussion.
- (b) Preliminary Site Development Plan: The application for a Residential PUD Overlay District shall include a preliminary site development plan containing the following information:
- (1) A tract map showing site boundaries, street lines, lot lines, easements, proposed dedications or vacations, existing tree masses, streams, floodplain, etc.
 - (2) A land use plan designating specific uses for the site and establishing site development regulations, including setbacks height, building coverage, impervious coverage, density, and floor area ratio requirements.
 - (3) A site development and landscaping plan, showing building locations, or building envelopes; site improvements; public or common open spaces; community facilities; signs and other significant visual features; and typical landscape plans.
 - (a) The landscape plan shall specify landscaping in public or community open spaces or bufferyard areas, as required by Chapter 1173 (Bufferyards) of this Code, and public or community open spaces.
 - (b) The plan shall identify plants by their common and scientific names and shall include quantities, size, and spacing.
 - (4) A circulation plan, including location of existing and proposed vehicular, pedestrian, bicycle, and other circulation facilities, and location and general design of parking and loading facilities.
 - (5) A public services and utilities plan providing requirements for and provision of all utilities,

sewers, storm water, and other facilities needed to serve the site.

- (6) A topographic map and site grading plan showing existing and proposed contours in no greater than five-foot intervals.
 - (7) Schematic architectural plans and elevations sufficient to indicate building height, bulk, materials, and general architectural design.
 - (8) A proposed development schedule.
 - (9) A proposed means of dedication of common open space areas and organizational arrangements for the ownership, maintenance, and preservation of common open space.
 - (10) A traffic impact study, if required by the City planning director, engineer, or Planning Commission.
- (c) Adoption of a Residential PUD Overlay District: The following steps shall constitute the process by which a Residential PUD is adopted:
- (1) The Planning Commission shall study the preliminary site development plan and supporting data and may make suggestions for changes and adjustments. After the Commission approves the preliminary plan and construction schedule, it shall submit same with a brief report to the governing authority.

Whenever the governing authority approves the preliminary site plan and supporting material, one copy shall be filed in the office of the Commission and one copy shall be given to the Owner.

Upon receipt of the approved preliminary site plan, the Owner may proceed with final plans and specifications for all or for any portion of the project that is agreed upon. The final plans and specifications shall be reviewed and approved by the Commission. Upon approval by the Planning Commission, one copy shall be filed in the Planning Commission office. No building permit shall be issued until a final plat of the proposed development, or portion thereof, is approved, filed, and recorded.

- (2) Modification of Preliminary Site Plan: The Planning Commission or the governing authority may require modification of a preliminary site plan as a prerequisite for approval. Required modifications may be more restrictive than district regulations and may include, but not be limited to, provision for additional bufferyards, landscaping and screening, installation of erosion control measures, improvement to access and circulation systems, rearrangement of structures or uses within the site, and location and character of signs and other modifications deemed necessary to ensure compatibility with the surrounding environment and to protect public health, safety, and welfare.
- (3) Lapse of Approval: A preliminary site plan approval shall become void two (2) years after the date on which the approval became effective unless the applicant receives a building permit and diligently carries out construction prior to expiration of that period, or a specific time extension is requested of and approved by the governing authority.

A preliminary site plan approval may establish a longer effective period as a specific condition of the application.

The Planning Commission may grant one (1) year extension of a preliminary site plan approval, provided that the applicant files a written request for an extension stating the reasons for the request prior to the date of expiration of the approval.

- (4) Modification of Preliminary Site Plan Approval: The Planning Commission may approve an application for modification of a previous preliminary site plan approval if it is

determined that the modification does not affect findings relating to the criteria described herein, leading to the original approval.

- (5) New Applications Following Denial or Revocation: No application for approval of the same or substantially the same site may be filed within one (1) year of the date of denial of a preliminary site plan review by the Planning Commission. The Owner may petition the governing authority to grant a new review of the site if undue hardship or new facts concerning the site and/or application can be demonstrated.
 - (6) Approval to Run with the Land: A preliminary site plan approval pursuant to these provisions shall run with the land and shall continue to be valid upon change of ownership of the site or structure that was the subject of the application.
 - (7) Preliminary Site Plans Approved Under Prior Regulations: Any preliminary site plan approved administratively or approved by ordinance under regulations in effect before the effective date of this regulation shall be considered an approved site plan subject to any conditions imposed at the time of original approval. A pre-existing preliminary site plan approval shall be subject to the provisions of this section regarding lapse of approval, modification, or revocation.
- (d) Final Approval of the Planning Commission of a Proposed Residential PUD Overlay District. The governing authority's concurrence with the approval of a preliminary site development plan of a Residential PUD Overlay District shall authorize and form the basis for the Planning Commission's final approval of said development. The final approval of the Planning Commission of the Residential PUD Overlay District shall be subject to the following procedures and requirements:
- (1) Application for final site plan approval. After the preliminary approval of a Residential PUD Overlay District, the landowner may make application to the Planning Commission for final approval of the Residential PUD Overlay District or portion thereof provided that the proposed final site development plan is in substantial conformance with the substance of the preliminary approval by the Planning Commission and the governing authority. The final site development plan shall include all information contained in the preliminary site development plan receiving preliminary approval plus the following: the location of water, sewerage, and storm water drainage facilities; detailed building and landscape plans; plans for street improvements, and grading and earth moving plans showing existing and proposed topography at 2-foot contour intervals. The final site development plan shall be sufficiently detailed to indicate fully the ultimate operation and appearance of the development. Also, the proposed final site development plan shall follow all applicable procedures and requirements governing the subdivision of land, and no building permit shall be issued for the project until a final plat of the proposed development, or portion thereof, is approved, filed, and recorded.
- (e) Final Planning Commission Action. Upon receipt of an application for final approval of a Residential PUD Overlay District, the Planning Commission shall examine the final site plan and determine whether it substantially conforms to all applicable criteria and standards, and whether it substantially conforms in all respects to the previously approved preliminary site development plan. The Planning Commission may impose such conditions of approval as are in its judgement necessary to ensure conformity to the applicable criteria and standards.
- (f) Residential PUD District Overlay Amendment Procedure. Major amendments to the preliminary site plan must be submitted to the Planning Commission for review and recommendations and approved by the governing authority. Major amendments include:
- (1) An increase in the density of the development;
 - (2) Substantial changes in circulation or access;
 - (3) Substantial changes in the mix of dwelling unit types included in the project;
 - (4) Substantial changes in grading or utility provision;

- (5) Substantial changes in the mixture of land uses;
- (6) Reduction in approved open space, landscaping, and bufferyards;
- (7) Substantial changes in architectural or site design features of the development; and
- (8) Any other change that the planning director finds is a major divergence from the approved site development plan.

