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CROSSROADS

A Comprehensive Plan for Clark County Communities

Clark County, Ohio

1999

CROSSROADS

Comprehensive Land Use Plan

CLARK COUNTY, OHIO

AMENDMENTS & SUPPLEMENTS

ADOPTED:	**Clark County Planning Commission -**	**February 24, 1999**
	Board of Clark County Commissioners -	**May 4, 1999**
	Springfield City Planning Board -	**May 11, 1999**
AMENDED:	**Clark County Planning Commission -**	**April 18, 2001**
	Board of Clark County Commissioners -	**May 29, 2001**
	Springfield City Planning Board -	**July 9, 2001**

Clark County Comprehensive Land Use Plan

adoption date: February 24, 1999

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City of Springfield

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Clark County Comprehensive Land Use Plan

	Adoption Dates	Amended
Board of Clark County Commissioners	May 4, 1999	May 29, 2001
Clark County Planning Commission	February 24, 1999	April 18, 2001
Springfield City Planning Board	May 11, 1999	July 9, 2001

Local Jurisdictions

Townships	**Municipalities**
Bethel Township	Catawba
German Township	Clifton
Green Township	Donnelsville
Harmony Township	Enon
Madison Township	New Carlisle
Mad River Township	North Hampton
Moorefield Township	Lawrenceville
Pike Township	South Charleston
Pleasant Township	South Vienna
Springfield Township	Springfield
	Tremont City

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1. Introduction

A. History

In January of 1998, Clark County launched the preparation of Crossroads, A Comprehensive Land Use Plan for Clark County Communities. The Plan is a tool that establishes a general framework for making decisions concerning land use and development, as well as related issues. Clark County citizens expressed the desire to address important issues related to agricultural land protection, land use, natural resources, parks, recreation and open space, transportation and utilities. These issues are addressed as elements in the Goals, Objectives and Strategies chapter of this document.

The most successful county planning efforts are those that are inclusive in every aspect. Clark County made a commitment to engage anyone that had an interest in the County's future. This commitment began with the Comprehensive Land Use Plan Steering Committee that reflected the diverse interests of Clark County citizens, business leaders, township officials and elected and appointed leaders. The Committee was a consensus body organized to guide the planning process and gather ideas presented in public forums.

This planning effort brought Clark County together, provided opportunities to debate important issues and resulted in a consensus on general land use for the future of the County. The detailed set of strategies presented in the Plan will guide implementation.

B. Organization of the Document

Following this Introduction, an Executive Summary provides an overview of the planning process, describes the Plan's goals and highlights key recommendations. In addition, the Existing Conditions chapter identifies Clark County's current planning issues and trends.

Following these introductory chapters is the Goals, Objectives and Strategies chapter that includes each element of the Comprehensive Land Use Plan. A goal is identified for each element followed by the objectives and strategies that are intended to achieve the goal.

Following is the Land Use Plan chapter that presents the land use polices that are intended to guide future development in Clark County and the City of Springfield. Separate land use plan maps are provided for each jurisdiction.

The Implementation chapter follows and summarizes actions and strategies that must be accomplished to achieve the goals, objectives and strategies identified by Clark County citizens.

And the Appendix is the final chapter of this document and includes the following supporting information: Thoroughfare Plan, Glossary, Bibliography and Subject Index.

2. Executive Summary

A. Overview

The Comprehensive Land Use Plan is important because it serves as the County's official policy document for the Clark County Commissioners, County Planning Commission, County Engineer's Office, Clark County-Springfield Transportation Coordinating Committee, City of Springfield and local townships, municipalities and villages when addressing general growth and development issues. There are three key components of any comprehensive planning process: gathering and analysis of existing conditions data; development of goals, objectives and strategies; and preparation of the plan. When conceiving the process for updating the Comprehensive Land Use Plan, the County made a strong commitment to conduct a completely open and inclusive planning process. Throughout the update process, the following key opportunities for involvement were provided for everyone who lived or worked in Clark County.

1. **Community Forum 1: Idea Gathering** - In April, 1998, several hundred ideas were generated by citizens and organized according to elements of the Comprehensive Land Use Plan. These meetings were held in New Carlisle, South Vienna and Springfield.

2. **Open House: Draft Transportation Plan** - In June, 1998, citizens gathered to review the progress on the draft Transportation Plan and to receive an update on the Comprehensive Land Use Plan. This meeting was held in Springfield.

3. **Open House: Draft Plan** - In October, 1998, citizens gathered to review the progress on the planning process. The Open House presented the draft plan, including detailed strategies and implementation. This meeting was held in Springfield.

4. **Adoption Process** - The adoption process is scheduled for November and December, 1998, and is to involve an official recommendation from the Clark County Planning Commission and formal adoption by the County Commissioners.

In addition to these meeting opportunities, the Comprehensive Land Use Plan Steering Committee met monthly. All committee meetings were posted and open to the community. Many citizens took advantage of these opportunities and were welcomed to participate.

And as a separate - but integrated - Transportation Plan was prepared, additional opportunities were provided for public review and comment.

B. Vision and Goals

The Comprehensive Land Use Plan is not intended to dictate to local communities what land use decisions are to be made. Instead, it is intended to provide general guidance regarding important land use and capital improvement decisions affecting Clark County and its communities.

For each element of the Comprehensive Land Use Plan, the following goals have been developed. These goals establish the policy framework for the future of Clark County.

1. **Agricultural Land Protection** - *Conserve agricultural land to ensure its continued economic, environmental and aesthetic benefits.*

2. **Land Use** - *Focus growth and development in appropriate areas which balance environmental, economic and infrastructure considerations.*

3. **Natural Resources** - *Protect and conserve water, land and air resources, and mitigate conflicting land uses that may harm environmental quality.*

4. **Parks, Recreation and Open Space** - *Maintain and protect open space and expand park and recreation systems to ensure accessibility for all residents.*

5. **Transportation** - *Restore, maintain, develop and operate an inclusive multi-modal transportation system with sensitivity to land use relationships.*

6. **Utilities** - *Ensure adequate public water and wastewater services that support land use and environmental factors.*

C. Major Recommendations

This Plan includes 6 goals, 17 objectives and 103 strategies which are outlined in the Goals, Objectives and Strategies chapter. The essence of the Plan is to manage the County's growth while preserving farmland and open space, diversifying the economic base and ensuring sufficient utility services. When considering all the strategies together, the following themes emerge:

1. Encouraging well-managed growth in Springfield and other communities in central and southwestern Clark County with a focus on in-fill development before expansion, and where current development trends support such growth and where utility services are available.

2. Encouraging countywide cooperation to manage growth, supporting central utility systems and discouraging on-site utilities through stronger regulations, and encouraging adoption of access management standards.

3. Strengthening the transportation system through coordinated planning, adopting countywide access management standards, ensuring pedestrian access, creating a countywide transit system, improving infrastructure and maximizing funding.

4. Diversifying the County's economic base, supporting workforce development, supporting industrial parks and encouraging industrial expansion, and encouraging commercial revitalization in city and village downtowns.

5. Encouraging the preservation of prime agricultural areas by directing development away from such areas, creating a non-profit land trust, updating regulations to discourage development and adopting incentives.

6. Coordinating countywide parks master planning, stabilizing parks funding, creating additional public parkland and expanding bike path systems.

7. Protecting and managing the County's natural resource base through creation of a non-profit land trust, instituting a countywide geographic information system, implementing the Transportation Plan and strengthening development regulations.

D. Implementation

Each goal has a related set of objectives and strategies to support implementation. The text for each element describes the objective and strategies including responsible parties and timeframes for implementation. Outlined below are the timeframes used for each strategy.

Ongoing:	1999-2025
Immediate:	1999-2000
Short Term:	2001-2005
Mid Term:	2006-2010
Long Term:	2011-2025

3. Existing Conditions

A. Overview

The Existing Conditions and Trends presentation addresses the following topical areas:

- Key findings, historical perspective and regional context.
- Previous planning (Clark County and Springfield).
- Urban form, land use, growth trends and population characteristics.
- Economic base including agriculture.
- Natural resources.
- Infrastructure (transportation and utilities).

2. Key Findings

The key findings of this presentation are outlined below. Key questions are raised by these findings and they are identified in italics.

B. Clark County occupies about 400 square miles or 257,305 acres. About 83 percent of the County is dominated by natural resource-based land uses (agriculture, forest, range, wetlands and water) and the remaining 17 percent is occupied by urban uses (residential, commercial, industrial development and supporting infrastructure). The amount of urban versus rural land in Clark County has continually increased since 1980, which is resulting in an annual loss of about 1,125 acres of rural land.

Given the County has over 83 percent of its territory in natural resources, it would appear that the Clark County has abundant land to accommodate future development. But has recent development occurred in the right locations and desirable densities? Low-density single family homes and some commercial/industrial sites are locating on scattered sites throughout the County - is this an appropriate land use pattern? Are alternatives like open-space subdivisions and other clustering techniques preferable? Should commercial and industrial development be directed to existing population centers?

C. Clark County population levels have held relatively steady around 147,000 during this decade and are forecast to increase through 2015 by three percent to as much as 21 percent based on different trends (the state is forecasting a five percent increase for the period).

Between 1991 and 1995 about 2,600 new homes have been built in the County. It is assumed the majority of these units were built outside Springfield, partly because the City's population has held relative constant for the same period (around 70,500).

Is population growth of five percent or less - for the planning period - acceptable to the community? Should the County encourage population growth more in keeping with the 1950's through the 1970's (average of 18% for the period)? Should local government seek to increase the rate of such growth through policies that encourage aggressive economic development and which encourage additional residential development through public investment in new infrastructure?

D. In 1996 the County's labor force was about 72,000, and median income was slightly higher than the state median. In 1995 major employment sectors were manufacturing, wholesale and retail trade, and services. The number of new businesses has remained fairly constant between 1990 and 1995.

Are businesses able to find qualified workers in Clark County? Has the economic base become sufficiently diverse to protect the County from economic downturns? Should land use policies encourage additional diversity? Should the land use plan encourage the concentration of industrial development in a limited number of locations, such as PrimeOhio?

E. Clark County is a significant agricultural county for the State; seventh is total cash receipts and first in beef cattle production. But the amount of farmland has declined by nine percent since 1980, the number of farms have declined by 25 percent and the number of principal farm operators has declined by 23 percent (since 1987). But the average farm size has increased by 21 percent.

Will the changes in the County's agricultural sector negatively impact farming? Should the County take any actions to change these trends, such as a Purchase of Development Rights program or other appropriate techniques? Should local zoning programs encourage preservation of agriculture by increasing minimum lot sizes?

F. Utility services (water and sanitary sewer) are provided to varying degrees among the County's cities and villages, as well as pockets in the unincorporated area. Centralized services are available, in particular, in the central portion of the County.

Should a certain level of water and sanitary sewer service be expected in all population centers in the County? Should development be discouraged in the unincorporated area unless it is serviced by water and sewer? Should any consolidation be considered among various utility providers?

G. The County has significant stream corridors, such as the Little Miami River which is a state and nationally designated scenic river, the Mad River and Buck Creek. Maintaining the quality and viability of these corridors is directly affected by land use changes in their respective watersheds, as well as maintaining vegetative buffers and discouraging development in the 100-year floodplain.

Should measures be taken to minimize the impact of land use changes at the watershed level affecting key stream corridors? Should development be directed to population centers with utility services? Should zoning and/or subdivision technique be considered? Should public open space be acquired along the Little Miami and other stream corridors?

2. Historical Perspective

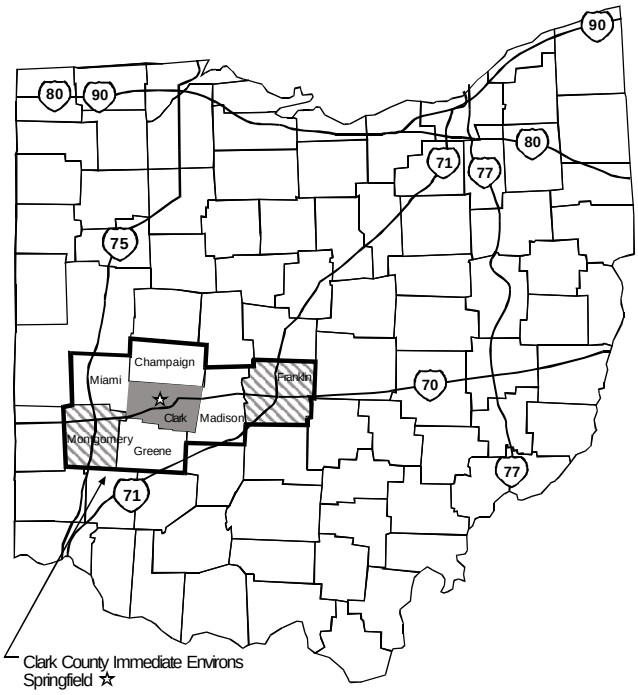
Clark County was established March 1, 1818, and is named for American frontiersman George Rogers Clark. Springfield, Clark County's largest city, began as a trade center for the County's abundant agriculture products. It quickly grew into a major destination with the construction of the National Road (US 40), the nation's first transcontinental highway, between 1832 and 1839. Springfield was the terminus of the National Road making it a resting place or the final destination of many eastern settlers. Future extension of the National Road and the completion of the Little

Miami, the first railroad linking Springfield and Cincinnati, made the City a leading producer of agricultural implements. Springfield's industry continued to grow encompassing publishing and the manufacturing of engines and other transportation related items.

B. Regional Context

1. Clark County and Springfield

Clark County, encompassing approximately 400 square miles or 257,305 acres, is bound by Champaign County to the north, Miami and Montgomery counties to the west, Greene and Madison counties to the south and Madison County to the east. Clark County was home to 147,472 people in 1996. Much of its 400 square miles is comprised of farmland and it is Ohio's largest producer of cattle and calves. Expanded growth from the west (Dayton) and the east (Columbus) is expected to continue into the near future.



Springfield, centrally located off of I-70, serves as the county seat. This highly industrialized city serves as a major center of commerce within Clark County. Springfield experiences the social and economic impacts derived from Columbus and Dayton due to its close proximity to these major urban areas.

The presence of historical Wittenberg University makes Springfield a destination for higher learning as well. Wittenberg is a private liberal arts university affiliated with the Evangelical Lutheran Church in America and is considered to be the leading liberal arts college in the Midwest. An internationally recognized East Asian Studies Program serves students representing several foreign countries. The Wittenberg Series offers educational and cultural opportunities with speakers, musicians and artists.
Also serving the educational and work force training needs of the community is Clark State Community College, with campuses downtown and on Leffel Lane.

2. Surrounding Influences

The Dayton-Springfield and Columbus regions are continually expanding into the rural landscape. Suburban and exurban development accounts for the majority of new housing construction in these areas. The result is a continuation of sprawl into the countryside, which is also adversely impacting agriculture. The five surrounding counties are experiencing similar growth trends, placing additional pressure on Clark County's rural landscape. Of these surrounding counties, the most significant growth trends through 2025 are forecast for Madison (29 percent), Green (18 percent) and Miami (17 percent). Table 3.1 provides a summary.

Table 3.1 Regional County Population Trends (1990 - 2025)

Year	Clark	Champaign	Madison	Greene	Montgomery	Miami
1990	147,584	36,108	37,124	137,188	573,993	93,286
1991	147,672	36,398	37,850	138,522	575,142	94,016
1992	147,460	36,614	38,827	139,235	576,164	94,740
1993	147,230	37,012	39,502	139,438	575,368	95,609
1994	147,121	37,325	40,311	139,671	570,666	96,180
1995	147,248	37,623	40,902	140,584	567,907	96,667
1996	147,221	38,017	41,135	139,872	565,479	97,019
1997	**146,185**	**38,221**	**41,486**	**139,704**	**561,303**	**97,742**
2000	**149,600**	**38,600**	**41,470**	**147,300**	**588,600**	**99,200**
2005	**149,300**	**39,100**	**43,970**	**150,200**	**589,100**	**102,900**
2010	**150,900**	**40,000**	**46,060**	**155,300**	**597,000**	**106,100**
2015	**151,800**	**40,200**	**48,950**	**158,400**	**607,000**	**109,200**
2020	**152,358**	**40,617**	**51,157**	**161,384**	**611,744**	**111,952**
2025	**152,920**	**41,041**	**53,547**	**164,470**	**616,555**	**114,830**
Change	**6,735**	**2,820**	**12,061**	**24,766**	**55,252**	**17,088**
Percent Change	**5%**	**7%**	**29%**	**18%**	**10%**	**17%**

Notes: Projections through 2015 based on 1990 US Census data: prepared by ODOD. Projections for 2020 and 2025 prepared by ACP. Projections based on 1991- 1997 estimates will be available in the future from ODOD. Change and Percent Change based on 1997-2025.

Source: Ohio Department of Development: Office of Strategic Research, 1990 US Census data, 1991-1997 estimated figures.

C. Previous Planning Efforts

1. Comprehensive Plan for Clark County - Springfield, Ohio (1960)

The 1960 Comprehensive Plan served as a compilation of multiple planning efforts, including the Thoroughfare Plan, School, Park and Recreation Plan, and the Land Use Plan.

A. Land Use

The Land Use Plan examined Clark County's past, current and future economic, population and land use trends. Future needs projections were made through 1980 to best plan for inherent growth. Potential problems associated with expanding residential subdivisions were analyzed and regulatory alternatives to manage growth were offered, with zoning and subdivision regulations as the primary methods. Alternative methods included the regulation of growth through control of public facilities and services and urban renewal. Proposed industrial areas were distributed proportionally throughout the County in areas that contained available infrastructure and non-residential uses. In addition, the Plan restricted residential and industrial

uses along the Mad River corridor due to flooding, which was reserved for agricultural and/or recreational uses. To best organize and implement the Land Use Plan, the creation of various citizen action committees was recommended. These committees were conceived to actively participate in future planning and marketing.

B. Major Highways and Thoroughfares

The Major Highways and Thoroughfares Plan focused on the Springfield Urban Area and the County system defined as the area outside the Springfield Urban Area. This section provided descriptions and illustrations of the existing and proposed thoroughfare system. Major changes to the County system included the relocation of US 68 to the west of Springfield and SR 70 (now known as SR 41) to by-pass the villages of South Charleston and Lawrenceville. Proposed changes to the Springfield Urban Area thoroughfare plan were a result of traffic congestion caused by increased urban and residential development according to the Plan. The completed plan considered areas earmarked for future residential development in the outlying areas of the central business district. A proposed outer-belt, comprised of US 40, US 68, SR 4 and SR 70 (now known as SR 41), was the principal feature of the arterial system designed to divert traffic from internal thoroughfares. Each thoroughfare was subject to a detailed traffic test to ensure existing and future capacities would not overextend the proposed system.

C. School Systems

Expanded residential development in the outlying areas of the Springfield Urban Area required additional schools and related facilities according to the Plan. Assumptions were made as to the future expansion of the existing school system based on residential growth. The plan acknowledged future decisions regarding the location of educational facilities should be directly tied to proposed residential development outlined in the land use plan.

D. Recreation

The countywide recreation plan was divided among the Springfield Urban Area and the remainder of the County. Responsibility overlapped in cases where recreation facilities located in one area served those residing in the other area. Major recommendations included the development of neighborhood and community centers on existing school sites, the expansion of Reid Memorial and Buck Creek Conservancy parks and the designation of special indoor recreation facilities.

2. 1990 Land Use Plan - Springfield, Ohio

The 1990 Land Use Plan was prepared in 1978 and identified existing land use, the economic conditions of the City and outlined alternative development patterns for future compatibility.

A. 1990 Existing Land Use

In 1978, the City of Springfield had approximately ten percent of its total land undeveloped. Residential uses comprised the majority of developed land accounting for nearly 41 percent. Undeveloped land located in newly annexed areas of the City was recommended for residential development to meet the increased demand for single-family housing. This Plan indicated existing land use conflicts which needed to be addressed. Prior to 1940, land was platted

without regard to adequate setback and yard requirements causing problems in regard to infrastructure improvements and expansion. In addition, adjacent land use conflicts existed between industrial and single-family residential uses. The Plan noted that coupled with a lack of adequate code enforcement, these conflicts could have jeopardized future planning efforts.

B. Context for Growth in Springfield

Between 1970 and 1975 Springfield experienced a decline in population of nearly five percent. It was reasoned the decrease was due to out-migration caused by out-of-city industrial employers. According to 1971 population projections, the City was to grow at a rate of 19 percent every five years through 1990. However, factoring out-migration decreased the rate to less than one percent per five years.

C. Economic Analysis

This Plan recognized certain basic factors that affected Springfield's economy including evolving trends in manufacturing, retail and wholesale activities, selected services, governmental policies and an emerging tourism sector. This section focused on these trends and provided key conclusions and recommendations regarding the future of the City's economy as listed below:

1 Utility extensions should continue to be provided to encourage new industrial, commercial and residential development. The City has continually followed this policy.

2. Industries producing durable and nondurable goods should be sought to ensure a diverse economy.

3. Industrial sites located at the Springfield Municipal Airport should be reserved for office research development and city-county air freight use. The City has created the Air Park Ohio industrial park.

4. Industrial parks should be located near services and major highway interchanges and rail lines. The City has implemented this policy particularly in the I 70 and SR 41 area.

5. Retail should be oriented to the downtown Core Renewal Project. Retail development has occurred along Limestone Street, particularly at the I 70 interchange, and on SR 41 at the US 68 interchange (Upper Valley Mall, nearby big box retailers, lodging and restaurants).

6 The City and County should recruit public and private participation to support countywide recreation services. Investment should also be made to develop tourism related activities and services.

This Plan predicted a prosperous economic future due to the City's adequate labor force, exceptional water supply, transportation access and potential for industrial development.