All other changes in the site development plan shall be considered revisions to the approved plan and may be approved in the application for final site development plan by the Planning Commission.

(b) Permitted Uses in the Residential PUD Overlay District

The following regulations govern the permitted uses applicable to the Residential PUD Overlay District:

- (1) Within a Residential PUD Overlay District applied to the following base zone districts, the uses permitted in Residential PUD Overlay District shall be the same as those permitted in the underlying base district: RR, A-1, R-2, R-2a, and R-4.
- (2) The permitted uses within a R-3 Residential PUD Overlay District shall include the following:
 - (a) Uses permitted in the underlying base zone district
 - (b) Multi-family housing, including condominium and townhouse structures provided that the total number of dwelling units of this type do not exceed 25 percent of the total number of dwelling units approach for the overall site.

(c) Minimum Site Area

The minimum area of any Residential PUD Overlay District is 3 acres. This minimum may be waived by the Planning Commission or governing authority if it determines the development of a site is impossible without Residential PUD Overlay District designation, and that such designation is consistent with the Comprehensive Plan.

(d) Required Setbacks and Bufferyards

The required minimum building setbacks and lot widths are not restricted, provided that the maximum density of the Residential PUD Overlay District is not exceeded. However, the provisions of Chapter 1173 (Transitional Bufferyards and Easement Setbacks) shall apply to all Residential PUD Overlay Districts.

(e) Off-Street Parking Requirements

See Chapter 1187 for off-street parking requirements. The parking requirements for a Residential PUD Overlay District shall be the same as those required of the base zone district.

(f) Relationship to the Surrounding Residential Neighborhood

Residential PUD Overlay District developments shall be harmonious and not conflict with the surrounding residential neighborhood. It shall be so planned, designed, and constructed so as to avoid undue traffic congestion in the surrounding residential area and provide a satisfactory relationship of land uses in connection with the surrounding area. Use of landscaping, screening, open space, and the placement of buildings shall be accepted land use planning tools by which this harmonious relationship can be created.

(g) Site Development Regulations for Residential PUD Overlay Districts Exclusively Involving Single-Family Detached Subdivisions.

The following density and bulk regulations shall apply to a Residential PUD Overlay District involving the subdivision of lots for sale with single- family detached units.

- (1) The maximum lot coverage for each dwelling unit (including accessory buildings) shall be a percentage of the lot area and the maximum overall density shall be in terms of the number of dwelling units per gross acre of all the area within the Residential PUD Overlay District.
- (2) A maximum building height of 35 feet (measured from an average ground elevation) may be permitted.
- (3) Lot creation shall be taken from net usable square feet, which shall be derived by subtracting from the gross square footage of the Residential PUD Overlay District, the required amount of open space, and the actual amount of street right-of-way or street easement required. The remaining net area shall be usable land for proper lot layout.
- (4) If a Residential PUD Overlay District embraces more than one (1) zoning district, thus permitting different minimum lot sizes, then the lot sizes and commensurate lot coverages shall be in conformity with the requirements of the district in which the lot lies. If the lot subdivision process yields lots crossing district boundaries, the lot size and lot coverage may be an average of the applicable district requirements, weighted proportioned to the percent of the lot area within each district.
- (5) The maximum permitted overall density, minimum open space and recreation space for the overall project, minimum lot size and maximum lot building cover for individual lots shall be as indicated in Table 1 of this Chapter entitled "Site Development Regulations for Planned Unit Developments with Single Family Units on Individual Lots."

TABLE 1
SITE DEVELOPMENT REGULATIONS
FOR
PLANNED UNIT DEVELOPMENTS
WITH
SINGLE-FAMILY UNITS ON INDIVIDUAL LOTS

Base Zone District	Maximum Permitted Density Per Gross Acre	Required Open Space*	Permitted Lot Coverage	Minimum Lot Size (square feet)
RR	.40	60%	30%	30,000
A-1	3.125	10%	40%	10,500
R-2	7.0	15%	43%	5,450
R-2a	7.0	18%	43%	4,170
R-3	8.0	20%	43%	3,250

NOTE: Required Bufferyard acreage (as defined in Chapter 1173) can be used as required open space, provided the bufferyard is designated as common open space and is maintained in reasonable order by the Owners' organization.

(h) Site Development Regulations for Residential PUD Overlay District with Mixed Building Types

The following regulations shall apply to a Residential PUD Overlay District characterized by mixed building types. These regulations shall apply to a Residential PUD Overlay District when the proposed development contains a combination of two (2) or more of the following building types:

- Detached buildings each containing only one dwelling unit;
- Townhouses or similar one-family semi-attached or attached buildings each containing only one dwelling unit;
- Buildings each containing more than three (3) dwelling units.

- (1) The maximum overall densities for Residential PUD Overlay District developments shall be in terms of the number of dwelling units per gross acre of all the area within said development.
- (2) The maximum floor area ratio shall be in terms of a ratio of total floor area per total site area within said development.
- (3) Yard requirements for Residential PUD Overlay Districts are waived and the following minimum controls shall be applied:
 - (a) The minimum total recreation area (that part of the outdoor, open space area which is a relatively contiguous area for recreation purposes) shall be provided at no less than minimum ratio of recreation area per total site area.
 - (b) If a Residential Overlay District development embraces one or more base zoning districts which require different maximum permitted densities, recreation areas and floor area ratios, these values shall be calculated separately for each distinct district, and a weighted average of each of these values shall be applied to the development.
 - (c) The maximum permitted overall density, minimum recreational area, maximum floor area ratio, and minimum lot size shall be as indicated in Table 2 of this Chapter entitled "Site Development Regulations for Planned Unit Developments with Mixed Building Types."

TABLE 2
SITE DEVELOPMENT REGULATIONS
FOR
PLANNED UNIT DEVELOPMENTS
WITH
MIXED BUILDING TYPES

Base Zone District	Maximum Overall Density	Minimum Recreational Area	Maximum F.A.R.	Minimum Lot Area for Single Family Detached Units (S.F.)
R-2	7.0	25%	.50	5,450
R-2a	7.0	25%	.50	4,170
R-3	8.0	28%	.75	3,250
R-4	15.0	30%	1.25	NA

NOTE: Required Bufferyard acreage (as defined in Chapter 1173) can be used as required open space, provided the bufferyard is designated as common open space and is maintained in reasonable order by the Owners' organization.

APPENDIX E

TRANSITIONAL BUFFERYARD ORDINANCE

APPENDIX E

TRANSITIONAL BUFFERYARDS

Commentary: In more recent years, innovative zoning ordinances have sought to soften the effects of adjoining land uses upon each other by requiring the introduction of landscaped spaces between them. Called bufferyards in most ordinances, such spaces are varied according to the types of adjoining uses and the amount of landscaping provided.

The bufferyard is a designated unit of yard or open area together with any plant materials, barriers, or berms required thereon. Both the amount of land and type and amount of landscaping are designated so as to provide a sufficient "visual and space" transition between potentially incompatible uses. By using both distance and landscaping, potential nuisances, such as noise, glare, density, unsightly parking areas, etc., can be minimized.

The following proposed bufferyard ordinance provides the City with flexible but functional bufferyard requirements between various zone districts and land uses. The ordinance provides specific guidelines for the location, determination of requirements, and maintenance of these bufferyards, and outlines the applicability of this ordinance to various land development proposals.

Chapter 1173--Bufferyard Requirements

- (a) Purpose. The bufferyard and screening provisions are included in this chapter to improve the physical appearance of the community; to improve the environmental performance of new development by contributing to the abatement of heat, glare, or noise and by promoting natural percolation of storm water and improvement of air quality; to buffer potentially incompatible land uses from one another; and to conserve the value of property and neighborhoods with the City.
- (b) Applicability. The provisions of this article shall apply to all new development on each lot, site, or common development upon application for a building permit, except for the following:
 - (1) Reconstruction or replacement of a lawfully existing use or structure following casualty loss.
 - (2) Remodeling, rehabilitation, or improvements to existing uses or structures which do not substantially change the location of structures or the location and design of parking facilities or other site improvements.
 - (3) Additions or enlargements of existing uses or structures, except surface parking, which increase floor area or impervious coverage by less than twenty (20) percent. Where such additions or enlargements are twenty (20) percent or greater, these provisions shall apply only to that portion of the lot, site, or common development where the new development occurs.
- (c) Conflicts. Any conflict between this chapter and another chapter of this code shall be resolved in favor of the more restrictive provision.
- (d) Definitions. The following definitions shall be used for terms contained within this article:
 - (1) Bufferyard: A landscaped area provided to separate and partially obstruct the view of two (2) adjacent land uses or properties from one another.
 - (2) Landscaped Area: That area within the boundaries of a given lot consisting primarily of plant material, including, but not limited to, grass, trees, shrubs, flowers, vines, groundcover, and other organic plant materials. Inorganic materials, such as brick, stone, or aggregate, may be used within landscaped areas, provided that such material comprises no more than thirty-five (35) percent of the area of the required landscaped area. Flat concrete or asphalt, other than walkways five (5) feet or less in width, may not be used within a required landscaped area.
 - (3) Tree: A woody plant having at least one (1) well-defined trunk or stem and a more or less definitely formed crown, usually attaining a mature height of at least eight (8) feet.

(e) General Standards

- (1) Location and Design: Bufferyards shall be located on the outer perimeter of a lot or parcel, extending to the lot or parcel boundary line. Buffers shall not be located on any portion of an existing, dedicated, or reserved public or private street or right-of-way.

The bufferyard is normally calculated as parallel to the property line. However, the planning director may permit design variations in the bufferyard; but, in no case, shall the average depth of the bufferyard be less than that required of this article. Average depth shall be measured at the two end points of the buffer and two additional points that are approximately one-third of the total linear distance from the end point. At his/her sole discretion, the planning director may determine that these measuring points do not represent a fair approximation of the average depth of the buffer, and he/she may include additional measuring points to provide a more definitive approximation of the average depth of a proposed bufferyard.

Where a required drainage, utility, or other easement is partially or wholly within a required bufferyard, the developer shall design the buffer to minimize plantings within the required easement. The planning director, the Planning Commission, and the governing authority may require additional bufferyard area or additional plantings of the developer in such instances to ensure that the screening purpose of the bufferyard is maintained.

- (2) Use of Bufferyards. A bufferyard may be used for some forms of passive recreation. It may contain pedestrian, bike, or equestrian trails, provided that:

- (a) No required plant material is eliminated.
- (b) The total depth/width of the bufferyard is maintained.
- (c) All other regulations of this chapter are met.

In no event, however, shall the following uses be allowed in bufferyards: accessory buildings, sheds, garages, playfields, stables, swimming pools, tennis courts, or similar active recreation uses.

- (3) Ownership of Buffers: Bufferyards may remain in the ownership of the original owner/developer (and assigns) of a developing property. Bufferyards may be subjected to deed restrictions and subsequently be freely conveyed. They may be transferred to any consenting grantees, such as owners associations, adjoining land owners, a park district, the City, or any conservation group, provided that any such conveyance adequately guarantees the protection of the bufferyard for the purposes of this article.

- (f) Determination of Bufferyard Requirements. To determine the type of bufferyard required between two adjacent parcels, the following procedure shall be followed:

- (1) Identify the zoning classification of the proposed development by referring to Table 1 of this chapter.
- (2) Identify the zoning classification and status of development (undeveloped vs. platted and/or developed) of each adjoining property, including properties located across an intervening street, by referring to Table 1 in this chapter.
- (3) Determine the bufferyard requirements for those, side, rear, and front lines or portion thereof on the subject development parcel by referring to Table 1 in this chapter and the additional requirements of this chapter. Existing plant material may be counted as contributing to the total bufferyard requirement. The bufferyards specified are to be provided on each lot or parcel independent of adjoining uses or adjoining bufferyards.