D. Alternative Development Patterns

This chapter analyzed the advantages and disadvantages of four alternative forms of development including Sprawl, Satellite, Radial and Lineal development. Sprawl development was found to be the easiest growth pattern to develop, but it was not cost efficient relative to public facilities and services. Sprawl also caused area specific roadway congestion or under

utilization. Satellite development prevented urban core expansion and offered a variety of living and employment opportunities. However, lengthy travel times could occur between satellites. There was also a concern that open space transition areas between satellites could be left uncontrolled. Radial development provided easy access to existing and proposed thoroughfares thus bringing employment and commercial areas closer to City residents. Radial development could result in excessive time/distance ratios in outlying areas and increased traffic could place a strain on existing travel routes. Lineal development allowed for higher population densities and increased access to destinations. However, long travel times may occur and development was limited to a linear pattern.

E. Final Recommendations

This chapter identified various recommended land use patterns to ensure organized growth and efficient use of public facilities and services.

1. Residential growth should be contained and occur at urban densities requiring central sanitary sewer and water facilities. Design flexibility should be encouraged to promote mixed development and common open space should be linked to community-wide open space to preserve natural areas.

2. Commercial development should be functional and conflicting types should be separated. Development should be contiguous to reduce the number of scattered uses.

3. Industrial development should be proposed in areas having accessibility to major thoroughfares and having access to public facilities and services. Industrial sites should have level topography and soils suitable for intensive development.

4. Recreation development should be planned and coordinated with existing or proposed residential development. Built and natural recreation areas should be linked to form a community-wide system.

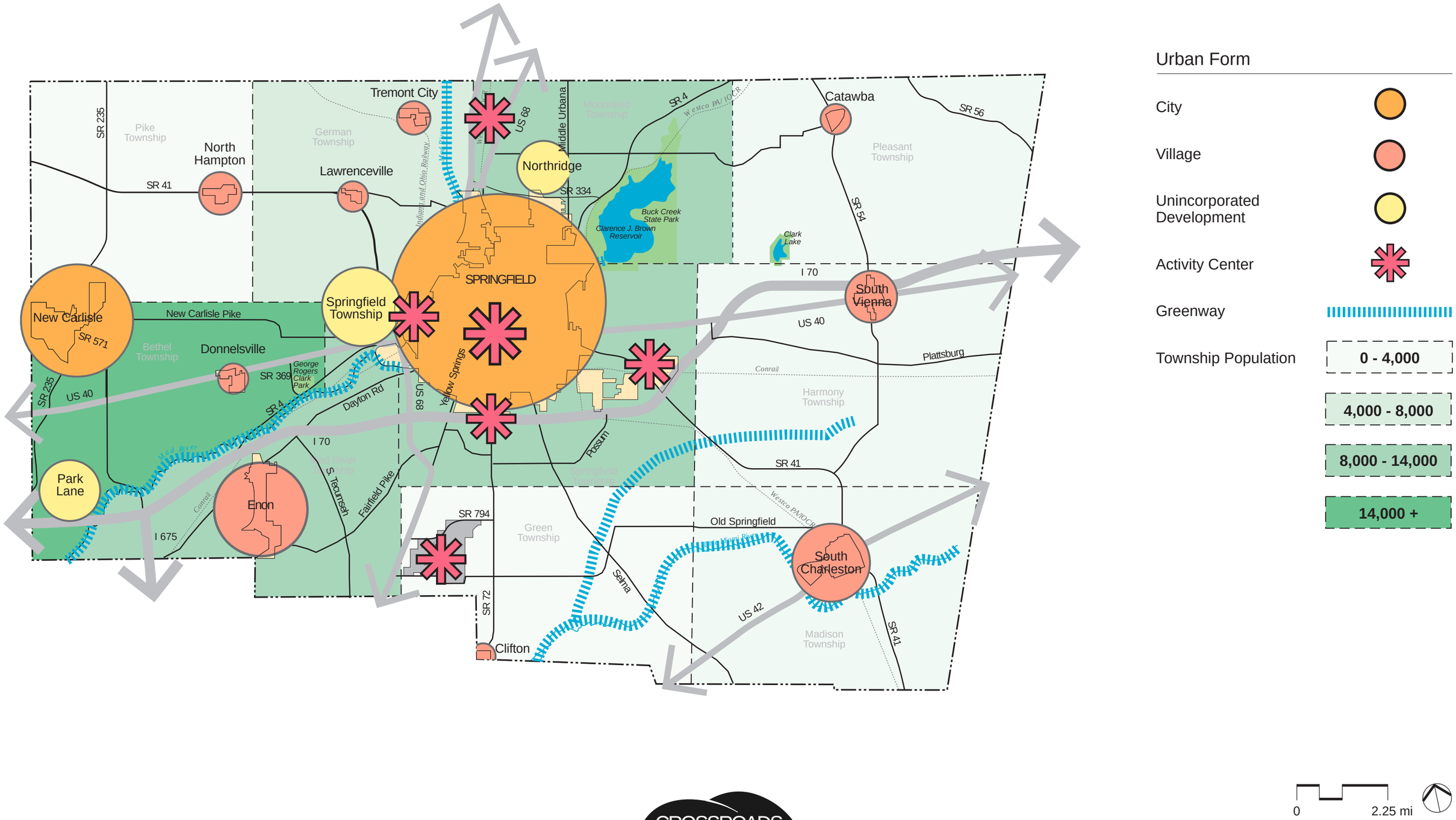
D. Land Use and Growth Trends

1. Urban Form

Clark County follows a typical urban form for a semi-rural county with historic population centers and interconnected corridors. The County's urban form is defined by a series of cities, villages and unincorporated areas of development, activity centers, townships of varying population size, and transportation and greenway corridors.

Springfield is the major population center, but the County also supports a number of other cities and villages as well. In addition, there are several unincorporated population areas such as Northridge, Park Layne Manor and Springfield Township.

In addition each township can be classified based upon population. That classification shows that the most populated townships are found in the southwestern and central portions of Clark County. The more rural townships are found on the County's eastern, southeastern and northwest edges.


Urban Form
City
Village
Unincorporated Development
Activity Center
Greenway
Township Population
0 - 4,000
4,000 - 8,000
8,000 - 14,000
14,000 +
Tremont City
Pike Township
German Township
North Hampton
Lawrenceville
Northridge
Middle Urbana
Moorefield Township
Catawba
Pleasant Township
SR 235
SR 41
SR 334
SR 4
SR 56
SR 54
US 68
Buck Creek State Park
Clarence J. Brown Reservoir
Clark Lake
I 70
South Vienna
US 40
Plattsburg
SPRINGFIELD
Springfield Township
New Carlisle
SR 571
New Carlisle Pike
Bethel Township
Donnelsville
SR 369
George Rogers Clark Park
Dayton Rd
Yellow Springs
Harmony Township
Conrail
Mad River
Park Lane
Enon
S. Tecumseh
Fairfield Pike
Possum
Springfield Township
Westco PA/OCR
SR 794
Green Township
Old Springfield
South Charleston
Salma
US 42
SR 72
Clifton
Madison Township
I 675
0
2.25 mi

I-70 is the major transportation corridor, but is supported by several key state routes. Several rail lines also provide transportation service to the County. The Mad and Little Miami rivers are the County's two major greenways. A map is included in this presentation to illustrate the County's urban form.

2. Land Use

Natural resource-based uses dominate Clark County, which is not surprising given the County's semi-rural character. Together agriculture, forest, range, wetlands and water occupy about 83 percent of the County or about 213,000 acres. Agriculture is the single largest natural resource-based use, occupying about 176,000 acres. Recent changes in the amount of agriculture, including changes in average farm size, etc. can be found in the Economic Base section.

The urbanized portions of the County occupy the remaining 17 percent or about 44,000 acres, which is principally focused around Springfield, Enon, Park Layne and New Carlisle, and along US 40 and other major arterials. Residential development occupying about 28,000 acres of the County (or 11 percent). Commercial and industrial uses occupy another 6,200 acres (or about two percent).

Table 3.2 summarizes existing land use for Clark County as of 1992 and was determined by the Ohio Department of Natural Resources from aerial photography. An existing land use map accompanies this section as well.

Table 3.2 Existing Land Use - Clark County (1992)

	Acres	Percent
Residential	27,850	11.0%
Commercial and Services	5,097	2.0%
Industrial	779	0.3%
Industrial/Commercial Complexes	275	0.1%
Transportation/Utilities/Communications	3,726	1.5%
Mixed/Other Urban/Built Up Land	5,103	2.0%
Parks	613	0.2%
Agricultural Land	175,945	69.0%
Forest/Range/Wetlands	32,618	13.0%
Barren Land	1,157	0.5%
Water	3,493	1.4%
Total	**256,656**	**100%**

Source:Ohio Department of Natural Resources, 1992

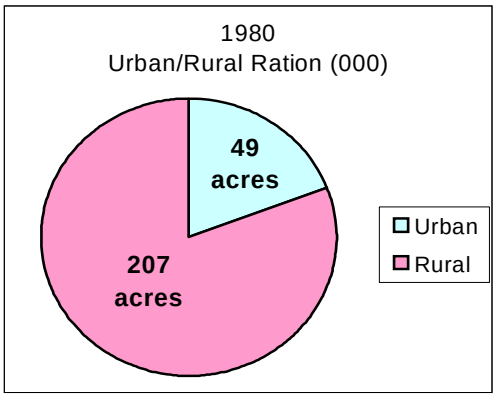
3. Urban/Rural Ratio: 1980 - 1996

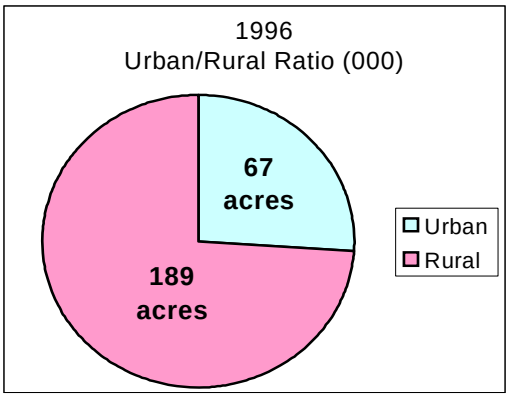
Data compiled from ODOD and the Ohio Department of Agriculture revealed a decrease in rural land between 1980 and 1996. Total rural acreage has declined annually at a rate of 0.6 percent as urban expansion has occurred. Between 1980 and 1996, a total of 18,000 acres or nine percent of rural land was converted for urban use.

Table 3.3 Urban/Rural Ratio (1980 - 1996)

	1980	1996	Actual Change	Percent Change	Annual Change
Urban (acres)	49,000	67,000	18,000	37%	2.3%
Rural (acres)	207,000	189,000	-18,000	-9%	0.6%

Source: Ohio Department of Agriculture Annual Report & Statistics and Ohio Department of Development: Office of Strategic Research.





4. Growth Trends

Regional growth factors are expected to increase Clark County's total population over the long term, however, to what extent is unclear. Various methods were used to project population growth through 2015.

A. Development Activity

An annual average of 414 new residential structures and 518 new units have been constructed in Clark County between 1991 and 1995, according to ODOD. In 1995, there were a total of 60,969 dwelling units which is an increase of 2,592 units or 4.4 percent from 1990 (annual rate is .73 percent).

Table 3.4 Residential Construction (1991 - 1995)

Year	Buildings	Units
1991	405	482
1992	416	686
1993	433	553
1994	416	459
1995	401	412
Total	**2,071**	**2,592**

Source: Ohio Department of Development: Office of Strategic Research.

B. Population Growth Trends

In the 50 years spanning from 1940 to 1990, Clark County experienced a population increase of 51,901 persons averaging 10,380 persons per decade. The largest growth occurred during the 1960's when population increased by 25,675 persons. The last 20 years have seen a decline in population, however, a positive percent change of 9.6 percent exists over the entire time period. The 1997 estimated population indicates a decline of 1,363 persons over the seven year period. The rate of population decline since 1980 has dropped steadily arriving at 0.9 percent in 1997.

Table 3.5 Population Trends (1940 - 1997)

Year	Persons	Actual Change	Percent Change
1940	95,647	-	-
1950	111,661	16,014	16.7%
1960	131,440	19,779	17.7%
1970	157,115	25,675	19.5%
1980	150,236	-6,879	-4.4%
1990	147,548	-2,688	-1.8%
1997	146,185	-1,363	-0.9%

Source: Ohio Department of Development: Office of Strategic Research.

During the same period the City of Springfield population experienced dramatic changes, but ultimately has remained constant for the period at about 70,000. The City increased as much as 11,000 new residents in a single decade (1960's),but lost as many as 9,400 residents in a single decade (1970's). Table 3.5 summarizes these trends.

Table 3.6 Springfield Population Trends (1940 - 1997)

Year	Persons	Actual Change	Percent Change
1940	70,662	-	-
1950	78,508	7,846	11.1%
1960	70,882	-7,626	-9.7%
1970	81,926	11,044	15.6%
1980	72,563	-9,363	-11.4%
1990	70,487	-2,076	-2.9%

Source: Ohio Department of Development: Office of Strategic Research.

C. Ohio Department of Development - Forecast

Ohio Department of Development (ODOD) projections are based on 1990 US Census. Population projections were prepared by ACP for Springfield based on the City's proportion of County population. From 1980 to 1990, approximately 48 percent of Clark County's population was comprised of Springfield residents. Future projections were made utilizing this constant rate through the year 2025. Based on this forecast, Clark County will experience a population increase of 5,654 persons (3.9 percent) from 1995 to 2025.

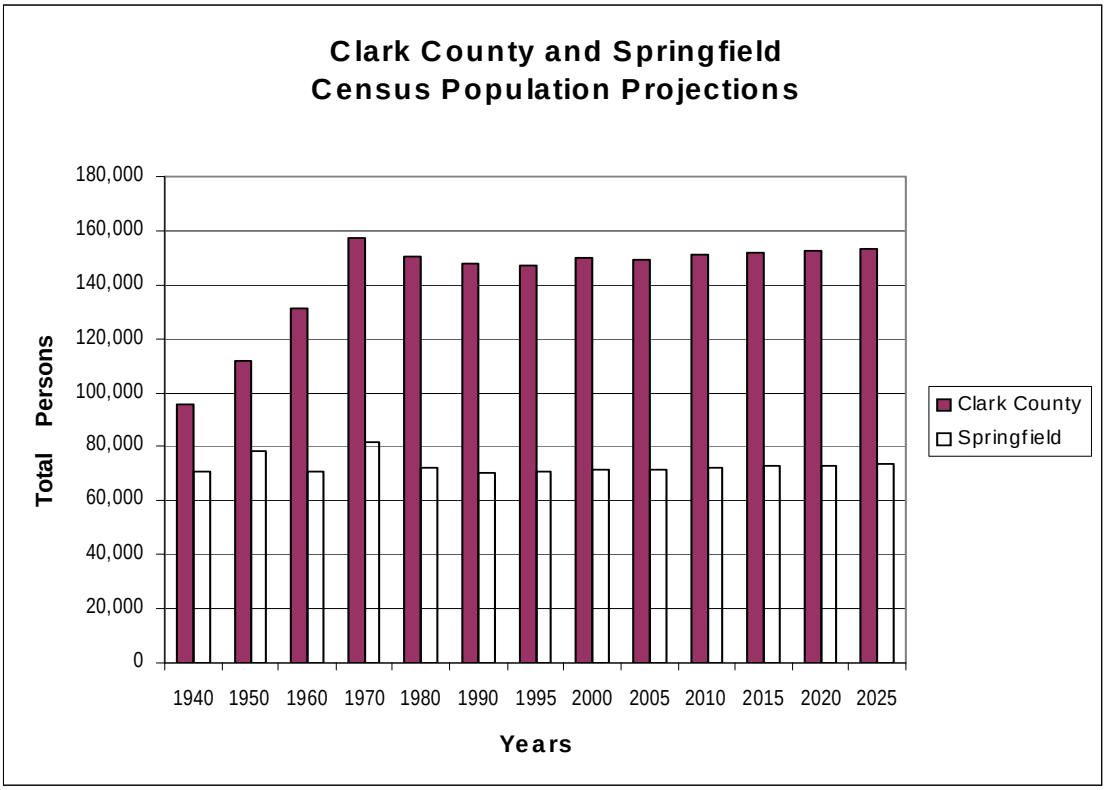
Table 3.7 ODOD Forecast (1995 - 2025)

Year	Clark County	Actual Change	Percent Change
1995	147,266	-	-
2000	149,600	2,334	1.6%
2005	149,300	-300	-0.2%
2010	150,900	1,600	1.1%
2015	151,800	900	0.6%
2020	152,358	558	0.4%
2025	152,920	562	0.4%
Total		5,654	3.9%

Year	Springfield	Actual Change	Percent Change
1995	70,688	-	-
2000	71,808	1,120	1.6%
2005	71,664	-144	-0.2%
2010	72,432	768	1.1%
2015	72,864	432	0.6%
2020	73,132	268	0.4%
2025	73,402	270	0.4%
Total		2,714	3.9 %

Notes: Projections through 2015 based on 1990 US Census data: prepared by ODOD. Projections for 2020 and 2025 prepared by ACP. Springfield projections based on 48 percent of Clark County. Change and Percent Change based on 1995-2025.

Source: Ohio Department of Development: Office of Strategic Research and ACP.



D. Historic Growth Rate - Forecast

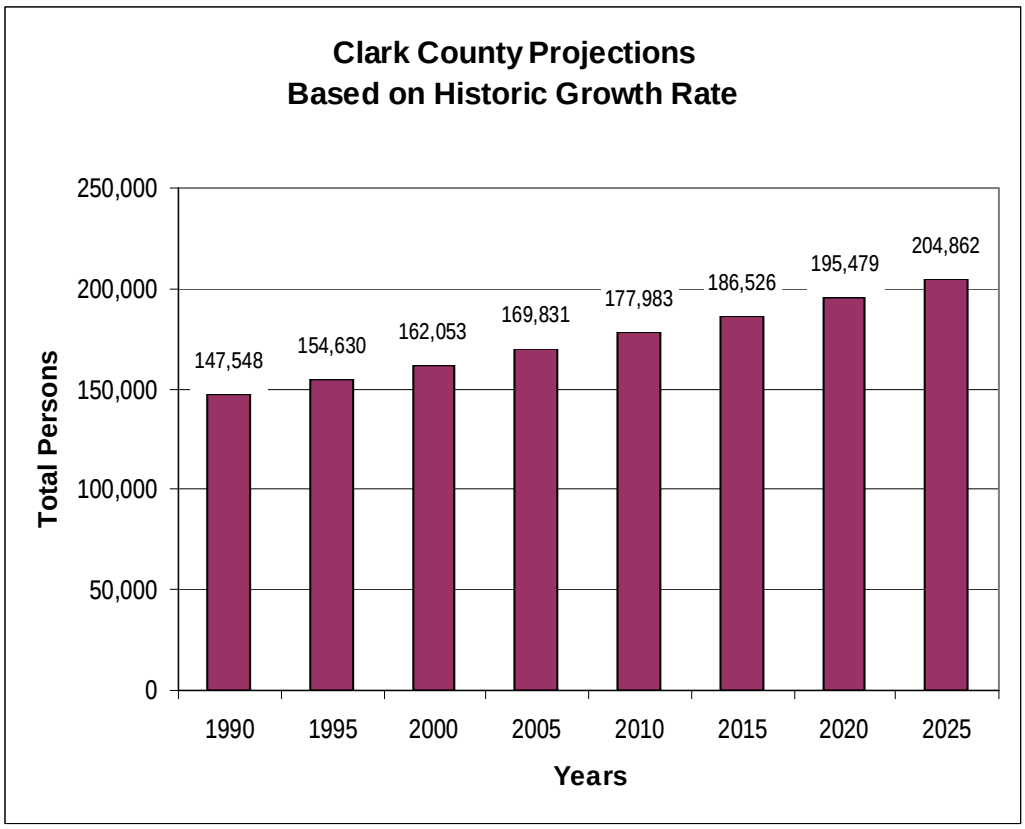
These projections were based on a five-year historic average growth rate of 4.8 percent between 1940 and 1990. Based on this forecast, Clark County will experience a population increase of 50,232 persons (32.5 percent) from 1995 to 2025.

Table 3.8 Historic Growth Rate Forecast (1995 - 2025)

Year	Persons	Actual Change	Percent Change
1995	154,630	-	-
2000	162,053	7,422	4.8%
2005	169,831	7,779	4.8%
2010	177,983	8,152	4.8%
2015	186,526	8,543	4.8%
2020	195,479	8,953	4.8%
2025	204,862	9,383	4.8%
Total		50,232	32.5%

Notes: County projections based on 4.8 percent average growth rate per ½ decade. Change and Percent Change based on 1995-2015.

Source: Ohio Department of Development: Office of Strategic Research.