- (4) When a development parcel is proposed adjacent to vacant, unplatted/unsubdivided land, the following provisions shall apply:
- (a) The owners of the affected properties may submit a contractual agreement (which becomes a deed restriction on both properties) whereby the bufferyard for the development parcel is reduced or waived, provided that the owner of the development parcel agrees to develop, at no greater intensity than as shown on his approved sited/subdivision plan; and if any additional bufferyard is required by this article at a future date, it will be provided on the vacant land; or
 - (b) The required bufferyard for the development parcel, derived by using the existing zoning of the undeveloped tract, shall be equal to one-half of the minimum width prescribed in Table 1 or ten (10) feet in width, whichever is the greater. However, any development parcel proposed for non-residential use, which lies contiguous to a tract of undeveloped/subdivided land zoned for residential use or is designated as "Rural Preservation Residential," "Low Residential Density," "Medium Residential Density," or "High Residential Density" on the approved Detailed Development Plan Maps of Moraine, Ohio (1995-2015), shall be required to fulfill the bufferyard requirements of this article utilizing the existing zoning on the undeveloped tract as the determinant of the bufferyard requirement.
- (5) Should a developed parcel increase in intensity or zoning classification from a given zoning district to a more intense zoning district (e.g., from A-1 to R-2, from B-1 to B-2), the Planning Commission shall, during the site plan or subdivision review process, determine if additional bufferyard is needed and, if so, to what extent and type.
- (6) Additional Bufferyard Provisions: In addition to the requirements provided in this section, the following bufferyard provisions shall apply to proposed development parcels. In general, the owner, developer, or operator of a proposed use within a development parcel shall install and maintain a landscaped bufferyard on his/her lot, site, or common development, as set forth in this section.
- (a) Parcels with Intervening Major Street: When an arterial or collector street (as identified on the Official Thoroughfare Map of Moraine, Ohio, separates adjacent development parcels requiring a bufferyard, the required bufferyard shall be the greater of one-half of the required bufferyard set forth in Table 1 of this chapter or fifteen (15) feet.
 - (b) Parcels with Intervening Local Street: When a local street (as identified on the Official Thoroughfare Map of Moraine, Ohio, or any other public right-of-way separates adjacent development parcels requiring a bufferyard, the required bufferyard shall be the greater of two-thirds of the required bufferyard set forth in Table 1 of this chapter, or twelve (12) feet.
 - (c) Railroad Right-of-Way: Any lot or site which is adjacent to an active railroad right-of-way shall be exempt from any bufferyard requirement along the common property line with such right-of-way.
 - (d) Lot Size Compatibility Provision: For any residential development parcel, including parcels located in a Residential PUD Overlay District, along a common property line of an adjacent developed and/or platted residential use, the following provisions may be applied in lieu of the requirements of Table 1 of this chapter:
 - (1) No bufferyard shall be required if the average lot size of a development parcel's contiguous lots is equal to or is within ten (10) percent of the average lot size of an adjacent, developed, residential use (measured by averaging the lot sizes of platted lots contiguous to the proposed development parcel).
 - (2) The required bufferyard shall be reduced to ten (10) feet, if the average lot size of a development parcel's contiguous lots is equal to or is within twenty (20) percent of the average lot size of an adjacent, developed residential use (measured by averaging the lot sizes of platted lots contiguous to the proposed development parcel).

- (e) Bufferyards for Residential PUD Overlay Districts: Subject to the provisions of Chapter 1172 of this Code for all proposed residential PUD overlay districts, the required bufferyard along a common property line shall be the greater of one and one-half times the required width in Table 1 (utilizing the adjacent tract's zoning and the PUD's base zoning as the determinants) or twenty (20) feet.
- (f) On any lot or development parcel platted before _____, 1995, which requires the provision of a bufferyard and has a dimension perpendicular to such bufferyard of less than two hundred (200) feet, such bufferyard may be reduced to no less than twenty-five (25) percent of the applicable dimension. The landscaped area screening standards of this section shall apply to any lot or parcel using this bufferyard reduction provision.
- (g) Table of Bufferyard Requirements. The following table shall be used to determine the bufferyard requirements of a development parcel which is adjacent to a developed and/or platted property, site, or common development.

TABLE 1
BUFFERYARD REQUIREMENTS

Zoning of Developing Tract	ZONING OF ADJACENT PLATTED or DEVELOPED PROPERTY												
	RESIDENTIAL						COMMERCIAL					INDUSTRIAL	
	RR	A-1	R-2	R-2a	R-3	R-4	OR	GO	B-1	B-2	CH	M-1	M-2
RR	*	20	30	30	35	40	40	50	40	50	50	50	50
A-1	20	*	20	20	35	40	30	40	30	35	35	50	50
R-2	30	20	*	*	20	30	15	30	30	30	30	40	50
R-2a	30	20	*	*	20	30	15	30	30	30	30	40	50
R-3	35	25	20	20	*	15	10	20	30	30	30	40	50
R-4	40	30	30	30	15	*	10	15	30	30	20	40	50
OR	40	30	15	15	10	10	*	15	15	15	20	30	30
GO	50	40	30	30	20	15	15	*	15	15	20	30	30
B-1	40	30	30	30	30	30	15	15	10	15	15	25	35
B-2	50	35	30	30	30	30	15	15	15	10	15	20	30
CH	50	35	30	30	30	20	20	20	15	15	10	20	30
M-1	50	40	40	40	40	40	30	30	20	25	20	10	10
M-2	50	50	50	50	50	50	30	30	30	35	30	10	10

* No bufferyard required.

NOTE: Bufferyard requirements stated above are in terms of the average width of the bufferyard along a common boundary of an adjacent development and/or platted property. Consult all other paragraphs of this section for additional bufferyard provisions and landscape screening requirements of the bufferyard.

The base residential zoning of all Residential PUD developments shall be utilized as the applicable zoning of developing or developed properties.

(h) Transitional Bufferyard Landscaped Area and Minimum Width Regulations

- (1) General Design Standards. The following general provisions shall apply to the design and construction of transitional bufferyards as defined herein:

- (a) The layout, design, and arrangement of the prescribed numbers and types of landscape materials within a bufferyard shall be in accordance with this section.
- (b) In those bufferyards which require the construction of a berm, wall, or similar opaque barrier, the following provisions shall apply:

- (1) An opaque barrier, at the height prescribed in the specific bufferyard design type standards in this section, shall be provided which visually screens the potentially offensive development parcel uses from the adjacent properties as follows:

- (a) A masonry wall, a minimum of three (3) feet in height, of a design approved by the planning director.

- (b) A hedge-like screen or a random or informal screen plantings of broadleaf evergreen shrubs or approved deciduous plant material, capable of providing a substantially opaque barrier and attaining a minimum height of four (4) feet within three (3) years of planting. Hedges shall be planted initially at minimum spacings and sizes to adequately provide a substantially opaque barrier within two years of planting.

- (c) A landscaped earth berm with a maximum slope of 3:1, rising no less than two and one-half (2.5) feet above the existing grade at the lot line separating the development parcel from adjacent properties. Landscape materials to be included on the berm are identified in this section.

- (d) Any combination of these methods that achieves the cumulative minimum height prescribed in each bufferyard type.

- (c) To the maximum extent feasible under these regulations, the proposed bufferyard and berm shall be designed to permit easy maintenance of these areas by the owners or owners association.

- (2) Transitional Bufferyard Design Types: Transitional bufferyards of the following types shall be provided in the situations as identified by the entries in Table 1 of this section:

- (a) Bufferyard Type "10": Transitional bufferyard Type 10 shall consist of a strip of landscaped area, a minimum of ten (10) feet wide, landscaped as follows:

- (1) Residential Bufferyards: One medium evergreen tree (ultimate height 20-40') for every fifteen (15) feet planted on triangular staggered spacing, PLUS one large deciduous tree (ultimate height 50± feet) for every sixty (60) linear feet measured along the common property line.

- (2) Commercial Bufferyard: One large deciduous tree (ultimate height 50± feet) for every sixty (60) linear feet, PLUS a group of two (2) small deciduous or ornamental trees (spaced at 30 feet on centers) for every sixty (60) linear feet (planted) between the large deciduous trees.