E. Residential Construction - Forecast

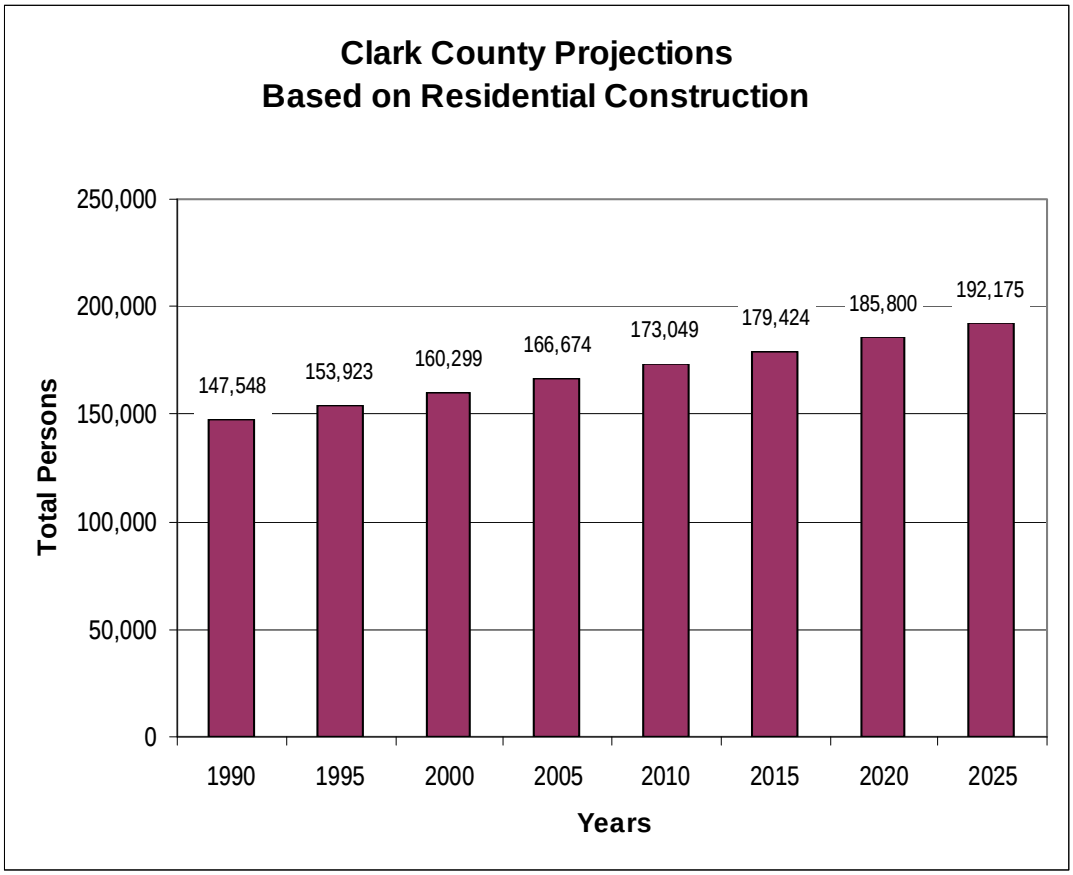
These projections were based on the average new units constructed per year (518) multiplied by persons per household (2.6) from 1991 to 1995. The base figure of 1,348 additional persons per year was then utilized for future projections. Based on this forecast, Clark County will experience a population increase of 38,252 persons (25 percent) from 1995 to 2025. The number of households is also expected to increase by approximately 2,500 every five years.

Table 3.9 Residential Construction - Forecast (1995 - 2025)

Year	Persons	Actual Change	Percent Change
1995	153,923	-	-
2000	160,299	6,376	4.1%
2005	166,674	6,375	4.0%
2010	173,049	6,375	3.8%
2015	179,424	6,375	3.7%
2020	185,800	6,375	3.6%
2025	192,175	6,375	3.4%
Total		38,252	25%

Note: Change and Percent Change based on 1995-2025.

Source: Ohio Department of Development: Office of Strategic Research and ACP.



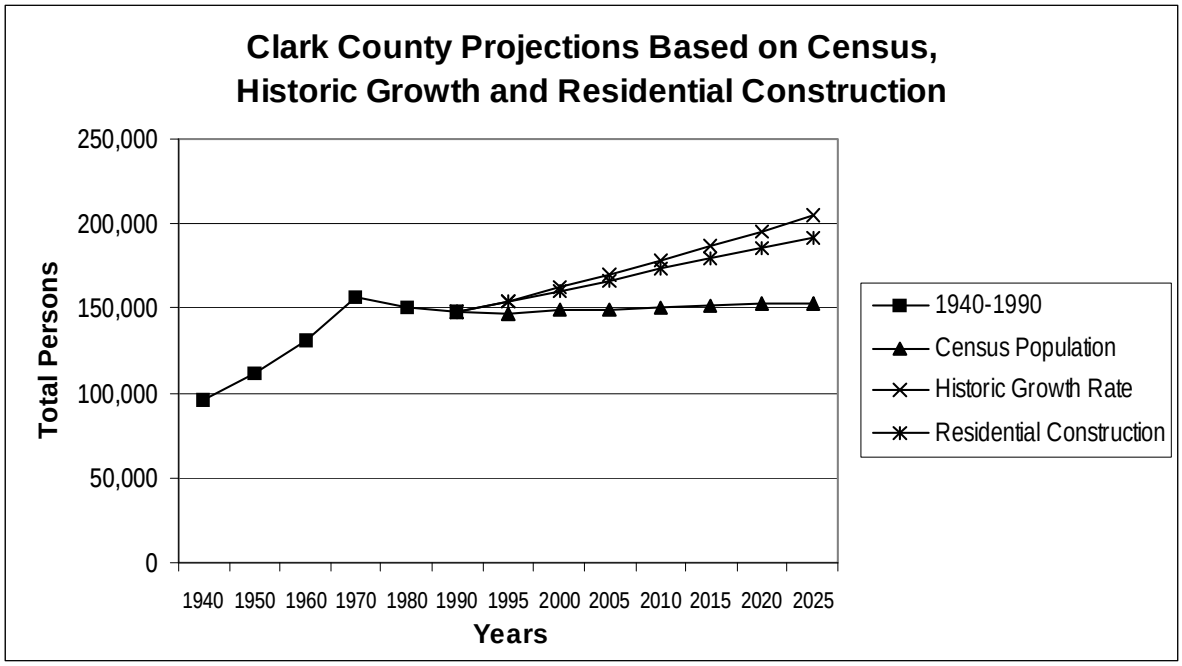
F. Forecast Comparison

Each projection method indicated a population increase for Clark County through 2025. According to ODOD, the Clark County population will increase at a minimal annual rate of 3.9 percent, however, historic trends indicate a growth rate of 32.5 percent. Although the historic trend may be skewed by early development, it must still be considered. Residential construction may yield the best indication of future population trends. As abundant farmland gives way to new suburban development, population increases at a rate of 25 percent through 2025. It is essential to recognize each projection method and their results when planning for unified regional growth. These should be used as a basis for considering the County's land use preferences.

Table 3.10 Forecast Comparison (1995 - 2025)

Source	Annual Growth Rate	Population Increase	Percent Change
Census	0.2%	5,654	3.9%
Historic Growth	1.0%	50,232	32.5%
Residential Construction	0.8%	38,252	25%

Source: Ohio Department of Development: Office of Strategic Research and ACP.



G. Springfield, Ohio: A Population Prediction Report

This report was prepared in 1996 and contains population projections for Springfield by age and sex for the years 1995-2010. Projections were based on data gathered from the US Census Bureau, the Ohio Data User's Center and the Springfield Department of Health. Based on this forecast, the City will increase in population from 70,587 in 1990 to 74,311 in 2010, an increase of 5.4 percent or 3,824 new residents.

Table 3.11 Springfield Forecast (1995 - 2015)

Year	Persons	Actual Change	Percent Change
1990	70,487	-	-
2000	71,110	623	0.9%
2005	72,438	1,328	1.9%
2010	74,311	1,873	2.6%
Total		3,824	5.4%

Source: Ohio Department of Development: Office of Strategic Research and ACP.

6. Development Regulations

Clark County has adopted county zoning regulations (1984)which are applicable to the following townships: Bethel, Green, Harmony, Mad River, Madison, Moorefield and Pleasant. German, Pike and Springfield townships have separate zoning regulations. The County has adopted subdivision regulations which were last amended in 1997.

7. Population Characteristics

The following tables provide additional information regarding population characteristics for Clark County.

Table 3.12 Population by Age - Clark County (1994)

Age Group	Total	Male	Female	Percent of Total
0-4	9,955	5,109	4,846	6.7%
5-9	10,372	5,268	5,104	7.0%
10-14	10,887	5,541	5,346	7.4%
15-19	10,850	5,550	5,300	7.3%
20-24	10,171	5,059	5,112	6.9%
25-29	8,960	4,323	4,637	6.1%
30-34	10,592	5,075	5,517	7.2%
35-39	11,692	5,673	6,019	7.9%
40-44	11,483	5,620	5,863	7.8%
45-49	10,387	5,181	5,206	7.0%
50-54	8,498	4,174	4,324	5.7%
55-59	6,719	3,231	3,488	4.5%
60-64	6,031	2,766	3,265	4.1%
65+	21,261	8,493	12,768	14.4%
Total	**147,858**	**71,063**	**76,795**	**100%**

Source: Ohio Department of Development: Office of Strategic Research.

Table 3.13 Population by Race - Clark County (1994)

Race	Number of Persons	Percent of Total
White	132,852	89.2%
African-American	13,953	9.4%
American Indian, Eskimo, Aleut	298	0.2%
Asian & Pacific Islander	755	0.5%
Hispanic	1,077	0.7%
Total Persons	**148,935**	**100.0%**

Source: Ohio Department of Development: Office of Strategic Research.

Table 3.14 Resident Income - Clark County (1989)

Annual Income	Household	Family
Under $5,000	3,547	1,885
$5,000-$9,999	5,530	2,311
$10,000-$14,999	5,337	2,930
$15,000-$24,999	10,396	7,484
$25,000-$34,999	9,734	7,552
$35,000-$49,999	10,476	9,124
$50,000-$74,999	7,448	6,845
$75,000-$99,999	1,735	1,629
$100,000-$149,999	567	519
$150,000+	344	300
Mean Income	**$32,684**	**$37,179**
Median Income, 1989	**$27,743**	**$32,597**
Median Income, 1993	**$31,017**	
State of Ohio		
Median Income, 1993	**$30,897**	

Source: Ohio Department of Development: Office of Strategic Research.

Table 3.15 Educational Attainment - Clark County (1990)

Level Achieved	Number of Persons	Percent of Total
Persons 25 Years or Older	93,950	100.0%
Less than 9th grade	7,655	8.1%
9th to 12th grade	17,373	18.5%
High School Graduate	68,922	73.4%
High School Graduate Only	52,213	55.6%
Associate Degree Only	5,263	5.6%
Bachelor's Degree Only	7,116	7.6%
Grad or Professional Degree	4,330	4.6%

Source: Ohio Department of Development: Office of Strategic Research.

E. Economic Base

This section of the Existing Conditions and Trends Report discusses the County's economic base in a general fashion and summarizes current conditions and trends affecting the agricultural sector.

1. Labor Force

In 1996, Clark County had a labor force of 71,900, with 67,867 residents employed. The 1993 median income was $31,017 as compared to $30,897 for Ohio. According to September, 1997 labor force estimates, the Clark County unemployment rate is a low 3.7 percent compared to the state average of 4.1 percent.

2. Business Sectors and Change

In 1995, the manufacturing sector employed the largest number of County residents equaling 14,222 or 21 percent of the labor force. Between 1990 and 1995, the service sector showed the greatest increase in employment at a rate of over 19 percent.

Table 3.16 Employment by Economic Sector - Clark County (1995)

	Number Employed	Percent
Mining	44	0.1%
Construction	1,764	3.2%
Manufacturing	14,222	26.1%
Transportation and Utilities	2,823	5.2%
Wholesale and Retail Trade	13,968	25.7%
Finance, Insurance and Real Estate	1,564	2.9%
Services	13,280	24.4%
Government	6,744	12.4%
Total	54,409	100.0%

Source: Ohio Department of Development: Office of Strategic Research.

The accompanying chart represents the net change in businesses from 1990 to 1995, a positive net change of 11 new businesses. However, the most recent year of available data indicated a decline of 25 businesses.

Table 3.17 Business Change - Clark County (1990 - 1995)

Year	Starts	Terminations	Net Change
1990	256	238	18
1991	258	282	-24
1992	234	268	-34
1993	317	241	76
1994	307	307	0
1995	278	303	-25
Total	1650	1639	11

Source: Ohio Department of Development: Office of Strategic Research.

3. Major Employers

According to ODOD, the County's major employers include Clark County Government, Community Hospital of Springfield, Meijer Inc., Mercy Medical Center, Navistar International Transportation, Northeastern Local Board of Education, Rittal Corporation, Robbins & Myers Inc., Springfield City Board of Education, USX/Marathon Oil/Emro Marketing Co. and Victory Express.

4. Agriculture

A. Farms

According to 1996 data, Clark County had 740 farms with an average size of 255 acres. Agriculture accounted for 189,000 acres of County land. Since 1980, farmland has decreased by 9 percent, which translates into an annual loss of 1,125 acres. The average size of farms has also increased by 21 percent during the same period.

Table 3.18 Farms - Clark County (1980 - 1996)

	1980	1996	Change	Percent Change
Number of Farms	980	740	-240	-25%
Average Farm Size	211	255	44	21%
Total Farm Acreage	207,000	189,000	-18,000	-9%

Source: Clark County and Ohio Department of Agriculture annual report and statistics.

B. Productivity

Clark County ranked in the top 25 agricultural counties in Ohio in six categories including a first place ranking in beef cattle production totaling $7 million. Total 1996 cash receipts equaled approximately $100 million at an average of $135,000 per farm, making Clark County Ohio's seventh largest producer of agricultural revenue.

Table 3.19 Agriculture Statistics - Clark County (1996)

Category	Total Dollars	State Rank
Total Cash Receipts	$100 million	7th
Horticulture	$42 million	3rd
Beef Cattle	$7 million	1st
Corn	$20 million	17th
Hogs	$7 million	18th
Soybeans	$21 million	25th

Source: Clark County and Ohio Department of Agriculture annual report and statistics.

C. Tenancy and Tenure

In 1992, there were 399 farms operated by full-time owners, 236 by part-time owners and 97 by tenants. The average age of the operators was 51.9 years and each had been working on their current farm for an average of 19.5 years. Farming was the principal occupation of 317 operators (which is a decline of 23 percent since 1987) while the remaining 415 claimed other principal occupations.

F. Natural Resources

This section of the Existing Conditions and Trends Report summarizes natural resource information relative to Clark County. Three maps accompany this section: soil associations are presented; several resource features are summarized; and general environmental constraints are indicated.

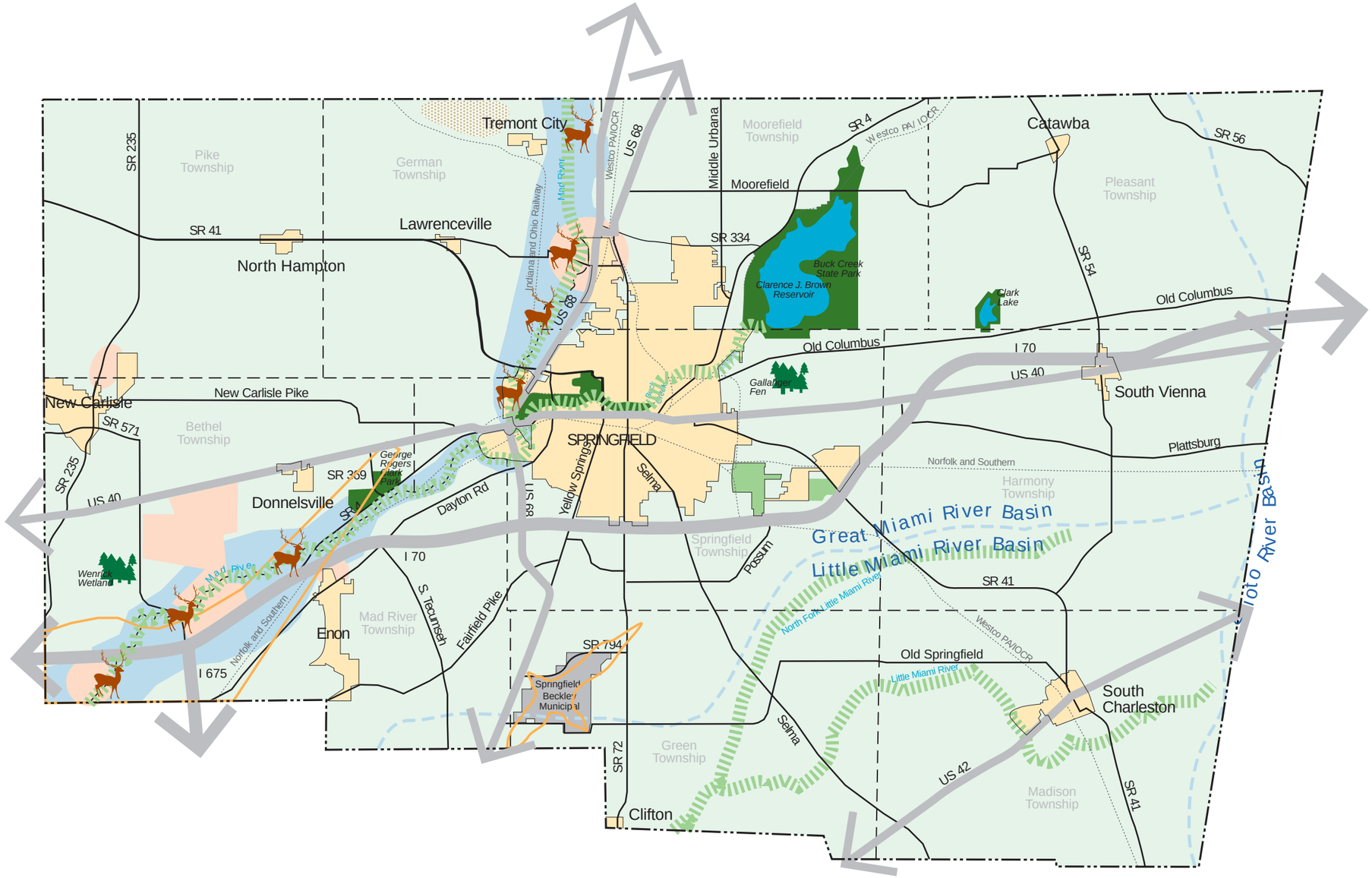
A map follows which shows the general locations of various environmental features. Also, an Environmental Constraints Map follows which identifies several key environmental constraints in addition to the other natural resources map in this section. Those constraints include wellhead protection areas, scenic river designation of the Little Miami River whose headwaters are east of South Charleston, major open space facilities, dominance of agriculture and landfill activity northwest of Tremont City.

1. Physiography

Clark County lies within the Till Plains section of the Central Lowlands physiographic region. The topography of the County is characterized by level to gently rolling terrain dissected by modern drainages, according to the Clark County Soil Survey. The surface features are predominantly glacial in origin with the exception of bedrock outcrops throughout the County. The maximum relief is about 488 feet.

2. Soils

Soil associations define the land's ability to accommodate development, agriculture and other uses. The enclosed map illustrates the location of the twelve soil associations found in Clark County. Each association is comprised of two or three major soil units along with minor units which occur together in a distinct and repetitive pattern. The map legend provides a list of the soil associations and the general characteristics of each.



Environmental Constraints

- General Wellfield Protection Areas
- Major Open Space Facilities
- Good Agricultural Soils
- Landfill
- Airport Noise Contours
- River Basins
- Scenic River
- Habitat
- Major Wetlands
- Generalized Floodplain

0 2.25 mi

CROSSROADS

3. Drainage

Clark County lies within the Great Miami and Little Miami basins and small portions of the County's eastern boundary lie in the Scioto River Basin. The drainage pattern reflects the influence of the Little Miami, North Fork Little Miami and Mad rivers. The Mad River is the master stream of the main drainage system entering the County west of Bowlusville and flows southwest through the County. The County's larger streams have cut through glacial drift to the lower courses of bedrock. Steep limestone walls line the Mad River valley beginning in the Springfield area, while the Little Miami River has cut a narrow gorge through limestone at Clifton.

4. Floodplain

Extensive floodplains are found along Mad River, Little Miami River, North Fork of the Little Miami, as well as many of the related tributaries such as Buck Creek. Floodplains are particularly extensive along the Mad River northwest of Springfield and around I-70 and south to the county line. The County's floodplain regulations manage development and the placement of fill within the 100-year floodplain as mapped by the National Flood Insurance Program (NFIP).

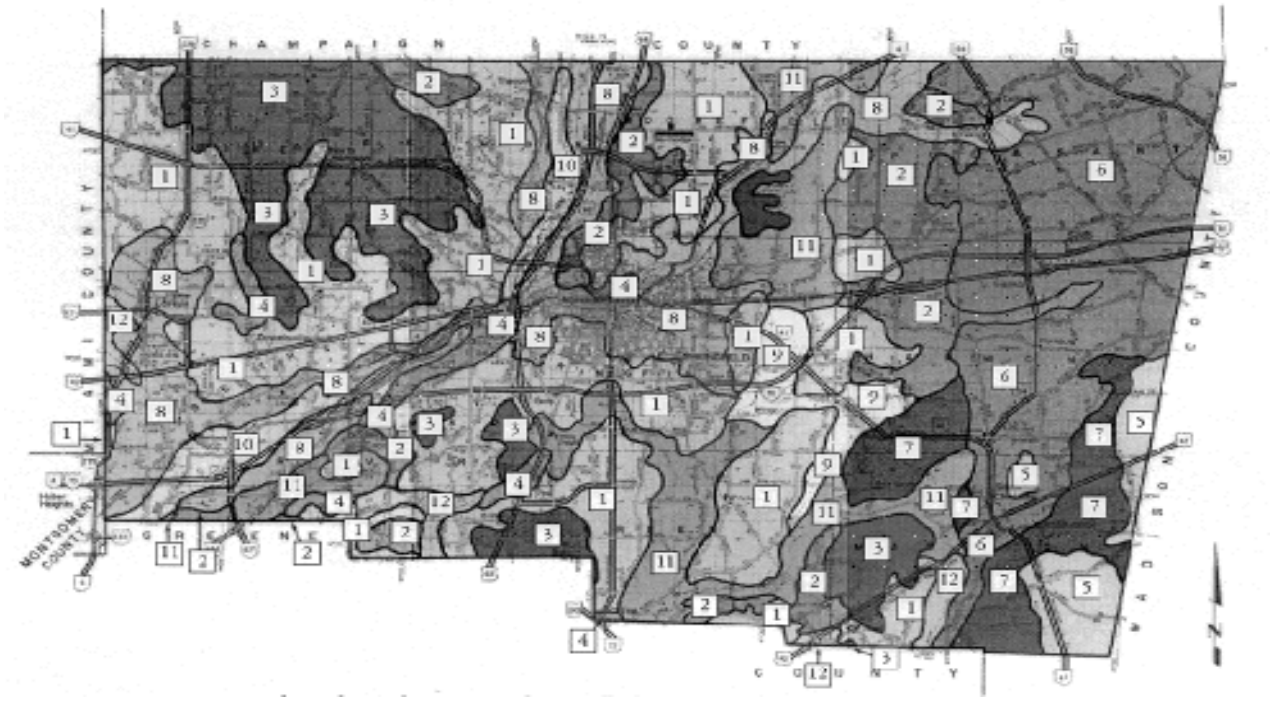
5. Groundwater

A. Overview

Groundwater in Clark County is obtained from glacial and bedrock aquifers. Both types yield variable amounts of water depending on the ground deposit thickness, permeability and their connections to overlying streams. The highest yielding aquifers are the thick outwash deposits within the Mad River Valley (which is the site of several well fields), according to Ground Water Pollution Potential of Clark County, Ohio, ODNR, 1995. These deposits can produce yields in excess of 1,000 gallons per minute (gpm). Yields along tributaries of the Mad River typically range from 500 to 1,000 gpm, including Buck Creek northeast of Springfield and areas south of New Carlisle. For comparison, yields of 25 gpm are adequate for on-site domestic and farming purposes.

B. Groundwater Pollution

Groundwater contamination is always a threat as development occurs in these aquifer areas. Several local jurisdictions including the cities of Springfield, New Carlisle, Fairborn and Dayton and the Village of Enon have established wellhead protection areas to prevent aquifer contamination. Each jurisdiction has either established or is seeking regulatory control under the Ohio Revised Code (ORC).



Legend

Very Deep and Moderately Deep Soils on Till Plains and End Moraines

1. Miamian-Kokomo-Celina Association: Nearly level to steep, well drained, very poorly drained and moderately well drained soils formed in glacial till.
2. Miamian-Eldean-Kokomo association: Nearly level to steep, well drained and very poorly drained soils formed in glacial till or in glacial outwash.
3. Crosby-Kokomo-Celina Association: Nearly level and gently sloping, somewhat poorly drained, very poorly drained and moderately well drained soils formed in glacial till.
4. Miamian-Milton-Millsdale Association: Nearly level to sloping, well drained and very poorly drained soils formed in glacial till and in some areas in the underlying residuum from limestone or dolomite.
4. Kokomo-Strawn-Celina Association: Nearly level to sloping, very poorly drained, well drained and moderately well drained soils formed in glacial till.
6. Strawn-Kokomo Association: Nearly level to steep, well drained or moderately well drained and very poorly drained soils formed in glacial till.
7. Kokomo-Strawn-Crosby Association: Nearly level to sloping, very poorly drained to well drained soils formed in glacial till.

Very Deep Soils on Outwash Plains, Stream Terraces, Valley Trains, Lake Plains, and Flood Plains

8. Eldean-Lippincott Association: Nearly level to sloping, well drained and very poorly drained soils formed in glacial outwash.
9. Drummer-Ockley-Eldean Association: Nearly level and gently sloping, very poorly drained and well drained soils formed in glacial outwash.
10. Tremont-Ross-Sloan Association: Nearly level, moderately well drained, well drained and very poorly drained soils formed in alluvium.
11. Eldean-Ockley-Westland Association: Nearly level to sloping, well drained and very poorly drained soils formed in glacial outwash.
12. Westland-Milford-Ockley Association: Nearly level and gently sloping, very poorly drained and well drained soils formed in glacial outwash and in lacustrine sediments.

Under ORC, local jurisdictions having established wellhead protection areas may regulate development outside of their corporation limits to ensure groundwater protection. The following describes each wellhead protection area and the potential for contamination as determined by the Ohio Department of Natural Resources, Division of Water.

1. **Springfield -** The Springfield Wellhead Protection Area is situated in the vicinity of the US 68 and SR 72 interchange and has a medium high to high pollution potential.

2. **New Carlisle -** The New Carlisle Wellhead Protection Area is situated in the north and northeast quadrants of the city following SR 235 to the north and has a medium pollution potential.

3. **Fairborn -** The Fairborn Wellhead Protection Area is situated south of SR 4 along Osborn Road and has a high pollution potential.

4. **Dayton -** The Dayton Wellhead Protection Area is situated northeast of the I-70 and I-675 interchange and has a high pollution potential.

5. **Enon -** The Enon Wellhead Protection Area is situated around the I-70 and Enon Road interchange and has a high pollution potential.

6. Scenic River

The Little Miami River is designated a state and national scenic river. Its length is about 105 miles. The portion in Clark County is located in Green and Madison townships, and the Little Miami headwaters are located east of South Charleston.

The Little Miami is the first river in Ohio to be designated a state scenic river and a national scenic river. More than 87 species of fish, 36 species of mussels (including five endangered species) and breeding birds reside along the river. Exceptional water quality supports diverse populations of macroinvertebrates.

Stream quality monitoring in 1987 found the river's Cumulative Index Values had fluctuated little during the season and that overall values ranged from good to excellent with a wide range of species represented from each taxa group (pollution intolerant, moderately tolerant and pollution tolerant). The results indicated the water quality remained unchanged or slightly improved.

7. Woodlands

Clark County, located in the deciduous forest region of the East Central states, was once covered by a dense hardwood forest with significant areas of prairie land and marshes. The native vegetation has been classified into the following four major associations: beech-maple, oak-hickory, swamp forest and prairies. Settlers cleared the vast majority of the forest. The remaining wooded areas are typically those located on soils having little or no agricultural value, or those impacted by seasonal surface water. About 25,185 acres of woodlands were identified by ODNR in 1992.

8. Wetlands

Small marshes and bogs were found scattered throughout the County at one time, which included savannah areas that were wet in the early part of the year, but were subject to summer droughts. About 884 acres of wetlands were identified by ODNR in 1992.

9. Parks and Open Space

Clark County has a total of about 8,539 acres of open space, recreation and open space links according to the 1993 Miami Valley Open Space Inventory.

That amounts to about 5.5 acres per person, which is about one-half the national standard of 10 acres per person (National Park and Recreation Association). If school facilities are added to the inventory (1,031 acres) then the ratio climbs to 6.2 acres per person. The following are major facilities:

1. The major recreation facility is Buck Creek State Park, which totals 4,425 acres and is located northeast of Springfield.

2. New Reid Memorial Park in the City of Springfield is the next largest facility, with 400 acres.

3. The third largest is Clark Lake Wildlife Area which totals 289 acres.

4. Another significant regional recreation facility is the biketrail between Springfield and Yellow Springs.

5. George Rogers Clark Park is a 200-acre facility located southwest of Springfield.

6. An open space facility that is significant - but is not included in this inventory - is the City of Dayton wellfield, which totals 985 acres. The wellfield is located in the northeast quadrant of I-70 and I-675, in Bethel and Mad River townships.

G. Infrastructure

1. Transportation

Please refer to the Transportation Plan for details.

2. Utilities

The following information summarizes current utility service levels in specific service areas of Clark County.

A. Catawba

The Village of Catawba is located in Pleasant Township in the northeastern section of Clark County.

1. Sanitary Sewers

Catawba is serviced by an existing Grinder Pump system and a wastewater treatment plant. The existing system services the community well with no immediate needs indicated by OEPA Southwest District Office.

2. Water System

The Village of Catawba has an existing well field water distribution system with elevated storage. The system services the village's needs with no immediate problems indicated by OEPA Southwest District Office.

B. Village of Clifton

The Village of Clifton is located in the extreme southwestern corner of Green Township in the south central section of Clark County. Most of the village is located in Greene County and the Greene County Sanitary Sewer District with the utility needs being met by Greene County.

C. Crystal Lakes Area

1. Sanitary Sewers

The Park Layne/Crystal Lake area is located in Bethel Township in the southwest section of Clark County. The area is served by a sanitary sewer system and the Southwest regional wastewater treatment plant with no immediate problems indicated by OEPA Southwest District Office.

2. Water System

The Park Layne/Crystal Lake area has an existing well field with water treatment, distribution system, elevated storage and pump station. The system services the area well with no immediate problems indicated by OEPA Southwest District Office.

D. Village of Donnelsville

1.Sanitary Sewers

The Village of Donnelsville is located in Bethel Township in the west central section of Clark County. The area is presently unsewered with existing on-lot systems. The village, however is in the process of facilities planning for a central collection system.

2.Water System

The Village of Donnelsville is currently served by individual water well and has no centralized distribution system.

E. Village of Enon

1. Sanitary Sewers

The Village of Enon is located in Mad River Township in the southwestern section of Clark County. Enon is, for the most part, an unsewered community with on-lot systems, but located in an area served by the Clark County southwest regional wastewater treatment plant. OEPA Southwest District has no immediate plans to enforce centralized collection in the area.

2. Water System

The Village of Enon and the area north and west is served by an existing well field, water distribution system, elevated storage, and with two pump stations. The system services the village well with no immediate problems indicated by OEPA Southwest District Office.

F. Village of Lawrenceville

The Village has had some planning to upgrade or install infrastructure.

1. Sanitary Sewers

The Village of Lawrenceville is located in German Township in north central Clark County and also within the Springfield facilities plan area. The village is currently unsewered with existing on-lot systems. OEPA has no immediate plans to enforce centralized collection in the village.

2. Water System

The Village of Lawrenceville has an existing well field with water treatment, a distribution system with pump station. The system services the village's need with no immediate problems indicated by OEPA Southwest District Office.

G. City of New Carlisle

1. Sanitary Sewers

The City of New Carlisle is located in Bethel Township in the west central section of Clark County. New Carlisle is also within the New Carlisle facilities plan area and served by a sanitary sewer system and wastewater treatment plant. A force main is currently being constructed to serve the Village of North Hampton, located in Pike Township.

2. Water System

The City of New Carlisle has an existing well field with water treatment, water distribution system with elevated storage. The system services the city's needs with no immediate problems indicated by OEPA Southwest District Office.

H. Village of North Hampton

The Village of North Hampton has an existing well field with water treatment, water distribution system with elevated storage. The system services the village's need with no immediate problems indicated by OEPA Southwest District Office.

I. Village of South Charleston

1. Sanitary Sewers

The Village of South Charleston is located in Madison Township in the southeastern section of Clark County. South Charleston is served by an existing gravity sewer system with no immediate needs indicated by OEPA Southwest District Office.

2. Water System

The Village of South Charleston has an existing water distribution system with elevated storage which services the village's needs with no immediate problems indicated by OEPA Southwest District Office.

J. Village of South Vienna

1. Sanitary Sewers

The Village of South Vienna is located in Harmony Township in the east central section of Clark County. South Vienna is served by an existing step system consisting of on-lot collection and small diameter gravity sewers with a wastewater treatment plant. The existing system services the community well with no immediate needs indicated by OEPA Southwest District Office.

2. Water System

The Village of South Vienna has an existing well field, water distribution system with elevated storage. The system services the village's needs with no immediate problems indicated by OEPA Southwest District Office.

K. City of Springfield

The Springfield systems represent by far the largest capacity utility facilities in Clark County. The city's network of pipes and treatment plants offer economies of scale and reserve capacity that are technically efficient and well financed. As the most dominant utility entity in Clark County, the city participated in a 1995 study, Clark County Water & Wastewater Master Plan as prepared by URS Consultants. This report summaries the status of the city system in its position as the center (both figuratively and geographically) of Clark County utility operations. Springfield's utility relationship to nearby townships is discussed as well as various subsystems of water and wastewater distribution and collection. The following paragraphs summarize the key elements of city water and wastewater facilities:

1. Water

The city owns and operates the water system serving the City of Springfield and parts of German, Green, Moorefield and Springfield townships. The water system consists of 12 wells each with a capacity of 4.0 MGD, a lime softening treatment plant with a maximum capacity of 36.0 MGD, three water storage tanks ranging in size from 0.5 MG to 2.0 MG, a booster pump station and approximately 310 miles of water mains ranging in size from 3" to 36" in diameter. Average daily pumpage is 11.9 MGD.

2. Sanitary Sewer

The city owns and operates the sanitary sewer system serving the City of Springfield and parts of Springfield, German, Moorefield and Green Townships. The sewer system consists of approximately 275 miles of sewer mains ranging in size from 8" to 108" in diameter, ten sewerage lift/pump stations, an advanced secondary treatment plant with a dry weather capacity of 25.0 MGD and a wet weather capacity of 32.0 MGD and a satellite treatment plant with a capacity of 0.077 MGD. Average daily treatment is 17.0 MGD.

Both city systems have significant excess capacity. During extended periods of the year, the water and wastewater treatment plants successfully operate on about one-half capacity. Both plants show a gradually decline in production levels as the service area population continues to remain static and as declines in the size of the average household gradually falls in Clark County, a trend mirrored across the nation.

With its capacity reserves, the City of Springfield stands poised to offer utility services to most any potential business or commercial enterprise, plus, a significant housing boom as needs and conditions may dictate. The plants also complement the steady economic renaissance of the Clark County area in the 1990's.

L. Springfield Airport/Metro Area

This area is an Air Industrial Park located in Green Township in the south central section of Clark County. The area has an existing sanitary sewer and water distribution system. The area is served well with no immediate needs indicated by OEPA Southwest District Office.

M. Village of Tremont City

The Village of Tremont City is located in German Township in north central Clark County. The village is unsewered and no water distribution system. The village is currently served by individual on-lot septic systems with individual water wells. OEPA Southwest District has no immediate plans to enforce centralized sewerage collection or water distribution in the village. The village has had some planning to upgrade or install infrastructure.

4. Goals, Objectives and Strategies

A. Overview

Below are the series of goals, objectives and strategies that serve as the policy foundation for the Clark County Comprehensive Land Use Plan. Each major topic area has a single, overriding goal. Each goal is further defined by a set of objectives. Detailed strategies are then presented as action policies for each objective.

Public and private agencies/organizations with responsibility for implementing a strategy are also presented. Timeframes indicate the general period when the strategy should be implemented. The following timeframes apply:

Ongoing	1999-2025
Immediate	1999-2000
Short Term	2001-2005
Mid Term	2006-2010
Long Term	2011-2025

B. Agricultural Land Protection

1. Goal

Conserve agricultural land to ensure its continued economic, environmental and aesthetic benefits.

2. Objectives and Strategies

N. Agricultural Preservation

The County will implement a host of strategies to encourage ongoing preservation of prime agricultural areas, including managing growth.

Strategies

1. Create a non-profit land trust that can hold agricultural conservation easements. Work with the Tecumseh Land Trust for advice and technical assistance.
   Implementation: County Commissioners, Farm Bureau and OSU Extension
   Timeframe: Ongoing

2. Direct growth to areas that are not prime agricultural and that can be served by central utilities.
   Implementation: Local jurisdictions, in particular County Planning Commission
   Timeframe: Ongoing

3. Promote the concept of cluster housing development as an alternative to strip development countywide.
   Implementation: Local jurisdictions, in particular County Planning Commission
   Timeframe: Ongoing

4. Adopt standards in the Clark County Subdivision and Zoning Regulations that strongly discourage development of prime agricultural soils. *(amended - May 2001)*
   Implementation: County Commissioners and County Planning Commission
   Timeframe: Immediate

5. Promote a Purchase of Development Rights (PDR) program and target rural townships by encouraging changes in state planning legislation.
   Implementation: County Commissioners and County Planning Commission
   Timeframe: Short Term and Ongoing

6. Promote a Transfer of Development Rights (TDR) program by encouraging changes in state planning legislation.
   Implementation: County Commissioners and County Planning Commission
   Timeframe: Short Term and Ongoing

7. Discourage mini-farm development. *(amended - May 2001)*
   Implementation: Local jurisdictions, especially County Commissioners and Joint Economic Development District
   Timeframe: Ongoing

8. Strongly encourage the placement of deed language on lot splits that notifies new homeowners that they may be living in an agricultural area. *(amended - May 2001)*
   Implementation: County Prosecutor's Office and County Planning Commission
   Timeframe: Short Term

B. Agribusiness and Education

The County will strengthen agribusiness as an economic sector to ensure agriculture remains viable.

Strategies

1. Establish an agribusiness council at the Chamber of Commerce to promote and facilitate agribusiness in Clark County.
   Implementation: Chamber of Commerce and Farm Bureau
   Timeframe: Short Term

2. Undertake an education and outreach program in cooperation with the Farm Bureau, OSU Extension and the American Farmland Trust's (AFT) Ohio field office.
   Implementation: Chamber of Commerce (Agribusiness Council), Farm Bureau, OSU Extension and American Farmland Trust
   Timeframe: Short Term

3. Encourage large-scale farm operations to follow appropriate environmental practices.
   Implementation: Soil and Water Conservation District and Ohio Environmental Protection Agency (OEPA)
   Timeframe: Ongoing

4. Require the creation and maintenance of a 25-foot wide landscaped buffer along residential lots and subdivisions that abut a working farm, to be placed in a landscape easement on the plat and deeded to either a homeowner's association or individual property owners.
   Implementation: Local jurisdictions
   Timeframe: Immediate and Ongoing

C. Land Use

1. Goal

Focus growth and development in appropriate areas which balance environmental, economic and infrastructure considerations.

2. Objectives and Strategies

A. Growth Management

The management of countywide development will be facilitated as a means of implementing the Comprehensive Plan.

Strategies

1. Encourage countywide cooperation by sharing liaison members on Municipal and County Planning Commission and coordinating development review among Municipalities and County staff. Present an annual countywide review to encourage ongoing public education and debate at a Special Meeting and invite public to attend and comment. *(amended - May 2001)*
   Implementation: Springfield and Clark County Planning Commissions
   Timeframe: Immediate

2. Direct new development to areas served by central utilities or which can be efficiently (and economically) served, through a comprehensive rezoning (countywide) based on the Comprehensive Plan.
   Implementation: Local zoning authorities and health districts
   Timeframe: Immediate

3. Encourage clustering by updating zoning codes and considering zoning density bonuses in exchange for open space dedications.
   Implementation: All zoning authorities
   Timeframe: Immediate

4. Discourage development that can only be served by on-site utilities (septic and well) by strengthening health and subdivision standards. *(amended - May 2001)*
   Implementation: Local zoning authorities and health districts
   Timeframe: Immediate

5. Direct redevelopment of brownfield sites and other infill opportunities to Springfield and existing village centers by adopting zoning and economic incentives (e.g. increased density, reduced parking requirements, tax abatement, infrastructure assistance).
   Implementation: Appropriate municipalities
   Timeframe: Immediate

6. Encourage development of all available and appropriate commercial, office and industrial sites in cities of Springfield and New Carlisle. Encourage adaptive reuse of vacant historic industrial structures in downtown Springfield. Target older strip centers with tax abatements and zoning incentives to encourage redevelopment. *(amended - May 2001)*
   Implementation: All appropriate agencies
   Timeframe: Immediate

7. Discourage sprawl by establishing standards for access management, common access for subdivision and rational lot configurations.
   Implementation: Local jurisdictions and Ohio Department of Transportation (ODOT)
   Timeframe: Immediate

8. Encourage townships to maintain and/or expand agriculturally-exclusive zoning districts that strongly discourages low density residential development.
   Implementation: Local zoning authorities
   Timeframe: Immediate

9. Study the Little Miami watershed and adopt land use restrictions that protect the watershed. See Natural Resources, Objective B, Strategy 3.
   Implementation: County Planning Commission
   Timeframe: Immediate

10. Encourage ongoing preservation and greater awareness of historic properties.
    Implementation: Local preservation authorities
    Timeframe: Immediate and Short Term

11. Improve I-70 exits as gateways to the overall community by improving signage, landscaping interchanges, and encouraging private landscaping.
    Implementation: ODOT, Transportation Coordinating Committee and Chamber of Commerce
    Timeframe: Immediate and Short Term

B. Economic Development

The countywide economic base will be strengthened through continued economic diversification. The County will maintain an adequate amount of industrial and commercially zoned property to meet the needs of expanding businesses in the community and to support the location of additional business in Springfield and Clark County.

Strategies

1. Diversify the County's economic base by identifying the key industrial sectors that offer the best likelihood of success.
   Implementation: County Planning Staff and Chamber of Commerce
   Timeframe: Ongoing

2. Evaluate the recreational, residential and commercial needs of the local work force.
   Implementation: Chamber of Commerce and local jurisdictions
   Timeframe: Ongoing

3. Continue to support and expand key economic development districts and provide for new industrial opportunities at key locations (e.g. PrimeOhio, Airpark Ohio).
   Implementation: Chamber of Commerce and local jurisdictions
   Timeframe: Ongoing

4. Begin steps to create additional industrial parks and corporate office parks in concurrence with the Land Use Plan by acquiring property, rezoning land, master planning utility service and parks, etc.
   Implementation: Local jurisdictions and Community Improvement Corporation
   Timeframe: Ongoing

5. Adopt an industrial and multi-use PUD in the County Zoning Resolution to ensure industrial development is appropriately sited.
   Implementation: County Planning Commission
   Timeframe: Immediate

6. Re-evaluate economic incentives and infrastructure financing packages (cities, County, townships and villages) based upon Comprehensive Plan recommendations and integrate incentives with Land Use Plan recommendations.
   Implementation: Local jurisdictions and Transportation Coordinating Committee
   Timeframe: Ongoing

7. Expand the business incubator to support start- ups, new technologies, and other entrepreneurial efforts that build local business countywide.
   Implementation: Local jurisdictions, Chamber of Commerce and Springfield Economic Development Corporation
   Timeframe: Ongoing

8. Encourage in-fill in existing commercial areas and direct additional commercial development in downtown areas through zoning permit and tax incentives.
   Implementation: Local jurisdictions
   Timeframe: Ongoing

9. Encourage downtown revitalization and the continued viability of local economies in villages by facilitating CDBG funds, technical assistance from Mainstreet Ohio Inc., and similar sources. Encourage businesses to locate as close as possible to existing business districts and discourage scattered and strip business development.
   Implementation: Local jurisdictions
   Timeframe: Ongoing

10. Establish a downtown retail district in Springfield that combines specialty retail with consumer goods and services, utilizing CDBG funds, tax abatement, local matching grants, etc.
    Implementation: Local jurisdictions
    Timeframe: Ongoing

11. Develop an industrial historic site that celebrates Springfield's significant industrial heritage and which will expand the County's tourism base.
    Implementation: Historical Society
    Timeframe: Ongoing

12. Develop policies and regulations to ensure and encourage affordable housing (low/moderate income) throughout Springfield and the County.
    Implementation: Local jurisdictions
    Timeframe: Ongoing

13. Promote and develop state of the art technology infrastructure (fiber optics, etc.) to ensure a competitive edge for Springfield and Clark County businesses and to promote future business expansion/location.
    Implementation: Local jurisdictions
    Timeframe: Ongoing

D. Natural Resources

1. Goal

Protect and conserve water, land and air resources, and mitigate conflicting land uses that may harm environmental quality.