- (b) Bufferyard Type "15": Transitional bufferyard Type 15 shall consist of a strip of landscaped area, a minimum of fifteen (15) feet wide, landscaped as follows:

- (1) Residential Bufferyards: One medium evergreen tree (ultimate height 20-40') for every fifteen (15) feet planted on triangular staggered spacing, PLUS one large deciduous tree (ultimate height 50± feet) for every sixty (60) linear feet measured along the common property line.

- (2) Commercial Bufferyard: One large deciduous tree (ultimate height 50± feet) for every sixty (60) linear feet, PLUS a group of two (2) small deciduous or ornamental trees (spaced at 30 feet on centers) for every sixty (60) linear feet (planted) between the large deciduous trees.

- (c) Bufferyard Type "20": Transitional bufferyard type 20 shall consist of a strip of landscaped area, a minimum of twenty (20) feet wide, landscaped as follows: one large deciduous tree (ultimate height $50\pm$ feet) for every seventy-five (75) linear feet, PLUS a group of three (3) medium evergreen trees (planted on 15 feet triangular staggered spacing) and one small deciduous or ornamental tree (planted 15 feet from evergreens) for every seventy-five (75) linear feet.
- (d) Bufferyard Type "25": Transitional bufferyard type 25 shall consist of a strip of landscaped area, a minimum of twenty-five (25) feet wide, landscaped as follows: an opaque barrier shall be installed within the bufferyard, in accordance with the requirements of Paragraph h, item 1, of this section, to a minimum height of six (6) feet, PLUS one large deciduous tree (ultimate height $50\pm$ feet) for every sixty (60) linear feet, PLUS a group of two (2) small deciduous or ornamental trees (spaced 30 feet on center) for every sixty (60) linear feet measured along the opaque barrier. The landscape materials shall be planted on the side of the opaque barrier which abuts the less intense zoning district or development.
- (e) Bufferyard Type "30": Transitional bufferyard type 30 shall consist of a strip of landscaped area, a minimum of thirty (30) feet wide, landscaped as follows: an opaque barrier shall be installed within the bufferyard, in accordance with the requirements of Paragraph h, item 1, of this section, to a minimum height of six (6) feet, PLUS one medium evergreen tree (ultimate height 20-40 feet) for every fifteen (15) feet planted on triangular staggered spacing, PLUS one large deciduous tree (ultimate height $50\pm$ feet) for every sixty (60) linear feet measured along the opaque barrier. The landscape materials shall be planted on the side of the opaque barrier which abuts the less intense zoning district or development.
- (f) Bufferyard Type "35": Transitional bufferyard type 35 shall consist of a strip of landscaped area, a minimum of thirty-five (35) feet wide, landscaped as follows: an opaque barrier shall be installed within the bufferyard, in accordance with the requirements of Paragraph h, item 1, of this section, to a minimum height of six (6) feet, PLUS one medium evergreen tree (ultimate height 20-40 feet) for every fifteen (15) feet planted on triangular staggered spacing, PLUS one small deciduous or ornamental tree for every eighty (80) linear feet, PLUS one large deciduous tree (ultimate height $50\pm$ feet) for every eighty (80) linear feet measured along the opaque barrier. The landscape materials shall be planted on the side of the opaque barrier which abuts the less intense zoning district or development.
- (g) Bufferyard Type "40": Transitional bufferyard type 40 shall consist of a strip of landscaped area, a minimum of forty (40) feet wide, landscaped as follows: an opaque barrier shall be installed within the bufferyard, in accordance with the requirements of Paragraph h, item 1, of this section, to a minimum height of ten (10) feet, PLUS one medium evergreen tree (ultimate height 20-40 feet) for every fifteen (15) feet planted on triangular staggered spacing, PLUS one small deciduous or ornamental tree for every eighty (80) linear feet, PLUS one large deciduous tree (ultimate height $50\pm$ feet) for every eighty (80) linear feet measured along the opaque barrier. The landscape materials shall be planted on the side of the opaque barrier which abuts the less intense zoning district or development.
- (h) Bufferyard Type "50": Transitional bufferyard type 50 shall consist of a strip of landscaped area, a minimum of fifty (50) feet wide, landscaped as follows: an opaque barrier shall be installed within the bufferyard, in accordance with the requirements of Paragraph h, item 1, of this section, to a minimum height of ten (10) feet, PLUS one medium evergreen tree (ultimate height 20-40 feet) for every ten (10) feet planted on triangular staggered spacing, PLUS one small deciduous or ornamental tree for every eighty (80) linear feet, PLUS one large deciduous tree (ultimate height $50\pm$ feet) for every eighty (80) linear feet measured along the opaque barrier. The landscape materials shall be planted

on the side of the opaque barrier which abuts the less intense zoning district or development.

(3) Additional Bufferyard Provisions. The following additional provisions shall apply to the design standards for required bufferyard landscaping:

- (a) Preservation of healthy existing tree vegetation within a required bufferyard is strongly encouraged. Preservation of each healthy existing tree, of species and size (at least four and one-half inches caliper) approved by the planning director, shall count as one tree towards the fulfillment of the landscape requirements of this section.
- (b) A development parcel may continue to comply with the bufferyard and screening requirements in effect at the time of issuance of its initial building permit, regardless of whether an adjacent lot, site, or common development is rezoned to a less intense district which requires additional bufferyards or screening.

(4) Performance Bonding

- (a) If, at the time of an application for a certificate of occupancy, any required landscaping has not been installed, the developer or owner of a development parcel must submit surety (by bond, certificate of deposit), letter of credit, or other security approved in writing by the City attorney satisfactory to the City, in the amount of the value of a bona fide contract to install such landscaping, times 1.15 percent. Such a contract must be reviewed and approved by the Building and Zoning Department.
- (b) The developer or owner shall grant the City permission to enter upon the land to install required landscaping if this has not been done within twelve (12) months of the effective date of the certificate of occupancy.
- (c) The City shall release any bond or other arrangement immediately when the Building and Zoning Department verifies that required landscaping has been installed.

APPENDIX F

SITE PLAN REVIEW PROCESS

CHAPTER 1174 SITE PLAN REVIEW AND APPROVAL REQUIREMENTS

1174.01 PURPOSE.

This chapter outlines the plan requirements and approval process for developments located within a zone district which requires site plan review.

1174.02 APPLICABLE DISTRICTS.

As required by Chapters 1134 (RR), 1143 (R-3), 1145 (R-4), 1147 (OR), 1148 (GO), 1151 (B-1), 1153 (B-2), 1154 (CH) and 1157 (M-1) of this Code, the establishment of an applicable zoning district shall be conditioned upon the application for and approval of a development site plan as outlined in this chapter.