2. Objectives and Strategies

A. Management and Protection

The County's outstanding natural resources base will be continually protected from the adverse impacts of development. The natural resource base includes surface and ground water, prime agricultural soils, air quality, open/green spaces, sand and gravel, floodplains, woodlands, wetlands, natural areas and preserves.

Strategies

1. Facilitate the creation of a non-profit land trust to lead natural resource conservation, and in certain specific cases preservation, efforts by appointing a citizens committee to study and recommend appropriate actions to appropriate governmental bodies.
   Implementation: County Commissioners appoint a citizens committee representative of issue at hand
   Timeframe: Ongoing

2. Institute a countywide geographic information system (GIS) of natural resource data from Ohio Department of Natural Resources (ODNR) to manage the development process by evaluating proposals and preparing recommendations. Use GIS as a basis for preparing a countywide parks master plan.
   Implementation: Clark County Land Information Center in conjunction with County Planning Commission and Ohio Department of Natural Resources
   Timeframe: Short Term

3. Link open space areas (e.g. park, bike trails, floodplains, agriculture) into regional greenbelt systems, preferably based on tributary systems. Coordinate with a countywide parks master plan, which implies greater coordination of the various park systems.
   Implementation: Various park systems and farm bureau
   Timeframe: Short Term

4. Protect the County's air quality and ensure it remains in attainment through implementation of the Transportation Plan. See Transportation, Objective E, Strategy 5.
   Implementation: Transportation Coordinating Committee, Ohio Environmental Protection Agency, Regional Air Pollution Control Agency and Private Sources
   Timeframe: Ongoing

5. Expand use of waterways for recreational activity by acquiring additional public access, encouraging related ecotourism business (e.g. canoe liveries) and maintaining/improving water quality to control damage and improve aesthetics of the resource.
   Implementation: Chamber of Commerce, Visitors Bureau, County Park District and private landowners
   Timeframe: Ongoing

6. Facilitate ecotourism relative to the Little Miami and Mad rivers and Buck Creek State Park through the Chamber of Commerce and Visitors Bureau with targeted marketing and by encouraging ecotourism business through special incentives (e.g. tax abatement, infrastructure assistance, zoning bonuses, etc.).
   Implementation: Chamber of Commerce, Visitors Bureau, County Park District and private landowners
   Timeframe: Ongoing

7. Promote educational programs focusing on natural resources through all local educational systems and appropriate adult educational opportunities, with particular focus on local resources (e.g. Little Miami River, Gallagher Fen, etc.).
   Implementation: Park Districts (state and local), Soil and Water Conservation District and natural resource specialists
   Timeframe: Ongoing

B. Regulatory Strategies

Local zoning and subdivision regulations should be updated to provide stronger tools in managing the County's natural resource base.

Strategies

1. Adopt and expand environmental-specific regulatory standards, including overlay zoning districts for floodplains, woodland preservation standards, and buffer standards for streams, wetlands and species habitat.
   Implementation: County Planning Commission, natural resource specialists (ODNR, Wittenberg University, etc.)
   Timeframe: Ongoing

2. Adopt a resource overlay district in the County Zoning Resolution to strengthen control/management over extraction activities (e.g. borrow pits, gravel, etc.) and to further protect underground water supplies.
   Implementation: County Planning Commission
   Timeframe: Immediate

3. Apply the County's Open Space (OS) Overlay District to 120 feet on either side of the Little Miami River.
   Implementation: County Planning Commission
   Timeframe: Immediate

4. Apply the County's Flood Plain (FP) Overlay District to all designated floodplains except where covered by the OS Overlay District and amend to control grading and development in the 100-year floodplain. Encourage compatible land uses in the floodplain and prohibit development in the floodway. Encourage update of flood studies where appropriate.
   Implementation: County Planning Commission
   Timeframe: Immediate

5. Adopt soil erosion and sedimentation controls in all subdivision regulations and coordinate administration/enforcement with the Soil and Water Conservation District.
   Implementation: Local jurisdictions (e.g. City of Springfield, New Carlisle, etc.)
   Timeframe: Short Term

6. Adopt and enforce wellhead protection regulations to ensure clean and plentiful water sources.
   Implementation: Legislative authorities, water utilities, planning commissions and natural resource specialists
   Timeframe: Immediate

7. Ensure adequate greenspace and linkage to recreational facilities (when feasible) in all major residential developments.
   Implementation: County Planning Commission, County Park District and developers
   Timeframe: Ongoing

E. Parks, Recreation and Open Space

1. Goal

Maintain and protect open space and expand park and recreation systems to ensure accessibility for all residents.

2. Objectives and Strategies

A. Expand Resources

The County, Springfield and all local jurisdictions will work together to expand parks and recreation resources to support current and future residents.

Strategies

1. Prepare a coordinated, countywide parks master and comprehensive plans including a regional bike trail system to be implemented by individual park districts.
   Implementation: Springfield Parks, Recreation and Facilities, County Recreation, County Park District and other park systems
   Timeframe: Immediate

2. Encourage the provision of joint recreation programs between County and local park districts and school districts.
   Implementation: Springfield Parks, Recreation and Facilities, County Recreation, County Park District and other park systems
   Timeframe: Ongoing

3. Recommend a set of standards for the development of township and village parks, and encourage joint development with local schools.
   Implementation: Springfield Parks, Recreation and Facilities, County Recreation, County Park District and other park systems
   Timeframe: Short Term

4. Ensure stable funding for parks.
   Implementation: Springfield Parks, Recreation and Facilities, County Recreation, County Park District and other park systems
   Timeframe: Immediate

5. Utilize standards outlined by the County Board of Health, Soil and Water Conservation District and the Ohio Department of Natural Resources to support the preservation and conservation of open space.
   Implementation: Springfield Parks, Recreation and Facilities, County Recreation, County Park District and other park systems
   Timeframe: Ongoing

6. Pursue a combined parks and recreation district.
   Implementation: Springfield Parks, Recreation and Facilities, County Recreation, County Park District and other park systems
   Timeframe: Immediate

7. Adopt open space/parks dedication requirements in subdivision regulations.
   Implementation: Springfield Parks, Recreation and Facilities, County Recreation, County Park District and other park systems
   Timeframe: Immediate

B. Site Specific Improvements

Several key sites will be addressed through improvements and other actions that will strengthen current, outstanding facilities.

Strategies

1. Focus streamside park development from the Brown Reservoir to the Mad River.
   Implementation: Springfield Parks, Recreation and Facilities, County Recreation, County Park District, C.J. Brown, Ohio Department of Natural Resources, Springfield Conservancy District and other park systems
   Timeframe: Immediate and Short Term

2. Enhance the safety of small neighborhood parks and recreation areas through increased collaboration with local security officials.
   Implementation: Springfield Parks, Recreation and Facilities, County Recreation, County Park District, law enforcement and other park systems
   Timeframe: Immediate and Ongoing

3. Integrate Buck Creek State Park into open space master plan to ensure countywide residents are well served by this state facility.
   Implementation: Springfield Parks, Recreation and Facilities, County Recreation, County Park District, Ohio Department of Natural Resources and other park systems
   Timeframe: Ongoing

4. Study and implement a bike trail system in the Mad River floodplain using a combination of easements and public acquisition.
   Implementation: Springfield Parks, Recreation and Facilities, County Recreation, County Park District, Transportation Coordinating Committee, Ohio Department of Natural Resources, Ohio Department of Transportation and other park systems
   Timeframe: Mid Term

5. Expand the Little Miami Scenic Trail (Yellow Springs to Springfield) and undertake the development of linkages to key activity centers and tourist sites (Buck Creek Corridor) for biking and other recreational activities.
   Implementation: Springfield Parks, Recreation and Facilities, County Recreation, County Park District, Transportation Coordinating Committee, Ohio Department of Transportation, Springfield Conservancy District and other park systems
   Timeframe: Immediate

F. Transportation

1. Goal

Restore, maintain, develop and operate an inclusive multi-modal transportation system with sensitivity to land use relationships.

2. Objectives and Strategies

A. Transportation and Land Use

Strategies

1. Coordinate transportation planning among all local and state jurisdictions, and private sector entities to facilitate an efficient and cost-effective transportation system.
   Implementation: Transportation Coordinating Committee
   Timeframe: Ongoing

2. Adopt countywide access management standards.
   Implementation: Local jurisdictions and Ohio Department of Transportation
   Timeframe: Immediate

3. Ensure road network connections between existing and new neighborhoods as residential subdivisions are approved.
   Implementation: Local jurisdictions
   Timeframe: Immediate

4. Require pedestrian access in all new development in the urbanized area, based on density of development and the land use plan, including sidewalks and pedestrian connections to adjacent neighborhoods, and commercial and business areas. (This strategy includes two phases: Planning phase for development of policies, guidelines and standards and adoption of policies, guidelines and standards).
   Implementation: Local planning agencies and Transportation Coordinating Committee
   Timeframe: Immediate

5. Create a countywide regional transit system coordinated with paratransit service agencies and the private sector, to serve all residential and business areas.
   Implementation: City of Springfield, Clark County and Transportation Coordinating Committee
   Timeframe: Short Term

B. Transportation Infrastructure Preservation

Strategies

1. Systematically replace, rehabilitate and improve the transportation infrastructure to provide acceptable levels of service in Clark County.
   Implementation: Local jurisdictions, Ohio Department of Transportation and private sector
   Timeframe: Ongoing

2. Protect rights-of-way corridors and buffers for existing, proposed and future transportation infrastructure in Clark County.
   Implementation: Local jurisdictions and Ohio Department of Transportation
   Timeframe: Ongoing

3. Enhance the efficient and safe movement of freight.
   Implementation: Local jurisdictions, private sector, Port Authority and Municipal Airport
   Timeframe: Ongoing

4. Restore, maintain and enhance the carrying capacity of existing highway, rail, transit and aviation facilities and services in Clark County by applying access management methods and technology to improve traffic flow and promote energy conservation, air quality, safety and convenience.
   Implementation: Local and state jurisdictions, private sector, Port Authority and Municipal Airport
   Timeframe: Ongoing

C. Economic Advantage

Strategies

1. Maintain, improve and develop hub-type transportation facilities (transit, aviation, rail, truck) and intermodal services that can serve to retain and expand economic activity in Clark County.
   Implementation: Public and private sectors
   Timeframe: Ongoing

2. Provide public transportation access to employment sites and institutions in Clark and surrounding counties in the region.
   Implementation: Public and private sector transportation providers and Transportation Coordinating Committee
   Timeframe: Immediate

3. Use transportation facilities and services to promote tourism in Clark County.
   Implementation: Convention and Visitors Bureau
   Timeframe: Immediate

4. Maximize the benefit of the Interstate System in Clark County.
   Implementation: Chamber of Commerce, local jurisdictions and Ohio Department of Transportation
   Timeframe: Ongoing

5. Encourage the creation of a new interchange at I-70 and Burnett Road.
   Implementation: Transportation Coordinating Committee, Chamber of Commerce, local jurisdictions and County Engineer's Office
   Timeframe: Mid Term

6. Continue development of US Route 68 north from its terminus at County Line Road as the Major north- south arterial highway corridor in Clark, Champaign, and Logan counties.
   Implementation: Champaign County and Ohio Department of Transportation
   Timeframe: Short Term

D. Fiscal Needs and Anticipated Revenues

Strategies

1. Maximize state and federal funding for transportation infrastructure and services.
   Implementation: Local jurisdictions, Transportation Coordinating Committee and service providers
   Timeframe: Ongoing

2. Maximize the local dedicated and discretionary revenue sources, both public and private, for transportation infrastructure and services, including innovative financing mechanisms.
   Implementation: Clark County, local jurisdictions, Transportation Coordinating Committee and Chamber of Commerce
   Timeframe: Ongoing

E. Quality of Life Enhancement

Strategies

1. Provide security and greater safety for users of transportation infrastructure or services.
   Implementation: Local jurisdictions and service operators
   Timeframe: Ongoing

2. Improve personal mobility for users of transportation infrastructure and services by removing impediments.
   Implementation: Local jurisdictions and service operators
   Timeframe: Ongoing

3. Ensure that transportation infrastructure and services are provided without regard to race, color, religion, or national origin.
   Implementation: Local jurisdictions
   Timeframe: Ongoing

4. Minimize adverse impact of transportation infrastructure and services on environmentally sensitive or socially significant features of the natural or the built environment.
   Implementation: Local jurisdictions, Ohio Department of Transportation and regulatory agencies
   Timeframe: Ongoing

5. Participate in state and regional programs aimed at reducing vehicle emissions and maintaining National Ambient Air Quality Standards in Clark County.
   Implementation: Ohio Environmental Protection Agency, Regional Air Pollution Control Agency, Miami Valley Regional Planning Commission, Transportation Coordinating Committee, local jurisdictions and service operators
   Timeframe: Ongoing

G. Utilities

1. Goal

Ensure adequate public water and wastewater services that support land use and environmental factors.

2. Objectives and Strategies

A. Efficient Management

The County, Springfield and all other utility providers (whether public or private) will ensure the continued efficient provision and management of such services.

Strategies

1. Investigate feasibility of a regional utility system.
   Implementation: Various utility providers
   Timeframe: Short Term

2. Coordinate utility master planning with all jurisdictions.
   Implementation: All local jurisdictions and private utility providers
   Timeframe: Ongoing

3. Require development in concurrence with the Land Use Plan for areas outside Springfield that are receiving utility services. Limit such extensions where possible to within the existing urban area.
   Implementation: County, Combined Health District, and Ohio Environmental Protection Agency (OEPA) in conjunction with utility providers
   Timeframe: Ongoing

4. Implement a septic tank maintenance system for areas served by individual treatment systems in Clark County.
   Implementation: Combined Health Department
   Timeframe: Immediate

5. Promote additional intergovernmental agreements in the unincorporated areas to provide systematic, logical sanitary sewer extensions from all service providers.
   Implementation: County and service providers
   Timeframe: Ongoing

6. Investigate an escrow-type system of sanitary sewer equivalency fees whereby the fiscal impact of new individual wastewater systems would be computed and collected.
   Implementation: County Engineer's Office
   Timeframe: Short Term

B. Public Water

The County, Springfield and local water providers, such as New Carlisle, North Hampton, and Park Layne, will ensure a constant, quality resource provided in concurrence with the Land Use Plan.

Strategies

1. Update water utility master plans to be in concurrence with Land Use Plan.
   Implementation: Water utility providers
   Timeframe: Immediate

2. Encourage the maintenance, operation and where technically and economically feasible, the expansion of central water systems in concurrence with the Land Use Plan.
   Implementation: County and water utility providers
   Timeframe: Ongoing

3. Continue to protect underground water resources and aquifer recharge areas from inappropriate and possibly harmful development and other land use activities. Prohibit development in the one-year time of travel zone through a comprehensive rezoning and restrict incompatible development and land uses within the five-year time of travel zone.
   Implementation: County, municipalities and planning and zoning authorities
   Timeframe: Ongoing

4. Improve the standards for on-site water facilities by increasing the minimum lot size to accommodate groundwater recharge where appropriate given soil conditions.
   Implementation: Combined Health District and planning and zoning authorities
   Timeframe: Short Term

C. Wastewater

The County, Springfield and local wastewater collection and treatment providers will ensure a constant, quality resource provided in concurrence with the Land Use Plan.

Strategies

1. Update wastewater utility master plans to be in concurrence with Land Use Plan.
   Implementation: Sewer utility providers
   Timeframe: Ongoing

2. Encourage the maintenance, operation and where technically and economically feasible, the expansion of central sewer systems in concurrence with the Land Use Plan.
   Implementation: County and sewer utility providers
   Timeframe: Ongoing

3. Support the use of alternative technologies to meet on-site (and subdivision) wastewater treatment and disposal needs only where central sewer service is unavailable.
   Implementation: Combined Health District and planning and zoning authorities
   Timeframe: Ongoing

4. Prohibit septic systems in soils that are inappropriate and cannot properly and safely handle septic discharges. Where appropriate, improve the standards for on-site wastewater facilities by increasing the minimum lot size where appropriate given soil conditions, building dual leachfields at the time of initial installation, prohibiting off- lot discharge of effluent and requiring maintenance bonding.
   Implementation: Combined Health District and planning and zoning authorities
   Timeframe: Short Term

5. Implement a septic tank maintenance system for areas served by individual treatment systems in Clark County.
   Implementation: Combined Health District
   Timeframe: Immediate

6. Reduce infiltration/inflow (I/I) problems in public sanitary sewer systems throughout the County.
   Implementation: Utility providers and operators of wastewater systems
   Timeframe: Ongoing

D. Stormwater Management

All local jurisdictions will work together to further the proper management and handling of stormwater.

Strategies

1. Prepare a joint countywide stormwater master plan(s) at the watershed level.
   Implementation: County and other governmental agencies
   Timeframe: Short Term

2. Properly administer Federal Emergency Management Agency (FEMA) regulations throughout the County.
   Implementation: County and municipalities
   Timeframe: Ongoing

3. Emphasize separation where economically feasible of combined systems (stormwater/sewage).
   Implementation: County and municipalities
   Timeframe: Ongoing

5. Land Use Plan

A. Overview

The Land Use Plan presents the land use policies intended to guide development in the future in Clark County and the City of Springfield – in conjunction with the goals, objectives and strategies. The Plan begins with the Preferred Growth Scenario, which serves as an analytical basis for the Land Use Plans themselves. Following the scenario is the General Land Use Plan for Clark County, with separate maps for the County (unincorporated area) and the City of Springfield. A set of development standards are next presented, which provide additional technical guidance to ensure future development is consistent with the plan's goals, objectives and strategies. Finally a set of recommended follow-up planning activities are presented to take the Land Use Plan to the next level in directing/planning for future development.

B. Preferred Growth Scenario

1. Overview

The preferred growth scenario served as a precursor to preparing the land use plan, by providing the Steering Committee with an analysis of various options for the County's future. Those options were evaluated and a preference agreed to by the Committee.

The preferred growth scenario seeks to direct future development to appropriate growth areas that can be serviced by central utilities. It balances the accommodation of growth with agricultural and open space preservation, as indicated by the public and the Steering Committee.

2. Methodology

The methodology for preparing growth scenarios for Clark County involved the following steps:

A. Preparing forecasts of population, housing and work force through 2025 to reflect low, medium and high outcomes.

B. Identifying key growth scenario factors which assisted in structuring the scenarios.

C. Defining a set of overriding goals and principles that provided policy direction to the growth scenarios.

D. Applying the goals, principles and forecasts to creating the scenarios.

E. Evaluating the scenarios and preparing a recommendation.

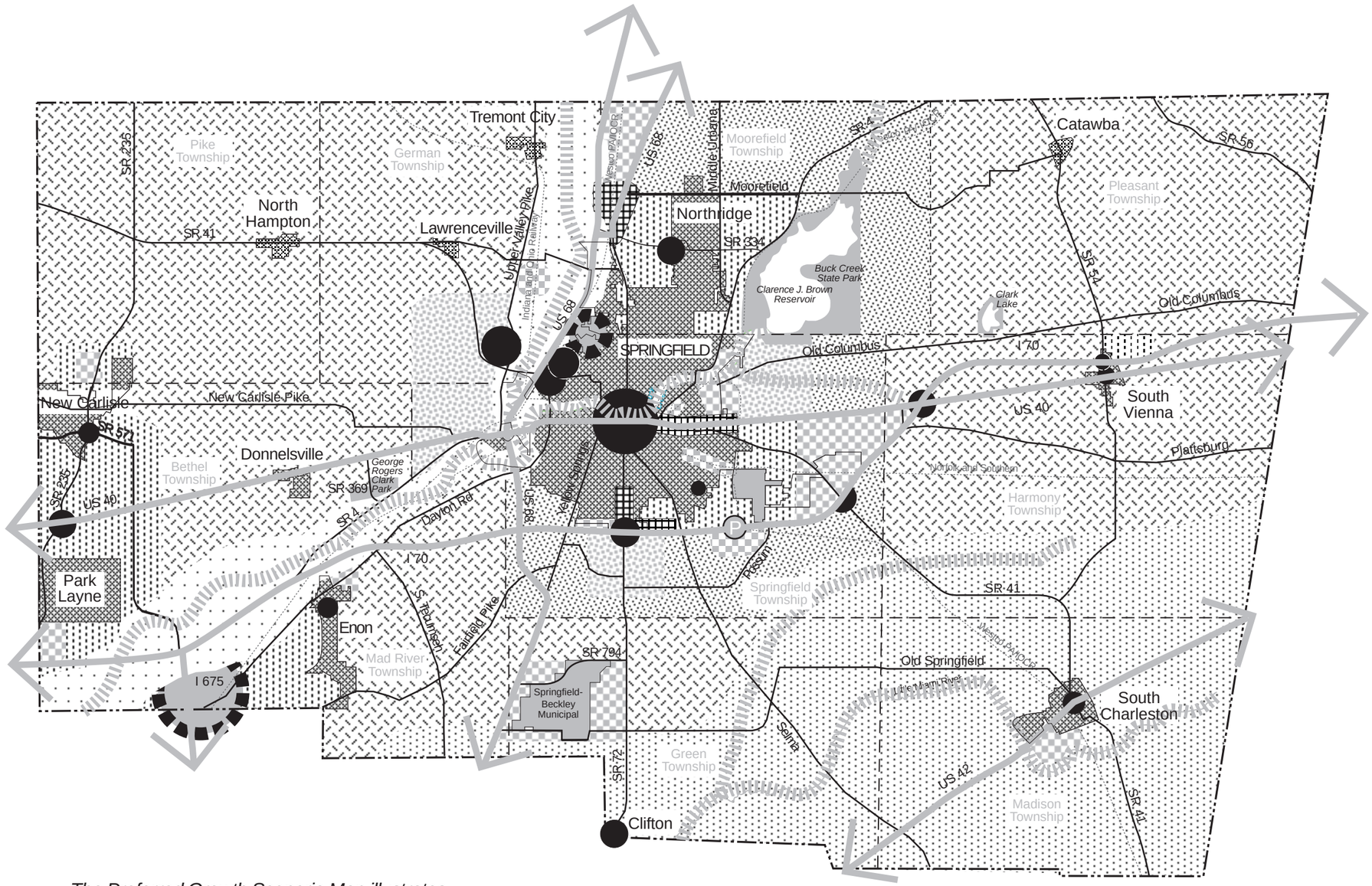
F. Reaching consensus among the Steering Committee as to a preferred scenario.