1174.03 SITE PLAN REQUIREMENTS.

A. Site Plan Information. A preliminary site plan shall be prepared and submitted to the Planning Commission. The preliminary site plan shall be drawn to a scale of not less than 100 feet to the inch and shall include the following information:

1. Property boundary lines and dimensions, topography (5' contour intervals), location map.
2. Arrangement and size of buildings and the general use of the property.
3. Areas to be developed for parking, unloading, drives, walkways, recreation, or other uses.
4. A general grading and landscape plan including the location of major existing growth that is to be retained. The landscape plan shall include specific information pertaining to bufferyards and required landscaped areas and open space areas.
5. General locations and types of utilities and easements including storm drainage as well as general details of all surfaced areas.
6. Estimates of traffic volumes and movements to and from the completed project from the boundary streets.
7. A preliminary time schedule for completion of the entire project.
8. A statement regarding the proposed method of operating and maintaining the project.
9. A statement of financial responsibility to assure construction of the planned district within the proposed time schedule.

B. Review and Approval

1. The Planning Commission shall study the preliminary site plan and supporting data and may make suggestions for changes and adjustments. After the Commission approves the preliminary plan and construction schedule, it shall submit same with a brief report to the governing authority.

Whenever the governing authority approves the preliminary plan and supporting material, one copy shall be filed in the office of the Commission and one copy shall be given to the Owner.

Upon receipt of the approved preliminary plan, the Owner may proceed with final plans and specifications for all or for any portion of the project that is agreed upon. The final plans and specifications shall be reviewed and approved by the Commission. Upon approval by the Planning Commission, one copy shall be filed in the Planning Commission office. No building permit shall be issued until a final plat of the proposed development, or portion thereof, is approved, filed, and recorded.

2. Modification of Site Plan: The Planning Commission or the governing authority may require modification of a site plan as a prerequisite for approval. Required modifications may be more restrictive than district regulations and may include, but not be limited to, provision for additional bufferyards, landscaping and screening, installation of erosion control measures, improvement to access and circulation systems, rearrangement of structures or uses within the site, and location and character of signs and other modifications deemed necessary to ensure compatibility with the surrounding environment and to protect public health, safety, and welfare.

3. Lapse of Approval: A site plan approval shall become void two (2) years after the date on which the approval became effective unless the applicant receives a building permit and diligently carries out construction prior to expiration of that period, or a specific time extension is requested of and approved by the governing authority.

A site plan approval may establish a longer effective period as a specific condition of the application.

The Planning Commission may grant one (1) year extension of a site plan approval, provided that the applicant files a written request for an extension stating the reasons for the request prior to the date of expiration of the approval.

4. Modification of Site Plan Approval: The Planning Commission may approve an application for modification of a previous site plan approval if it is determined that the modification does not affect findings relating to the criteria described herein, leading to the original approval.
 5. New Applications Following Denial or Revocation: No application for approval of the same or substantially the same site may be filed within one (1) year of the date of denial of a site plan approval by the Planning Commission. The Owner may petition the governing authority to grant a new review of the site if undue hardship or new facts concerning the site and/or application can be demonstrated.
- C. Final Approval of the Planning Commission of a Proposed Site Plan. The governing authority's concurrence with the approval of a preliminary site plan with an applicable district shall authorize and form the basis for the Planning Commission's final approval of said development. The final approval of the Planning Commission of the site plan shall be subject to the following procedures and requirements:
1. Application for final site plan approval. After the preliminary approval of a site plan, the landowner may make application to the Planning Commission for final approval of the site plan or portion thereof provided that the proposed final site plan is in substantial conformance with the substance of the preliminary approval by the Planning Commission and the governing authority. The final site plan shall include all information contained in the preliminary site plan receiving preliminary approval plus the following: the location of water, sewerage, and storm water drainage facilities; detailed building and landscape and open space plans; plans for street improvements, and grading and earth moving plans showing existing and proposed topography at 2-foot contour intervals. The final site plan shall be sufficiently detailed to indicate fully the ultimate operation and appearance of the development. Also, the proposed site plan shall follow all applicable procedures and requirements governing the subdivision of land, and no building permit shall be issued for the project until a final plat of the proposed development, or portion thereof, is approved, filed, and recorded.
 2. Final Planning Commission Action. Upon receipt of an application for final approval of a site plan, the Planning Commission shall examine the final site plan and determine whether it substantially conforms to all applicable criteria and standards, and whether it substantially conforms in all respects to the previously approved preliminary site plan. The Planning Commission may impose such conditions of approval as are in its judgement necessary to ensure conformity to the applicable criteria and standards.

D. Site Plan Amendment Procedure. Major amendments to the preliminary site plan must be submitted to the Planning Commission for a recommendation and approved by the governing authority. Major amendments include:

- (1) An increase in the density of the development;
- (2) Substantial changes in circulation or access;
- (3) Substantial changes in the mix of dwelling unit types included in the project;
- (4) Substantial changes in grading or utility provision;
- (5) Substantial changes in the mixture of land uses;
- (6) Reduction in approved open space, landscaping, and bufferyards;
- (7) Substantial changes in architectural or site design features of the development; and
- (8) Any other change that the planning director finds is a major divergence from the approved development plan.

6. Approval to Run with the Land: A site plan approval pursuant to these provisions shall run with the land and shall continue to be valid upon change of ownership of the site or structure that was the subject of the application.

7. Site Plans Approved Under Prior Regulations: Any site plan approved administratively or approved by ordinance under regulations in effect before the effective date of this regulation shall be considered an approved site plan subject to any conditions imposed at the time of original approval. A pre-existing site plan approval shall be subject to the provisions of this section regarding lapse of approval, modification, or revocation.

APPENDIX G

PROPOSED COMMERCIAL HIGHWAY SERVICES DISTRICT

CHAPTER 1154
C-H Highway Commercial Services District

1154.01 Purpose.
1154.02 Uses.

1154.07 Site development
regulations.

1154.01 PURPOSE.

The CH Highway Commercial Services District is intended to accommodate commercial and limited industrial facilities with access needs which demand location along major arterials and highways. Uses allowed in the CH district are frequently automobile oriented. These uses have traffic generating, operating, lighting and other characteristics which may make them incompatible with adjacent residential or other limited intensity uses. The CH district is most appropriate along or at intersections of major arterials, at highway interchanges, and in other areas of heavy automobile traffic which are well insulated from residential districts.

1154.02 USES.

(a) Permitted Uses.

(1) Office Uses.

- A. Financial services
- B. General offices
- C. Medical offices

(2) Commercial Uses.