3. Growth Scenario Factors

The following factors were considered in structuring the preferred growth scenario.

A. Clark County-Springfield Comprehensive Plan (1960)

1. The Plan recommended focusing development around Springfield with residential densities declining outward toward the countryside, with extensive residential use in Northridge and west of the City. The Plan also recommended concentrating growth in smaller population centers (New Carlisle, Park Layne Manor, Enon, South Charleston, etc.).



The Preferred Growth Scenario Map illustrates the accompanying text (section B) and does not necessarily reflect final recommendations contained in the Land Use Plan Maps. This map is illustrative in nature.

Preferred Growth Scenario

- **Urban Area - Mixed Use**
- **Rural Residential**
- **Low Density Residential**
- **Medium Density Residential**
- **Commercial**
- **Commercial Node**
- **Mixed Use/Office**
- **Industrial**
- **Agriculture/Rural Residential**
- **Little Miami Watershed**
- **Greenway**
- **Major Floodplain**
- **Proposed Interchange** (P)

640 ac

0 1 mi 2 mi

CROSSROADS

2. Industrial development was recommended in current locations in Springfield and continuing along several spines (such as east of the City along Columbus Avenue and Conrail tracks), along US 68 north of the City, west of the Mad River along St. Paris Pike and north of Enon.

B. City of Springfield Land Use Plan (1978)

1. Residential expansion was recommended in Northridge, Dayton Avenue around Innisfallen Avenue and Leffel Lane west of Center Street (with commercial). Residential infill was recommended on the north end around Villa and Home roads, and Mitchell Boulevard.
2. Commercial expansion was recommended along Leffel Lane and east of downtown (since the plan was prepared, extensive commercial development has occurred on the City's west side, around Upper Valley Mall and Bechtel Avenue).
3. Industrial expansion was recommended along Conrail tracks in the City's southeast quadrant (Sheridan-Kenton area) and Columbus-Lagonda area (Navistar).

C. Population and Residential Development Factors

1. The current population trend is relatively stable. The County's demographic character of late has been a positive net gain in births over deaths (306 on average per year), but a net loss of residents (479 per year) due to out-migration. The average household size for Clark County has also shown a continuing decrease, matching state and federal trends.
2. Despite the demographic trends, the County has been experiencing residential new construction in the 1990s. A dispersal of residences in a low density pattern throughout the County has been a trend since at least 1990. New residential development has been continuing on the north side of Springfield including the Northridge area and outside Springfield on the City's west, south and southeast sides. The west side of the County is also experiencing residential growth around Park Layne Manor, New Carlisle and in the Dayton Road corridor.
3. Future residential development should be considered in the northend of Springfield as infill (between Villa Road and SR 334) and along SR 4 south of SR 334, according to the City. Additional areas that could be considered appropriate for residential development are properties between US 40 and Buck Creek State Park east of the City, where Beaver Creek could serve as the backbone of a unifying open space network. Also, properties east of Buck Creek State Park to Mahar Road.

D. Industrial Development Factors

1. Key economic generators include the Navistar facilities, PrimeOhio, I-70 and the municipal airport (long term).
2. Industrial concentrations are found in the City in various locations. A study of brownfield sites by the City of Springfield is currently underway and will recommend redevelopment strategies (the study has found that the number of sites and feasibility for redevelopment is limited).
3. Key industrial concentrations found outside Springfield are at the Navistar facility on US 68 at the Clark-Champaign county line (new stamping plant) and PrimeOhio Corporate Park (SR 41 and I-70). The City and County have been developing an industrial/office park at the municipal airport.

4. New industrial development sites should be focused around PrimeOhio, especially north to US 40 and south of I-70 at SR 41. Other areas include SR 72 south of I-70.
5. The Airpark Ohio industrial park should be a future site of industrial development. A fair amount of acreage has been zoned industrial around the Airport.
6. The following possible locations have been discussed by various interests for commercial, office and industrial development:
   a. I-675 at Dayton Road.
   b. I-70 and Enon Road.
   c. I-70 and Burnett Road (proposed interchange).
   d. West and south sides of South Charleston.
   e. Baker Road area (a concern is raised given floodplain and nearby aquifers).
   f. Leffel Lane area.
   g. SR 235 area.

E. Commercial Development Factors

1. Commercial development is somewhat focused in several key locations throughout the County. Downtown Springfield has lost part of its commercial base, but continues as the county seat/government center. Commercial concentrations are found at SR 72 and I-70 continuing along Limestone Street, SR 41 and Upper Valley Pike, SR 41 and Bechtle Avenue and continuing east along US 40, and Derr and Villa roads intersection.
2. Downtown business districts should be strengthened in Springfield, New Carlisle, Enon and South Charleston, as well as other village centers. These downtowns should serve as viable retail, personal services and office centers for the immediate communities.
3. New commercial development in the unincorporated area should be intended to serve local residential areas, should be located on county or state routes in clusters and should have shared access.

F. Transportation Factors

1. An interchange at I-70 and Burnett Road has been discussed and should be further investigated to determine if it can be warranted based upon transportation, economic and land use benefits.
2. The extension of SR 334 west to intersect with SR 41 at Lawrenceville has been discussed in the past, but the project faces significant environmental issues and also must be warranted based upon transportation benefits.
3. An access road has been discussed linking PrimeOhio development and US 40.
4. Growth projections north of SR 334 may support construction of a half-diamond interchange on SR 334 and Derr Road.
5. Bechtle Avenue extension is proposed, as well as improvements to SR 72 and Villa Road.

G. Utility Factors

1. Utility services in the central part of the County are not an infrastructure constraint to development, given the City's capacity for water and sewer. The City provides services to unincorporated areas, including Northridge and portions of Springfield Township.
2. Utility systems are in place or are to be expanded in several villages.

H. Environmental/Open Space Factors

1. Good agricultural soils are found in a north-south band east of Springfield, along Mad River and in the southwest corner of the County. The north-south band and the southwest concentrations are located in previously identified growth areas. Pockets of poor agricultural soils are found in most rural areas. The majority of the County is considered to contain fair agricultural soils. The southwest band of good soils also contains extensive floodplains (Mad River) and wellfield protection areas.
2. The headwaters of the Little Miami River are found in Madison Township east of South Charleston. The Little Miami watershed is an environmentally sensitive area and is predominantly agricultural. Development will impact water quality and habitat of the Little Miami.
3. Buck Creek and Mad River form an important open space network in the central and southwestern parts of the County. Several wellfields are located along the Mad River.
4. Townships that are expected to continue to be predominantly rural in character include Pleasant, Harmony, Madison and Green townships in the eastern half of the County, and in the northwest Pike Township and German Township west of Upper Valley Mall and along Upper Valley Pike north of the mall – except for the Baker Road industrial area.
5. However, rural character is continuing to diminish as more homes are built throughout the unincorporated area in a low density pattern. Most recent construction in the County (since 1990) has occurred in this fashion.

4. Preferred Growth Scenario

The preferred growth scenario targets a population of about 176,000 residents by the year 2025, which was the medium growth alternative. This represents an increase of 27,500 new residents over 1995 or an increase of 18.5 percent (or an annual growth rate of 0.6 percent).

The forecasted population increase could result in a demand for 12,700 new dwellings. This demand can be easily accommodated in the areas designated for Medium and Low Density Residential.

Table 5.1 compares the projected outcome of each of the three alternatives that were prepared as the plan was formulated.

Table 5.1 Comparison of Alternative Scenario Outcomes (2025) *(amended - May 2001)*

	base number	Low Alternative	Medium Alternative	High Alternative
Population	147,266	152,126	175,099	195,864
Increase over 1995	(Page 3-11)	4,860	27,833	48,598
Rate of Change		3.30%	18.90%	33.00%
Annual Rate		0.11%	0.63%	1.10%
Dwellings	60,969	62,950	74,321	86,027
Increase over 1995	(Page 3-9)	1,981	13,352	25,058
Rate of Change		3.25%	21.90%	41.10%
Annual Rate		0.13%	0.73%	1.37%
		(1)	(2)	(3)
Residential Acreage	27,850	33,640	35,478	36,765
Increase over 1992	(Page 3-8)	5,790	7,628	8,915
Rate of Change		20.79%	27.39%	32.01%
Annual Rate		0.63%	0.83%	0.97%
Commercial Acreage	5,097	6,106	6,493	6,661
Increase over 1992	(Page 3-8)	1,009	1,396	1,564
Rate of Change		19.80%	27.39%	30.69%
Annual Rate		0.60%	0.83%	0.93%
(Work) Labor Force	66,900	68,907	77,537	83,558
Increase over 1995	Ohio DOD	2,007	10,637	16,658
Rate of Change	Clark County	3.00%	15.90%	24.90%
Annual Rate	Profile	0.10%	0.53%	0.83%
Industrial (Work) Labor Force	14,222	14,223	16,227	17,635
Increase over 1995	Ohio DOD	1	2,005	3,413
Rate of Change	Clark County	0.01%	14.10%	24.00%
Annual Rate	Profile	0.0003%	0.47%	0.80%
Industrial Acreage (4)	1,054	765	891	1,020
Increase over 1992	(Page 3-8)	-289	-163	-34
Rate of Change		-27.39%	-15.51%	-3.20%
Annual Rate		-0.83%	-0.47%	-0.097%

NOTES:

(1) Residential gross density = 2.0 du/ac

(2) Residential gross density = 2.5 du/ac

(3) Residential gross density = 3.0 du/ac

(4) 1992 base = 1,054 acres. This is a statistical estimate and doesn't reflect policy considerations, such as diversified/expanded industrial base.

C. Clark County General Land Use Plan

1. Overview

The Clark County General Land Use Plan seeks to direct future growth to those areas most suited to accommodate such growth – where utilities are in place or can be easily extended, where the road network is adequate and where other public services and facilities are in place. In general, future growth should not occur in the rural parts of the County, principally to ensure that prime agricultural land is protected for future generations.

Future development will be concentrated in existing population centers – cities and villages – and will be seamlessly integrated with existing neighborhoods and business districts. This pattern follows a series of pre-existing nodes of development and encourages future development to cluster around these existing nodes, particularly where supporting infrastructure is in place or can be easily extended.

Springfield remains the County's major population center. Other major population centers are located in Enon, New Carlisle, Northridge, and Park Layne. Village-based population centers are Catawba, Clifton, Donnelsville, Lawrenceville, North Hampton, South Vienna, South Charleston and Tremont City.

Development will be served by a multi-modal transportation system serving population centers in an economical and efficient manner. While dominated by the automobile and truck traffic, the system will maximize rail, bus transit and paratransit, along with pedestrian and bike access. Special attention will be directed to managing access along rural highways. Major transportation corridors are I-70 and I-675, US 40, 42 and 68, and state routes 4, 41, 54, 72, 235 and 334, and the following rail lines: Conrail (to be acquired by Norfolk and Southern) and Westco PA/IOCR. Springfield-Beckley Municipal Airport is an important transportation facility.

2. Land Use Plan

The following narrative defines the General Land Use Plan for Clark County. A map accompanies this narrative. A separate narrative and map follow for the City of Springfield.

A. Agriculture/Rural Residential

Predominantly rural portions of the County, where agriculture should remain the priority, are designated as Agricultural/Rural Residential. This designation emphasizes agriculture as the dominant land use, but also recognizes that residential uses are appropriate if very low density in character (less than one dwelling per two acres - gross density) and/or clustered to preserve significant open space features (such as prime agricultural soils). These areas should be targeted for a County purchase of development rights (PDR) program, agricultural conservation easements and a County transfer of development rights (TDR) purchase zone. The farmland preservation plan to be prepared by the County in 1999 may propose additional strategies and should be integrated into this Plan. Agriculture/Rural Residential is most appropriate in portions of Bethel, German, Green, Harmony, Mad River, Madison, Pike and Pleasant townships.

B. Rural Residential

Rural residential development (1 dwelling per acre or less - gross density) should be directed to portions of Moorefield and Springfield townships. These specific areas are north of Moorefield Road, east of Buck Creek State Park and south of I-70. A clustered, open-space design to residential subdivisions should be stressed, with significant open space components permanently set aside to minimize visual and environment impact. Alternative technologies for wastewater treatment and disposal should be considered where sanitary sewer is unavailable.

C. Low Density Residential Areas

Low density residential development (2 to 4 dwellings per acre - gross density) should be supported in portions of German, Moorefield and Springfield townships surrounding the City of Springfield where such development can be serviced by central water and sewer service. Neighborhoods should be designed to connect with existing adjacent residential areas through stub street extensions. Clustering techniques should be considered to provide a transition to rural areas. Supporting commercial uses are not appropriate given the low density.

D. Medium Density Residential Areas

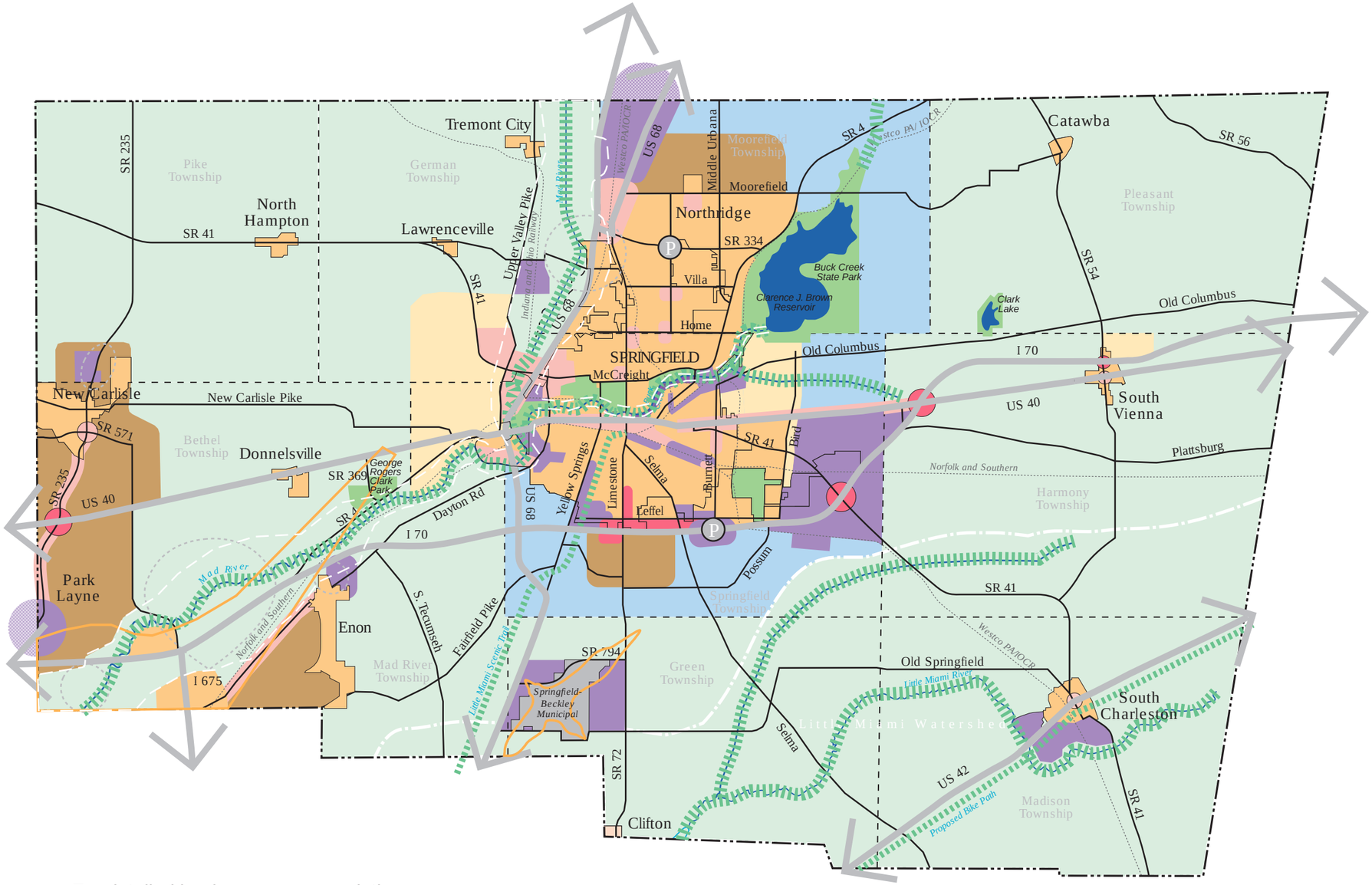
Medium density residential development (4 to 6 dwellings per acre - gross density) should be directed to existing residential growth areas, where it can be serviced by central water and sewer service. This is recommended for portions of Bethel, Mad River, Moorefield and Springfield townships – and the majority of the City of Springfield. Neighborhoods should transition to business areas through the use of multi-family development and institutional uses. New residential development should not be located in close proximity to established or planned industrial areas. Supporting commercial uses are appropriate, but only at key intersections.

E. Higher Density Residential Areas

Higher density residential development (6 dwellings per acre and higher - gross density) should continue to occur in existing pockets in the City of Springfield, such as along Villa Road. New locations for higher density housing should be supported where infrastructure is in place, such as along major arterials with bus service and in close proximity to supporting retail development and park facilities. These multi-family areas should serve as transitions between single-family neighborhoods and commercial areas.

F. Mixed Use

Mixed use development includes commercial, office, light industrial and related uses, and is appropriate in existing and new locations. The land use pattern within urban areas will continue to be mixed use – reflecting historic patterns – but with some concentration into functional, single-use districts (e.g., residential, business districts, industrial areas). Infill and redevelopment should be the priority in urban areas.



For detailed land use recommendations relative to the City of Springfield, see the Springfield General Land Use Plan map

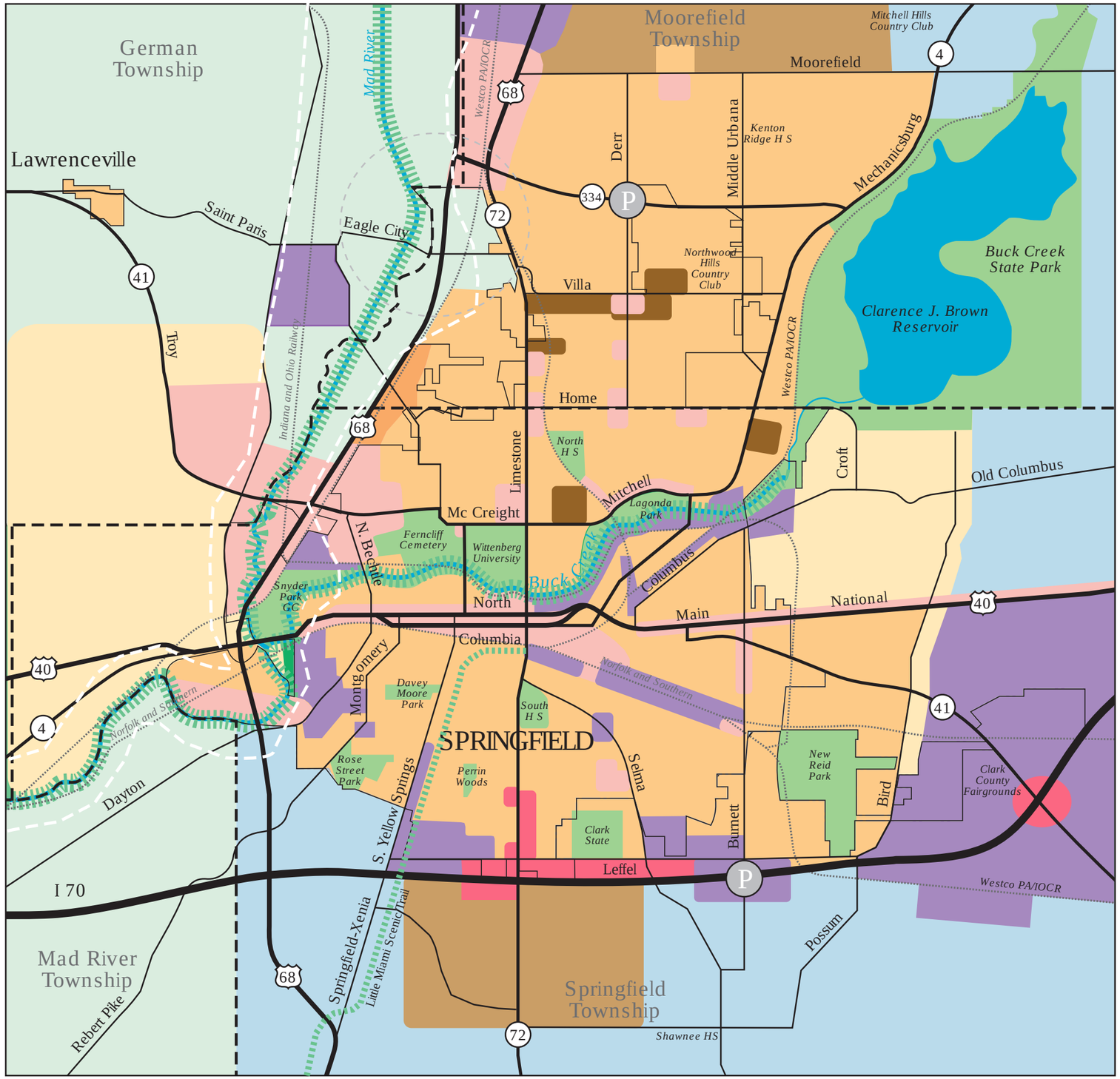
Clark County General Land Use Plan

- Agriculture/Rural Residential
- Rural Residential
- Low Density Residential
- Medium Density Residential
- Mixed Use
- Community Commercial
- Highway Commercial
- Mixed Industrial
- Public/Semi-Public
- Greenway
- Major Floodplain
- Little Miami Watershed
- Proposed Interchange
- Wellhead Protection Area
- Airport Noise Contours

The Comprehensive Land Use Plan is not intended to dictate to local communities what land use decisions are to be made. Instead, it is intended to provide general guidance regarding important land use and capital improvement decisions affecting Clark County and its communities.