- A. Agricultural sales and service
- B. Auto rentals
- C. Auto sales
- D. Automotive washing
- E. Building maintenance services
- F. Business support services
- G. Business or trade school
- H. Campground
- I. Communications services
- J. Construction sales and services
- K. Consumer convenience services
- L. Consumer repair services
- M. Equipment rental and sales
- N. Equipment repair services
- O. Exterminating services
- P. Food sales (general)
- Q. Funeral services
- R. General retail sales
- S. Hotel/motel
- T. Indoor sports and recreation
- U. Laundry services
- V. Liquor sales
- W. Outdoor entertainment
- X. Outdoor sports and recreation
- Y. Personal improvement services
- Z. Personal services
- AA. Pet services
- BB. Research services
- CC. Restaurant (drive-in)

- DD. Restaurant (general)
- EE. Service stations
- FF. Surplus sales
- GG. Veterinary

(3) Civic Uses.

- A. Administrative services
- B. Hospital services (limited)
- C. Hospital services (general)
- D. Local utility services
- E. Park and recreation services
- F. Postal facilities
- G. Public assembly
- H. Recreational clubs
- I. Religious assembly
- J. Safety services
- K. Social clubs

(4) Parking Uses.

- A. Surface parking

(b) Special Uses. The following special uses are subject to review in accordance with Chapter 1117.

(1) Transportation Uses.

- A. Transportation terminal
- B. Truck terminal

(2) Industrial Uses.

- A. Custom manufacturing
- B. Warehousing and distribution (limited)

(3) Civic Uses.

- A. College and university facilities
- B. Day care services

(4) Commercial Uses.

- A. Auto repair services
- B. Night clubs, cocktail lounges, etc.
- C. Kennels
- D. Convenience storage (self-storage)
- E. Parking structures

1154.07 SITE DEVELOPMENT REGULATIONS.

(a) Lot Requirements.

- | | |
|--------------------------|--------------------|
| (1) Minimum lot area | 10,000 square feet |
| (2) Minimum lot frontage | 100 feet |

(b) Yard Requirements.

- | | | |
|-----|----------------------------------|---------|
| (1) | Minimum front yard depth | 35 feet |
| (2) | Minimum rear yard depth | 20 feet |
| (3) | Minimum street side yard depth | 25 feet |
| (4) | Minimum interior side yard depth | 10 feet |

(c) Structural Requirements.

- | | | |
|-----|-------------------------|------------------------|
| (1) | Maximum building height | 40 feet
(3 stories) |
|-----|-------------------------|------------------------|

(d) Density and Bulk Requirements.

- | | | |
|-----|---------------------------|------------|
| (1) | Maximum floor area ratio | 1.0 |
| (2) | Maximum building coverage | 50 percent |

(e) Parking and Loading Requirements.

- (1) See Chapter 1187 for off-street parking and loading requirements.

(f) Signs.

- (1) See Chapter 1189 for size and location of permitted signs.

(g) Supplementary Regulations.

- (1) A request to rezone land to CH Highway Commercial Services District shall be substantiated with evidence that:

- A. Such a use shall not conflict with the intended function of a major street to carry traffic; and
- B. That the capacity of the street(s) shall not be materially reduced by the additional commercial facilities.

Where necessary to achieve these conditions, the developer may be requested to provide special thoroughfare improvements such as dedication of right-of-way and/or easement.

- (2) All merchandise, new or used, with the exception of boat, automobile, truck or farm implements and plants and garden supplies when approved as special uses, shall be stored within a completely enclosed building. Open storage may be permitted if located behind the principal structure and if visually screened from the street and adjacent properties by a landscaped screen, fence or wall as defined in Chapter 1185.

(h) See Chapter 1185 and Chapter 1173 (Bufferyard Regulations) for additional provisions for commercial facilities.

(i) Special uses shall comply with all pertinent development standards contained in Chapter 1117.

(j) A site plan shall be submitted to the Planning Commission for approval of all proposed developments in the C-H District. The site plan shall be prepared in accordance with the provisions of Chapter 1174 and all other restrictions and regulations applicable to the C-H District.

* The front yard depth shall be measured from the established right-of-way lines as shown on the Official Thoroughfare Plan. (Ord. 82 Passed 11-14-60; Ord. 1065-94 Passed 3-24-94; Ord. 1069-94 Passed 4-28-94)

APPENDIX H

PROPOSED GENERAL OFFICE SERVICES DISTRICT

CHAPTER 1146
GO General Office District

1146.01 PURPOSE.

The GO General Office District is intended to provide office locations serving community and city-wide needs. The GO district allows for relatively intense office development, together with selected, complementary commercial uses integrated into such developments. Site development regulations are designed to ensure compatibility with adjacent or neighboring residential development.

GO districts are most appropriately found along or near minor and major arterial streets, on the edge of residential areas, in areas of existing office development, and in areas appropriate for new development. The GO district, through conditional use permits, also provides for large office developments and projects which in appropriate urban settings exceed allowed use intensities and regulations provided.

1146.02 USES.

(a) Permitted Uses. The following use types are permitted:

- (1) Office Uses.
 - A. Financial services
 - B. General offices
 - C. Medical offices
- (2) Commercial Uses.
 - A. Communications services
 - B. Consumer convenience services
 - C. Restaurant (limited)
- (3) Civic Uses.
 - A. Administrative services
 - B. College and university facilities
 - C. Convalescent services
 - D. Cultural services
 - E. Day care (limited)
 - F. Day care (general)
 - G. Emergency residential care
 - H. Guidance services
 - I. Hospital services (limited)
 - J. Local utility services
 - K. Park and recreation services
 - L. Postal facilities
 - M. Recreational clubs
 - N. Religious assembly
 - O. Safety services
 - P. Secondary educational facilities
 - Q. Social clubs

(b) Special Uses. The following special uses are subject to review and regulations in accordance with Chapter 1117:

- (1) Residential Uses.
 - A. Single-family (detached)
 - B. Single-family (attached)
 - C. Duplex residential
 - D. Two-family residential
 - E. Townhouse residential
 - F. Multiple-family residential
- (2) Civic Uses.
 - A. Community recreation
 - B. Group care facility
 - C. Group home
 - D. Hospital services (general)
 - E. Primary educational facilities
- (3) Commercial Uses.
 - A. Building maintenance services
 - B. Business support services
 - C. Business or trade school
 - D. Food sales (limited)
 - E. General retail sales
 - F. Hotel/Motel
 - G. Personal services
 - H. Research services
 - I. Restaurant (general)
- (4) Parking Uses.
 - A. Parking structure
 - B. Surface parking

1146.03 SITE DEVELOPMENT REGULATIONS

(a) Lot Requirements.

- | | | |
|-----|----------------------|-------------------|
| (1) | Minimum Lot Area | 7,000 Square Feet |
| (2) | Minimum Lot Frontage | 50 Feet Minimum |

(b) Yard Requirements.

- | | | |
|-----|----------------------------------|---|
| (1) | Minimum Front Yard Depth | 25 Feet |
| (2) | Minimum Rear Yard Depth | 20 Feet |
| (3) | Minimum Street Side Yard Depth | 15 Feet |
| (4) | Minimum Interior Side Yard Depth | 10 Feet Minimum to 40 Feet height of building; 2 additional feet for each additional 10 feet in height. |

(c) Structural Requirements.

- | | | |
|-----|-------------------------|--|
| (1) | Maximum Building Height | 60 Feet Maximum; 40 feet maximum where building is |
|-----|-------------------------|--|

within 100 feet of any lot zoned R-2 or below.

- (d) Density and Bulk Requirements.
 - (1) Maximum Floor Area Ratio 1.0 FAR
 - (2) Maximum Building Coverage 50 Percent
- (e) Parking and Loading Requirements.
 - (1) See Chapter 1187 for off-street parking and loading requirements.
- (f) Signs.
 - (1) See Chapter 1189 for size and location of permitted signs.
- (g) Supplementary Regulations.
 - (1) See Chapter 1185 and Chapter 1173 (Bufferyard Regulations) for additional provisions for sites located in the GO District.
 - (2) Special uses shall comply with all pertinent development standards contained in Chapter 1117.
 - (3) A site plan shall be submitted to the Planning Commission for approval of all proposed developments in the GO District. The site plan shall be prepared in accordance with the provisions of Chapter 1174 and all other restrictions and regulations applicable to the GO District.

1146.04 ADDITIONAL REGULATIONS

(a) Residential Uses. Residential uses are allowed as a special use, subject to the following additional regulations. Other conditions may be required as a part of approval of a special use permit.

- (1) Residential uses are subject to the site development regulations for residential uses in the R-3 Residential District (Chapter 1143).
- (2) See Chapter 1117, Chapter 1185, and Chapter 1173 (Bufferyard Regulations) for additional provisions related to residential development in the GO District.

(b) Commercial Uses. Certain commercial uses are allowed as permitted or special uses only within office projects which are common developments in the GO District, subject to the following additional regulations:

- (1) Commercial uses may be located within the same building as other uses or in separate buildings incorporated into a mixed use common development.
- (2) Commercial uses shall not comprise over twenty-five (25) percent of the gross floor area within any single common development.
- (3) Each square foot of commercial area shall be considered the equivalent of two (2) square feet of office or other uses for the purpose of calculating the permitted floor area ratio of a given site.

(c) Large Projects in the GO District.

- (1) Any project proposed in the GO District for a site of four (4) acres and over or including a building floor area of forty thousand (40,000) square feet and over is subject to site plan approval, as provided by Chapter 1174 (Site Plan Process). Site plan approval is further required for projects involving phasing or expansion when the total project meets or exceeds these limits.
- (2) Any project encompassing an area of ten (10) acres or over within the GO District shall require a special permit as set forth in Chapter 1117. A special permit is further required for projects involving phasing or expansion when the total project is equal to or greater than ten (10) acres.
- (3) A project may be constructed in the GO District in excess of the permitted floor area ratio or height, subject to approval of a special use permit as set forth in Chapter 1117.

APPENDIX I

PROPOSED OFFICE RESIDENTIAL DISTRICT

CHAPTER 1147
OR Office Residential District

1147.01 Purpose
1147.02 Uses.

1147.03 Site development
regulations.

CROSS REFERENCES
Definitions - see P. & Z. Ch. 1115
Supplemental regulations - see P. & Z. Ch. 1185

1147.01 PURPOSE.

This District provides for residences, offices, and service facilities in suitable locations in which they can support community needs without producing incompatible effects on adjacent uses. Such a District is particularly appropriate adjacent to arterial streets, as well as between commercial areas and residential neighborhoods.

1147.02 USES.

(a) Permitted Uses.

- (1) All permitted uses as provided with the R-3, Residential District.
- (2) Professional offices of doctors, dentists, chiropractors, lawyers, engineers, and similar type professions limited to three (3) such principal professionals per site, excluding support personnel.
- (3) Real estate, insurance, and similar type offices provided that no retail trade with the general public is carried on, that no stock of goods is maintained for sale to customers, and that occupancy is limited to three (3) principal professionals, excluding support personnel.
- (4) Barber and beauty shop, one (1) chair operation only.
- (5) Instructional studios.
- (6) Accessory buildings incidental to the principal use which do not include any activity conducted as a business. Regulations governing accessory facilities and uses are specified in Chapter 1181.

(b) Special Uses. The following special uses are subject to review and regulation in accordance with Chapter 1123.

- (1) All special uses as provided within the R-3, Residential District;
- (2) Publicly owned and operated neighborhood recreation centers;
- (3) Funeral homes;
- (4) Halfway houses; and

- (5) Medical and dental clinics; professional offices as previously identified containing more than three (3) such professionals per site.

1147.03 SITE DEVELOPMENT REGULATIONS.

The requirements of the R-3 District shall be applicable to uses permitted by right within that District.

- (a) Lot Requirements.
- | | | |
|-----|----------------------|-------------------|
| (1) | Minimum lot area | 7,500 square feet |
| (2) | Minimum lot frontage | 60 feet |
- (b) Yard Requirements.
- | | | |
|-----|--------------------------------------|--|
| (1) | Minimum front yard depth | 25 feet (average of adjoining front yard depths if same are less than 25 feet) |
| (2) | Minimum rear yard depth | 35 feet |
| (3) | Minimum side yard width on each side | 8 feet |
| A. | Commercial uses | 10 feet |
- Where a side lot line coincides with a side lot line in a residential district, the side yard dimensions shall be provided adjacent to respective residential districts as follows:
- | | |
|-----|---------|
| R-1 | 20 feet |
| R-2 | 15 feet |
| R-3 | 10 feet |
- (c) Structural Requirements.
- | | | |
|-----|-------------------------------|-------------------|
| (1) | Maximum building height | 35 feet |
| (2) | Structural area | |
| A. | Commercial uses not to exceed | 2,500 square feet |
- (d) Parking and Loading Requirements.
- (1) See Chapter 1187 for off-street parking and loading requirements.
- (e) Signs.
- (1) See Chapter 1189 for size and type of permitted signs.
- (f) Supplementary Regulations.
- (1) See Chapter 1185 and Chapter 1173 (Bufferyard Regulations) for additional provisions for sites located in the OR District.
- (2) A site plan shall be submitted to the Planning Commission for approval of all proposed developments in the OR District. The site plan shall be prepared in accordance with the provisions of Chapter 1174 and all other restrictions and regulations applicable to the OR District.