Sq. Mile

0 1 mi 2 mi

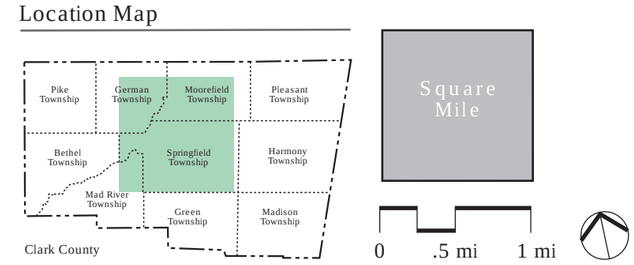


Springfield General Land Use Plan

- Agriculture/Rural Residential
- Rural Residential
- Low Density Residential
- Medium Density Residential
- Higher Density Residential
- Mixed Use
- Community Commercial
- Highway Commercial
- Office
- Mixed Industrial
- Public/Semi-Public
- Greenway
- Major Floodplain
- Proposed Interchange
- Wellhead Protection Area

The Comprehensive Land Use Plan is not intended to dictate to local communities what land use decisions are to be made. Instead, it is intended to provide general guidance regarding important land use and capital improvement decisions affecting Clark County and its communities.

Location Map



G. Community Commercial

Commercial development should be directed to existing business districts and major highway interchanges (see Highway Commercial below as well). A major commercial activity area is Upper Valley Mall and Bechtle Avenue, which is assumed to continue to serve a regional market. Additional investment/reinvestment should be encouraged along Main Street on Springfield's east side. Additional nodes include major intersections, such as at Villa and Derr roads, and the downtowns of New Carlisle, Enon, South Charleston, etc.

Development along commercial corridors should meet the County's access management standards in terms of combined access. A low-density, sprawled commercial pattern is not supported along the County's major arterials. Where adjacent to existing or planned neighborhoods, commercial development should provide pedestrian connections to reduce auto congestion and should be well buffered to reduce negative impacts on such neighborhoods. Historic city and village centers will be revitalized.

H. Highway Commercial

Highway commercial development will be directed to existing major interchanges along I-70 (SR 54, US 40 and SR 72) and at US 40 and SR 235, that currently accommodate highway-oriented commercial uses. Development in these nodes is oriented to the interstate system and should be the focus of retail, lodging, auto/truck services, warehousing and distribution. These nodes should not support non-highway retail uses that are more appropriately located in downtowns and commercial corridors.

I. Office

Offices uses should expand in current locations and occur in new locations where the office market, proximity to the region and highway access make such sites ideally suited. Well landscaped, high end corporate office campuses are encouraged. Where adjacent to existing or planned neighborhoods, office development should provide pedestrian connections to reduce auto congestion and should be designed to reduce negative impacts on such neighborhoods.

J. Mixed Industrial

Industrial development will be directed to existing industrial areas that are serviced or can be easily serviced with central water and sewer utilities, and where easily accessible by interstate and state highways and rail. Future industrial development should focus on light to moderate manufacturing and assembly, high technology, research and development, warehousing and distribution.

The amount and location of marketable/developable sites is crucial to the County's long term economic well being (e.g. PrimeOhio, Air Industrial Park, etc.). The plan provides for expansion east of I-70 at SR 41 and south of I-70 at Burnett Road in conjunction with a new interchange. In addition, the viability of sites in the South Vienna area should be studied. New industrial uses should not be located in close proximity to residential uses – especially established or planned neighborhoods – unless adequate separation and buffering is provided. Expansion of existing industry in close proximity to neighborhoods should be mitigated by additional screening and buffering to reduce impacts.

K. Public

Public uses include parkland and publicly-owned wellfields. Major park facilities should continue to provide County residents with recreational opportunities and should expand where appropriate. The publicly-owned rail-to-trail path linking Springfield to Yellow Springs and linking Springfield to Urbana (future) should be integrated into other multi-use path systems. Publicly-owned wellfields are found in several locations and an important land use feature that preserve open space while providing groundwater to local and regional water systems.

L. Greenway and Major Floodplains

Greenways and other open space systems should be located along major stream corridors (such as along Buck Creek) and should interconnect wherever feasible with major park and recreational facilities. Greenways should focus on the following stream corridors and associated floodplains: Beaver Creek, Buck Creek, Little Miami River, Mad River and North Fork of the Little Miami. In general, development should be discouraged in any 100-year floodplain. Additional greenways include regional bikepaths linking Springfield to Yellow Springs and linking Springfield to Urbana (future).

The Little Miami watershed – which is located in portions of Green, Harmony and Madison townships – is recommended to be treated differently because of the unique quality of the river and its tributary system. The impact on development on the river and its tributaries should be minimized through overlay zoning techniques and stronger regulations (e.g. stronger erosion and sedimentation controls, stormwater management and filtering, etc.).

M. Airport Noise Contours

Airport noise contours are designated around the Springfield-Beckley Municipal Airport and originating from Wright-Patterson Air Force Base in Montgomery County. These contours and their attendant zoning requirements place additional limits on development in these areas. Future land use patterns must comply with these zoning requirements and it is assumed residential uses will be discouraged in these areas, unless such uses meet zoning standards relative to airport-related noise.

D. Development Standards

The Plan includes a set of recommended development standards that will assist in its implementation. These address rural, commercial and industrial development. Following that section is the presentation on the Plan itself, in both narrative and map forms. Implementation considerations are presented in the next chapter.

1. Rural Development Standards

The following rural development standards are recommended:

A. Townships that are predominantly agricultural should remain so and development should be discouraged. Where development is desired and supportable based on the Land Use Plan, such development should be clustered either on adjoining lots or within the same development – with open space permanently preserved. Utility service (water and sanitary sewer) should not be provided in these rural areas unless provided for in utility master plans.

B. Buildings along public roads should be set back at least 100 feet to 200 feet. If a homesite has woods, the home should be located adjacent to those woods to blend into the landscape and not on the center of the lot or field. Natural landscape features along existing rural roads should be maintained where they add to the area's character.

C. Tree lines, wood lots, stream corridors, prime agricultural soils, etc. should be preserved if a site is developed and should be permanently set aside as open space. In subdivisions this can be done as reserves on a subdivision plat. Clustering of homesites is strongly encouraged. Conservation easements for preserved features could be dedicated to a private land trust.

2. Commercial Development Standards

The following commercial development standards are recommended:

A. Commercial development should be designed to be integrated onto larger parcels, which provides for more efficient usage of land, shared access points and more efficient utility systems. Small lots should be combined where necessary.

B. Commercial uses should be located at intersections of major arterials, with access management standards in place to minimize the number of curb cuts and to require cross-access easements.

C. Where feasible pedestrian and bike connections between commercial areas and nearby neighborhoods should be supported. Secure bike racks should be provided at major shopping centers and major retailers.

D. Parking should be shared where possible to reduce excessively large pavement areas. Landscaping along parking lot perimeters should be required to lessen visual impact of these lots. Interior landscaping should be required to break up paved surfaces and provide shade, direct traffic and otherwise provide for a safer environment.

E. The amount of on-site lighting should be limited as much as possible. Exterior on-site lighting sources should be shielded to reduce glare. Light spillage off of a property should not occur. Zoning codes should be amended to provide lighting standards.

F. Architectural design should be compatible with the immediate physical environment and be harmonious with adjacent and nearby structures. Signage should be compatible with architecture of the principal structure.

G. Screening and buffering should be required between non-residential and residential uses to minimize impacts. Additional setbacks could be required to further separate industrial and commercial uses from residential uses. Screening should also be provided along public roads.

H. Access management standards should be adopted, including the preparation of traffic impact studies by development when triggered by forecasted traffic volumes. Site access should be controlled by minimizing curb cuts onto the public road network. Cross-access easements should be required along major and minor arterials. Entrances and exits should be clearly marked.

I. Planned unit development districts and other planned zoning districts should be used to properly manage commercial development and ensure local communities completely understand the design and impact of a development proposal.

3. Industrial Development Standards

The following industrial development standards are recommended:

A. Industrial uses should be encouraged to locate adjacent to existing industrial uses, where utilities and rail/highway services are available.

B. Access management standards should be adopted, including the preparation of traffic impact studies by development when triggered by forecasted traffic volumes. Site access should be controlled which minimizes curb cuts onto the public road network. Entrances and exits should be clearly marked. Turn lanes should be required where appropriate.

C. Parking lots and service areas should not be the principal visual elements of an industrial site and design emphasis should be placed on the building and landscaping. PrimeOhio is an excellent example for a well landscaped entry. Service areas should be located away from public rights-of-way and residences or heavily screened by evergreen landscaping and mounding. Off-street parking lots should be screened from the road.

D. Outdoor storage, work areas and equipment should not be permitted or should be heavily screened.

E. Building facades should be broken up through varying setbacks, use of glass, soldier courses, etc. to avoid monotonous building facades. Buildings should be architecturally consistent in a development and exterior colors should be complimentary. Signage should be compatible with architecture of the principal structure.

F. Screening and buffering should be required between non-residential and residential uses to minimize impacts. Additional setbacks could be required to further separate industrial and commercial uses from residential. Screening should also be provided along public roads.

G. Planned unit development districts and other planned zoning districts should be used to properly manage industrial development and ensure local communities completely understand the design and impact of a development proposal.

E. Development Planning

1. Overview

The Land Use Plan is general in nature and to be fully effective, will be followed by a series of detailed development plans. These plans would apply the Land Use Plan's recommendations to the parcel level and would further link these general policies to detailed infrastructure plans. A development plan should thereby serve as a guide to assist the County, City of Springfield and local jurisdictions with day-to-day development decisions.

Development plans should be prepared for those areas facing the strongest development pressure, are particularly environmentally sensitive or which should be positioned to accommodate future growth opportunities.

The preparation of these plans should involve another level of public participation as well, linking the general public with private property owners and developers to ensure future development is properly addressed relative to zoning, subdivision approvals, infrastructure and road extensions, etc.

2. Corridors

Development plans should be prepared for the following areas and within the recommended timeframes:

A. I-675/Dayton Road Corridor (immediate)

B. Dayton-Lakeview Corridor (mid term)

C. Lower Valley Pike Corridor (short term)

D. Urbana Road-US 68 Corridor (short term)

E. Troy Road - Bechtel Avenue Corridors (immediate)

F. Northridge - Moorefield Township Area (immediate)

G. PrimeOhio - I-70/OH 41 - US 40 Industrial Area (immediate)

H. US 40 Corridor from Belmont Avenue east to I-70 (mid term)

I. Little Miami River Corridor (short term)

3. Township Land Use Plans

In addition to the above priorities, individual townships should consider preparing land use plans that apply these general recommendations to the parcel level. This level of detail should be integrated with prime agricultural soils accurately mapped using the Clark County Soil Survey and data from the Ohio Capability Analysis Program (OCAP). The following townships should be priorities:

A. Mad River

B. Bethel

C. Springfield

D. Moorefield

E. Green

F. Madison

Township planning should be a joint activity between the County Planning Commission and each individual Board of Trustees. A joint committee could be appointed to oversee the planning process, which should be fast tracked to occur in a six-month timeframe. Funding could also be jointly shared.

Priorities should be established among the various townships to ensure that each is covered by a land use plan within the next five years.

4. Countywide Park, Recreation and Open Space Master Plan

A countywide park, recreation and open space master plan should be prepared to reflect the goal, objectives and strategies contained in this plan. Such an effort should be led by the County Park District and County Planning Commission, with participation by local park systems. A good amount of supporting work exists to begin this effort:

A. The Comprehensive Plan's recommendations relative to residential development patterns and the environmental assessment in the existing conditions chapter should be a starting point.

B. The inventory/analysis conducted by Miami Valley Regional Planning Commission.

C. OCAP data from ODNR that addresses natural features, especially related to land use/land cover and species habitat.

D. Planning and additional studies prepared for the Little Miami River by ODNR, Little Miami Inc. and Wittenberg University (Honors Program, 1998).

This should be a short term action.

5. Economic Development Strategy

The Comprehensive Plan provides basic policy direction relative to economic development. This should be further detailed through a well-researched economic development strategy that brings together public and private individuals/organizations active in the field in Clark County and Springfield.

The strategy should further refine the Comprehensive Plan by addressing site specific issues in those areas recommended for additional industrial and commercial development, including addressing issues of utility capacity, transportation, land use impacts, etc. Encouraging reinvestment in downtown Springfield and building upon its architectural heritage is an important consideration, as is developing a strong ecotourism strategy for the Little Miami River, Clifton and the Springfield-Yellow Springs bikepath.

Another component of the strategy should address all local economic incentive policies – as those policies relate to the Comprehensive Plan and to the state's current reassessment of its incentive policies and programs.

This should be an immediate action.

6. Implementation

A. Overview

The Comprehensive Land Use Plan is meant to be a working document that results in concrete changes to the way Clark County and local government manages itself and protects the community's outstanding quality of life. In a sense, the Plan presents a **blueprint for action** that provides direction and assists decision makers over the next 25 years. The intent is to fulfill the goals, objectives and strategies that embody the civic contract that is a result of this effort.

Implementation should be led by a host of organizations – Clark County Planning Commission and Planning Department, County Engineer's Office, City of Springfield and the Clark County-Springfield Transportation Coordinating Committee (TCC). Implementation will also involve a host of County and local departments, boards and commissions, other local public entities, non-profits, businesses and citizens.

An ongoing coordinating body comprised of representatives of the above key county/city organizations and the leadership of the Comprehensive Land Use Plan Steering Committee should be established to coordinate implementation over the long term. This coordinating body would also provide an excellent forum for discussing issues of countywide significance. It should prepare a report to the community on an annual basis that summarizes the status of implementation activities and recommendations for new priorities.

B. How to Use the Plan

The Comprehensive Land Use Plan is intended to be used on a daily basis as public and private decisions are made concerning development, redevelopment, capital improvements, economic incentives and other matters affecting the County's environment – built and natural. The following is a summary.

1. Annual Work Programs and Budgets

Individual County, city, township and village departments and administrators in preparing annual work programs and budgets, should be cognizant of the recommendations of the Comprehensive Land Use Plan as related to their individual communities. Several strategies can be implemented in this way.

2. Development Approvals

Administrative and legislative approvals of development proposals, including rezonings and subdivision plats, should be a central means of implementing the Comprehensive Land Use Plan. In fact, zoning codes and subdivision regulations should be updated in response to regulatory strategies presented in the Plan.

In particular, the use of a Planned Unit Development (PUD) District is recommended in several places in the Plan. A PUD is a unique zoning district that provides: a developer flexibility in the design of a proposed development; the community with more detailed information than would normally be submitted (and thereby enhanced review of the proposal); and the ability to cluster development and protect more open space than would normally occur. The PUD is recommended for use in any location in Clark County where mixed land uses are preferred or proposed, where natural constraints or important resources are present and where local circumstances make the use

of a PUD an appropriate mechanism for negotiating development approvals. Examples of appropriate locations in which a PUD is the appropriate zoning mechanism would be any areas recommended for commercial, industrial, office and/or mixed land uses in close proximity to a state highway, major open space feature like a river or floodplain, or a sensitive community resource like a major historical site, park, etc. Specific examples include the I-675 corridor south of I-70, SR 235 north of I-70 and industrial areas proposed in South Charleston.

3. Capital Improvement Plans

Annual, five-year and 10-year capital improvement plans (CIP) should be prepared consistent with the Comprehensive Land Use Plan's infrastructure recommendations (water, sewer and roads). New improvements that are not reflected in the Plan – and which could dramatically impact the Plan's land use recommendations – should necessitate at least a minor update to the Plan.

4. Economic Incentives

As discussed in the Land Use Plan, County and local economic incentives should be reviewed in light of the strategies and recommendations of the Comprehensive Land Use Plan. This should occur as part of a process to prepare a formal Economic Development Strategy. These incentives should be integrated with other Plan strategies and policies to ensure consistency, particularly with the Plan's land use recommendations.

5. Private Development Decisions

Property owners and developers should consider the strategies and recommendations of the Comprehensive Land Use Plan in their own land planning and investment decisions. Public decisionmakers will be using the Comprehensive Land Use Plan as a guide in their development-related deliberations, such as deciding zoning and subdivision proposals and infrastructure requests (water, sewer and roads). Property owners and developers should be consistent with the Plan's recommendations.

6. Annual Land Use Conference

Given the amount of interest generated by the public in this process (and previous efforts) the County should hold an annual conference for the public that will focus on countywide land use, planning and development issues. A status report on implementation of the Comprehensive Land Use Plan should be part of the agenda. This could be a day-long conference with sessions focusing on specific issues facing the community, as well as "nuts and bolts" informational sessions on the zoning and subdivision process, open-space subdivisions, economic development, farmland preservation and conservation easements, among other topics.

7. Future Interpretation

The County Commissioners should call upon the leadership of a coordinating body (as introduced in the Overview) to provide an interpretation of major items that are unclear or are not fully addressed in the Plan. In formulating an interpretation, the committee should call upon outside experts and other groups for advise. Minor items that require interpretation should be handled by local jurisdictions as they follow the Plan.

C. Implementation Priorities

The following priorities relative to implementation are based upon the strategies presented in Chapter 4 and reflect the priorities established by the Comprehensive Land Use Plan Steering Committee, principally "immediate". Ongoing strategies should be addressed on a regular basis. This list of implementation priorities should be updated annually as strategies are completed and others initiated per their respective implementation timeframes.

1. Agricultural Land Protection

Strategy A1 - This ongoing strategy should be initiated in the next six to 12 months to ensure that a viable land trust is established. This should be coordinated with the Countywide Park, Recreation and Open Space Plan recommended in the Land Use Plan (Section E). The Tecumseh Land Trust will be a very important resource.

Strategy A2, A3, A5, A6 and A7 - These ongoing strategies establish policy initiatives that should begin over the next six to 12 months. A5 (Purchase of Development Rights) and A6 (Transfer of Development Rights) are both dependent on changes at the state level. The County should work through the County Commissioners Association to promote legislative changes.

Strategy A4 - The County Subdivision Regulations and Zoning Code should be updated in the next six months to include stronger requirements and standards that protect prime agricultural soils. Those would include discouraging development of these soils and encouraging development on alternative soils through clustering techniques. Submittal requirements should include a detailed analysis of soil conditions on all sites proposed for rezoning and subdivision approval. Related code changes should include County on-site wastewater standards relative to soils and lot size.

Strategy B4 - County Subdivision Regulations should be updated to require landscape buffers for residential plats. Such buffers would be placed in a reserve on the plat, with ownership and maintenance the responsibility of abutting, individual lot owners. This should occur within the next six months.

2. Land Use

Strategy A1 - The Clark County Commissioners and Springfield City Commission should appoint liaison members of their respective planning commissions. This should occur within the next six months. Coordinated development review should occur between the County and City staffs for proposals that are located within one mile of the City's corporate boundary or are sufficiently large in scale as to impact neighboring jurisdictions. The planning commission liaisons can provide input.

Strategy A2 to A6, A8, A10 - These strategies serve as ongoing policies that should be implemented on a day-to-day basis as development proposals are brought to the County and the City of Springfield, as well as local jurisdictions with zoning, subdivision and infrastructure responsibilities.

Strategy A7 - The County and cities should adopt the proposed access management policy previously prepared for the TCC. This would be the implementation action to fulfill this strategy.

Strategy A9 - This strategy to protect the Little Miami River through zoning standards, should be implemented through the preparation of a development plan as recommended in the Land Use Plan (Section E).

Strategy A11 - This strategy to improve countywide gateways along I-70 would require several implementation actions: adoption of an overlay zoning district to manage signage and private landscaping; and incorporation of landscaping improvements in the public right-of-way. This would require coordination between the County and TCC. Public improvements should be programmed with other improvements to the interchanges.

Strategy B5 - This is an immediate strategy that should be addressed by the County Planning Department as a proposed amendment to the County Zoning Resolution. The PUD should be based upon existing PUD and planned districts, and is intended to ensure sound management of this land use type without creating undue burdens. Several issues raised in the General Land Use Plan can be addressed, such as screening/buffering.

Strategy B1 to B13 - These strategies should be addressed in conjunction with the preparation of an Economic Development Strategy as recommended in the Land Use Plan (Section E). This is a comprehensive list of strategies that should be considered together for implementation purposes.

3. Natural Resources

Strategy A1 - This strategy, to create a land trust to conserve natural resources, should be coordinated with Agricultural Land Protection, Strategy A1. A single land trust could serve both desires.

Strategy A4 to A7 - These ongoing strategies establish policy initiatives that should begin over the next six to 12 months.

Strategy B1 and B7 - These ongoing strategies establish policy initiatives that should begin over the next six to 12 months.

Strategy B2 to B4 - This set of immediate strategies call for creating or amending a series of overlay zoning districts to manage certain key resources (extraction activities and groundwater, open space and floodplains). This should be addressed by the County Planning Department over the next 12 months as a proposed amendment to the County Zoning Resolution.

Strategy B6 - The adoption and enforcement of wellhead protection regulations should be promoted countywide, building upon current ongoing efforts. The County Planning Commission could work with the Miami Valley Regional Planning Commission to create an education program, with implementation at the County. This should occur over the next 12 to 18 months.

4. Parks, Recreation and Open Space

Strategy A1 - The County Commissioners should initiate a countywide parks and recreation master plan, in conjunction with the Clark County Park District. This immediate strategy is also recommended in the Land Use Plan (Section E).

Strategy A2 and A5 - These ongoing strategies establish policy initiatives that should begin over the next six to 12 months.

Strategy A4, A6 and A7 - These immediate strategies should be addressed as part of Strategy A1 because they are very relevant to implementation of a comprehensive, countywide parks system. They also serve as indicators of the countywide perspective that is necessary, linking various local providers into a process that addresses all resident needs in a coordinated and holistic fashion.

Strategy B1, B2 and B5 - These strategies are specific to local park providers. B1 and B2 relate to the City of Springfield and call for expanding parkland along Buck Creek and enhancing the safety of neighborhood parks. B5 calls for expanding the Little Miami Scenic Trail and creation of additional linkages. These strategies should be addressed through individual work programs and funding cycles. B1 and B5 should also be addressed as part of Strategy A1.

Strategy B3 - This ongoing strategy – to integrate Buck Creek State Park into a countywide park plan – should be integrated into Strategy A1.

5. Transportation

A host of policy initiatives and programmatic actions are reflected in the Transportation strategies. Implementation should be initiated by the Clark County-Springfield Transportation Coordinating Committee, County and cities. In particular, action is recommended on the proposed county access management policy. The Transportation Plan should guide implementation and in fact may require amending to ensure it is consistent with the Comprehensive Land Use Plan, which should occur over the next six months.

6. Utilities

Strategy A1 - This is a far reaching strategy that recommends investigating the feasibility of creating a regional utility system for water and wastewater services. A multi-jurisdictional study committee should be appointed with representatives of the County, City of Springfield and other public and private providers. The committee should study examples of similar regional systems and should consider the service, cost and funding issues related to Clark County. This is a short term strategy.

Strategy A2, A3 and A5 - These ongoing strategies establish policy initiatives that should begin over the next six to 12 months.

Strategy A4 - The County Combined Health Department should initiate a septic tank maintenance system within the next six months. The County Planning Department should provide input relative to the Comprehensive Land Use Plan.

Strategy B1 - Water utility master plans should be updated for the County, City of Springfield and other providers per the land use recommendations of this plan. This should occur over the next 12 to 18 months.

Strategy B2 and B3 - These ongoing strategies establish policy initiatives that should begin over the next six to 12 months.

Strategy C1 - Wastewater utility master plans should be updated for the County, City of Springfield and other providers per the land use recommendations of this plan. This should occur over the next 12 to 18 months.

Strategy C2, C3 and C6 - These ongoing strategies establish policy initiatives that should begin over the next six to 12 months.

Strategy C5 - The Combined Health District should design and begin implementing a septic tank maintenance program for areas served by individual treatment systems.

Strategy D2 and D3 - These ongoing strategies establish policy initiatives that should begin over the next six to 12 months.

D. Updating the Plan

The Comprehensive Land Use Plan is meant to be a flexible, living document that is constantly used and when necessary updated to reflect changing conditions and local priorities. The following actions are recommended:

1. On an annual basis, a status report should be prepared to address progress on each individual strategy by the lead implementing agency/organization. Strategies should be addressed based on the recommended timeframe for implementation.

2. The annual reports should be reviewed by the ongoing coordinating body (comprised of representatives of the key county/city organizations and the leadership of the Comprehensive Land Use Plan Steering Committee).

3. Every three years the County Commissioners should initiate a major review and update to this Plan. The coordinating committee should be directed to oversee the update. The County may require outside professional assistance.

E. Summary of Strategies

The following table summarizes the strategies that are incorporated into each element of the Comprehensive Land Use Plan. The table provides a reference for each strategy (by element), the parties responsible for implementation and the recommended timeframe as follows:

Ongoing -	Immediate -	Short Term -	Mid Term -	Long Term -
1999-2025	1999-2000	2001-2005	2006-2010	2011-2025

Table 6.1 Summary of Strategies

Strategy	Implementation	Timeframe
Agricultural Land Protection		
A1	County Commissioners, Farm Bureau and OSU Extension	Ongoing
A2	Local jurisdictions, in particular County Planning Commission	Ongoing
A3	Local jurisdictions, in particular County Planning Commission	Ongoing
A4	County Commissioners and County Planning Commission	Immediate
A5	County Commissioners and County Planning Commission	Short Term and Ongoing
A6	County Commissioners and County Planning Commission	Short Term and Ongoing
A7	Local jurisdictions, especially County Commissioners and Joint Economic Development District	Ongoing
A8	County Prosecutor's Office and County Planning Commission	Short Term
B1	Chamber of Commerce and Farm Bureau	Short Term
B2	Chamber of Commerce (Agribusiness Council), Farm Bureau, OSU Extension and American Farmland Trust	Short Term
B3	Soil and Water Conservation District and Ohio Environmental Protection Agency (OEPA)	Ongoing
B4	Local jurisdictions	Immediate and Ongoing

Land Use

A1	Springfield and Clark County Planning Commissions	Immediate
A2	Local zoning authorities and health districts	Immediate
A3	All zoning authorities	Immediate
A4	Local zoning authorities and health districts	Immediate
A5	Appropriate municipalities	Immediate
A6	All appropriate agencies	Immediate
A7	Local jurisdictions and Ohio Department of Transportation (ODOT)	Immediate
A8	Local zoning authorities	Immediate
A9	County Planning Commission	Immediate
A10	Local preservation authorities	Immediate and Short Term
A11	ODOT, Transportation Coordinating Committee and Chamber of Commerce	Immediate and Short Term
B1	County Planning Staff and Chamber of Commerce	Ongoing
B2	Chamber of Commerce and local jurisdictions	Ongoing
B3	Chamber of Commerce and local jurisdictions	Ongoing
B4	Local jurisdictions and Community Improvement Corporation	Ongoing
B5	County Planning Commission	Immediate
B6	Local jurisdictions and Transportation Coordinating Committee	Ongoing
B7	Local jurisdictions, Chamber of Commerce and Springfield Economic Development Corporation	Ongoing
B8	Local jurisdictions	Ongoing
B9	Local jurisdictions	Ongoing
B10	Local jurisdictions	Ongoing
B11	Historical Society	Ongoing
B12	Local jurisdictions	Ongoing
B13	Local jurisdictions	Ongoing

Natural Resources

A1	County Commissioners appoint a citizens committee representative of issue at hand	Ongoing
A2	Clark County Land Information Center in conjunction with County Planning Commission and Ohio Department of Natural Resources	Short Term
A3	Various park systems and farm bureau	Short Term
A4	Transportation Coordinating Committee, Ohio Environmental Protection Agency, Regional Air Pollution Control Agency and Private Sources	Ongoing
A5	Chamber of Commerce, Visitors Bureau, County Park District and private landowners	Ongoing
A6	Chamber of Commerce, Visitors Bureau, County Park District and private landowners	Ongoing
A7	Park Districts (state and local), Soil and Water Conservation District and natural resource specialists	Ongoing
B1	County Planning Commission, natural resource specialists (ODNR, Wittenberg University, etc.)	Ongoing
B2	County Planning Commission	Immediate
B3	County Planning Commission	Immediate
B4	County Planning Commission	Immediate
B5	Local jurisdictions (e.g. City of Springfield, New Carlisle, etc.)	Short Term
B6	Legislative authorities, water utilities, planning commissions and Wittenberg University, etc.)	Immediate
B7	County Planning Commission, County Park District and developers	Ongoing

Parks, Recreation and Open Space

A1	Springfield Parks, Recreation and Facilities, County Recreation, County Park District and other park systems	Immediate
A2	Springfield Parks, Recreation and Facilities, County Recreation, County Park District and other park systems	Ongoing
A3	Springfield Parks, Recreation and Facilities, County Recreation, County Park District and other park systems	Short Term
A4	Springfield Parks, Recreation and Facilities, County Recreation, County Park District and other park systems	Immediate
A5	Springfield Parks, Recreation and Facilities, County Recreation, County Park District and other park systems	Ongoing
A6	Springfield Parks, Recreation and Facilities, County Recreation, County Park District and other park systems	Immediate
A7	Springfield Parks, Recreation and Facilities, County Recreation, County Park District and other park systems	Immediate
B1	Springfield Parks, Recreation and Facilities, County Recreation, County Park District, C.J. Brown, Ohio Department of Natural Resources, Springfield Conservancy District and other park systems	Immediate and Short Term
B2	Springfield Parks, Recreation and Facilities, County Recreation, County Park District, law enforcement and other park systems	Immediate and Ongoing
B3	Springfield Parks, Recreation and Facilities, County Recreation, County Park District, Ohio Department of Natural Resources and other park systems	Ongoing
B4	Springfield Parks, Recreation and Facilities, County Recreation, County Park District, Transportation Coordinating Committee, Ohio Department of Natural Resources, Ohio Department of Transportation and other park systems	Mid Term
B5	Springfield Parks, Recreation and Facilities, County Recreation, County Park District, Transportation Coordinating Committee, Ohio Department of Transportation, Springfield Conservancy District and other park systems	Immediate

Transportation

A1	Transportation Coordinating Committee	Ongoing
A2	Local jurisdictions and Ohio Department of Transportation	Immediate
A3	Local jurisdictions	Immediate
A4	Local planning agencies and Transportation Coordinating Committee	Immediate
A5	City of Springfield, Clark County and Transportation Coordinating Committee	Short Term
B1	Local jurisdictions, Ohio Department of Transportation and private sector	Ongoing
B2	Local jurisdictions and Ohio Department of Transportation	Ongoing

B3	Local jurisdictions, private sector, Port Authority and Municipal Airport	Ongoing
B4	Local and state jurisdictions, private sector, Port Authority and Municipal Airport	Ongoing
C1	Public and private sectors	Ongoing
C2	Public and private sector transportation providers and Transportation Coordinating Committee	Immediate
C3	Convention and Visitors Bureau	Immediate
C4	Chamber of Commerce, local jurisdictions and Ohio Department of Transportation	Ongoing
C5	Transportation Coordinating Committee, Chamber of Commerce, local jurisdictions and County Engineer's Office	Mid Term
C6	Champaign County and Ohio Department of Transportation	Short Term
D1	Local jurisdictions, Transportation Coordinating Committee and service providers	Ongoing
D2	Clark County, local jurisdictions, Transportation Coordinating Committee and Chamber of Commerce	Ongoing
E1	Local jurisdictions and service operators	Ongoing
E2	Local jurisdictions and service operators	Ongoing
E3	Local jurisdictions	Ongoing
E4	Local jurisdictions, Ohio Department of Transportation and regulatory agencies	Ongoing
E5	Ohio Environmental Protection Agency, Regional Air Pollution Control Agency, Miami Valley Regional Planning Commission, Transportation Coordinating Committee, local jurisdictions and service operators	Ongoing
Utilities		
A1	Various utility providers	Short Term
A2	All local jurisdictions and private utility providers	Ongoing
A3	County, Combined Health District, and Ohio Environmental Protection Agency (OEPA) in conjunction with utility providers	Ongoing
A4	Combined Health Department	Immediate
A5	County and service providers	Ongoing
A6	County Engineer's Office	Short Term
B1	Water utility providers	Immediate
B2	County and water utility providers	Ongoing
B3	County, municipalities and planning and zoning authorities	Ongoing
B4	Combined Health District and planning and zoning authorities	Short Term
C1	Sewer utility providers	Ongoing
C2	County and sewer utility providers	Ongoing
C3	Combined Health District and planning and zoning authorities	Ongoing
C4	Combined Health District and planning and zoning authorities	Short Term
C5	Combined Health District	Immediate
C6	Utility providers and operators of wastewater systems	Ongoing
D1	County and other governmental agencies	Short Term
D2	County and municipalities	Ongoing
D3	County and municipalities	Ongoing

7. Appendix

A. Thoroughfare Plan

The Thoroughfare Plan is included for reference purposes.

B. Glossary

Comprehensive plans are technical documents that establish public policies and programs to help a community manage its future. But reading such technical language can be distracting and negatively affect a plan's success because of poor communication. That is why this glossary is provided - to aid the reader in understanding the jargon and concepts presented in the Clark County Comprehensive Land Use Plan.

Agribusiness - A private enterprise strongly linked to agriculture, such as grain mills, implement sales, butchering, nurseries, orchards, farm markets and landscape contractors.

Agricultural Zoning - This is a zoning classification that seeks to protect agricultural operations by discouraging the development of residential subdivisions and other incompatible uses. Such districts could only be adopted in a community with a zoning code. This would be an optional tool that would require public and property owner support.

Aquifer - An underground bed or stratum of earth, gravel or porous stone that contains water.

Build-Out - Build-out is the point at which a community's total land area is completely developed.

City - A city is an incorporated community under the Ohio Revised Code with a population of at least 5,000 persons.

Commercial Development - Commercial development is defined as typical commercially-related uses, such as retail, auto-oriented businesses, personal services and professional offices.

Conservation Easement - An easement precluding future or additional development of the land.

Density, Gross - Gross density is a measurement of the maximum number of lots permitted on a parcel. Gross density bares no relationship to the minimum lot size permitted on a parcel.

Density, Net - Net density is a measurement of the maximum number of lots permitted on a parcel, having deleted right-of-way. Net density typically more closely reflects the minimum lot size permitted on a parcel.

Goal - Is a broad policy statement that indicates preferences for specific subject areas or planning values.

Land Use - The way in which land is used or occupied by people.

Leap-Frog Development - The development of new areas that are removed from existing developed areas and therefore not adjacent. Such development is costly to serve with public utilities and extends urbanized areas farther away from the denser core of a community.

Light Industrial Development - Light industrial development is defined as comprising uses that are non polluting and low impact, such as research and development, high tech manufacturing, light assembly, and warehouse and distribution.

Natural Resources - Elements of the physical environment such as forests, meadows, wetlands, minerals, water, air, plants and animals in their natural habitat.

Objective - Is a refinement of a goal and indicates a policy direction and action to implement the related goal.

Open Space - Areas not built upon, such as woodlands, wetlands, fields, meadows, stream corridors, fence rows, species habitats, lawns and landscape. The term "open space" is interchangeable with the term "greenspace".

Rural - A sparsely developed area where the land is predominantly undeveloped or primarily used for agricultural purposes.

Rural Character - Rural character is defined as the physical attributes that define a historic rural landscape, including woodlands, riparian corridors, farm fields, fence rows, barns and other outbuildings, historic homesteads, etc.

Sprawl - An uncontrolled or unmanaged form of urban/suburban growth that uses land inefficiently and which results in traffic congestion, land use conflicts, excessive infrastructure costs and environmental impacts.

Strategy - A strategy details the steps necessary to initiate and complete an objective.

Village - A village is an incorporated or unincorporated community under the Ohio Revised Code with a population of less than 5,000 persons.

Wetlands - Those areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support and that under normal circumstances do support a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas.

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E. Errata

Items found to be in error in the original, adopted document have been corrected below:

Chapter 3, Existing Conditions, 4. Growth Trends, B. Population Growth Trends

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During the same period the City of Springfield population experienced dramatic changes, but ultimately has remained constant for the period at about 70,000. The City increased as much as 7,800 new residents in a single decade (1940's),but lost as many as 9,300 residents in a single decade (1970's). Table 3.6 summarizes these trends.

Table 3.6 Springfield Population Trends (1940 - 1990)

Year	Persons	Actual Change	Percent Change
1940	70,662	-	-
1950	78,508	7,846	11.1%
1960	82,723	4,215	5.4%
1970	81,926	-797	-0.9%
1980	72,563	-9,378	-11.4%
1990	70,487	-2,076	-2.9%

Source: U.S. Census

F. TOWNSHIP PLANS

As noted in Chapter 5, individual townships should consider preparing land use plans. Township planning should be a joint activity between the County Planning Commission and each individual Board of Trustees. A joint committee could be appointed to oversee the process. The various plans, data, and information for each township plan will be included in the back of this document.

Supplement to the
CROSSROADS Comprehensive Plan

MAD RIVER TOWNSHIP

Land Use Plan

The attached material is being provided as the initial undertaking of the Committee for the Mad River Township Plan. This includes a letter of support by the Mad River Township Trustees and a list of development concerns.

This material has not been adopted but is being provided for informational purposes.

Mad River land Use Committee has meet and identified nine areas of concern they are listed below.

1. The **Density** of development in the Village of Enon and in Hunters Glen is of low density. We feel that in order to keep the integrity of Mad River Township that the area labeled for medium density be changed to low density. (The 2 to 4 units per acre normally).
2. That a **PUD** is used for any development over 5 acres.
3. **Safety Services** --that is the EMS/FIRE and Sheriff grow proportionately to the growth of the Township.
4. That there be **NO LINEAR DEVELOPMENT** in the Township.
5. Over the past 10 years a growth rate of 26.2 units per year has been the average. **We would strongly encourage that this growth rate be achieved as an average over the life of a development in the Township.** As far as land and or lot splits we would encourage those individuals requesting such lot and or land splits use the clustering idea and that a common access drive be utilized.
6. **Parks** should be the connecting link between the subdivisions, schools and other parks by bike and walkways. (In some areas streets with sidewalks could be used.)
7. **Greenspace** – greenspace is a vital part of the quality of life issue and we feel the utilization of the floodplain and any other natural topography that will help link the community to natural areas is beneficial to the Township we would encourage development to utilize these areas for that purpose.
8. **Traffic patterns** – a more common sense approach to the use of center turning lanes that can be installed before accidents call for them. This can be accomplished by using ODOT information and the growth rate data.
9. **Water Service, Sewer service and Infrastructure-** These Are County services that need to be in place before new subdivisions can start. This will provide the safety net for the current residents so that they will not be at risk because of the new development.

These are suggestions that would go far to help make this the community we want to live in and raise our children.

We understand that there is currently no way to ensure that these and future plans can be enforced. If there were any other way of firmly encouraging that these planning ideas and others be adhered to we would be interested in listening.

MAD RIVER TOWNSHIP TRUSTEES

John Baird **Kathy Estep** **Bob McClure**

April 23, 2001

Mr. Phil Tritle
Clark County Planning Commission
25 West Pleasant St.
Springfield, Ohio

Dear Mr. Tritle,

Based on the recommendations of the Clark County Crossroads Plan, Mad River township established a committee of citizens to work toward developing a local plan. A preliminary report containing several recommendations (see attachment) was presented to the trustees on April 2, 2001. The trustees unanimously voted to approve these recommendations. We would like to have these incorporated into the County Crossroads Plan and used when making decisions regarding the future of Mad River Township.

Thank you very much.

John Baird

Kathy Estep

Robert McClure

Members of committee October 26, 2000

Stacey Frey
Alan Miller
Jo Anderson
Lee Verbillon
Fred Wise
Kathy Voytko
Elizabeth Chumlea
Dorothy Drake
Ben Richard
Gordon Wallace
Denny Howell
Dennis Henry
Jeff Johnson
Sam Lewis
Stuart Young
Jack Goodbar
Dee Harrison
Charles Swaney
Sue Hasbemi
Ted McMillin
Rusty Cottrell
John Cooper
Rollie McReynolds

Alan Donaldson

Supplement to the
CROSSROADS Comprhensive Plan

PLEASANT TOWNSHIP

The attached material is being provided as supplemental material to the CROSSROARDS Comprehensive Plan as it applies to Pleasant Township.

This material is in the process of being integrated into the overall Plan.

RESOLUTION 04-05

RESOLUTION TO ACCEPT THE ADOPTION OF THE COMPREHENSIVE ZONING PLAN

At the Regular Meeting of the Board of Pleasant Township Trustees, August 2, 2005, Mr. Craig Wiseman moved to the adoption of this resolution to accept Comprehensive Zoning Plan; Mr. David Locke seconded the motion for adoption.

Roll call vote as follows:	Mr. Wiseman	YES
	Mr. Locke	YES
	Mr. Bumgardner	YES

I, Diana Hughes, Clerk of Pleasant Township, Clark County, Ohio, hereby certify this Resolution to be a true and correct copy of the Resolution as adopted by the Pleasant Township Trustees on August 2, 2005.

Diana Hughes, Clerk

CLARK
CLARK COUNTY
CLARK COUNTY PLANNING
CLARK COUNTY PLANNING COMMISSION
25 WEST PLEASANT STREET, SPRINGFIELD, OHIO 45506-2268
PHONE 937.328.2498 FAX 937.328.2621
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CHAIRPERSON
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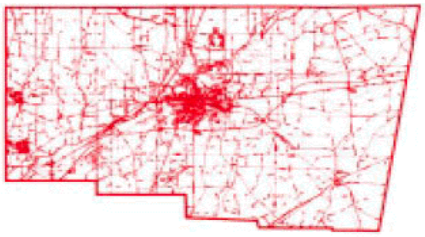
PLANNING DIRECTOR
SHANE W. FARNSWORTH



September 27, 2005

To: Clark County Planning Commission

From: Planning Staff

Re: CR-2005-98

Pleasant Township began a comprehensive review of their community in August of 2004. The process developed a set of goals and objectives for their township that are divided into several sections. The sections deal with modifications to the County Crossroads Comprehensive Plan, goals and objectives for the Township to use in modifying their Township Zoning Code, and economic development goals for Pleasant Township.

Chapter 5, Section E "Development Planning", Number 3 "Township Land Use Plans" of the Crossroads Comprehensive Plan states that,

> *"In addition to the above priorities, individual townships should consider preparing land use plans that apply these general recommendations to the parcel level. This level of detail should be integrated with prime agricultural soils accurately mapped using the Clark County Soil Survey and data from the Ohio Capability Analysis Program (OCAP). The following townships should be priorities:*
>
> *A. Mad River*
> *B. Bethel*
> *C. Springfield*
> *D. Moorefield*
> *E. Green*
> *F. Madison*
>
> *Township planning should be a joint activity between the County Planning Commission and each individual Board of Trustees. A joint committee could be appointed to oversee the planning process, which should be fast tracked to occur in a six-month timeframe. Funding could also be jointly shared.*
>
> *Priorities should be established among the various townships to ensure that each is covered by a land use plan within the next five years.*

The Township Committee completed their draft report in March, 2005, received a recommendation of approval of the final draft by the Township Zoning Commission in June, 2005, had public forums in late June of 2005 and finalized the document in July of 2005.

The Pleasant Township Trustees are recommending the <u>underlined</u> modifications to the text specific to Pleasant Township be approved and incorporated into the County Crossroads Comprehensive Plan.

Attachments

B. Agricultural Land Use and Protection

1. **Goal**
   Conserve agricultural land to ensure its continued economic, environmental and aesthetic benefits.

   Also focus on non Highly Erodible Land (HEL) to promote its use for development purposes, recreation, and open space.

2. **Objectives and Strategies**
   The Township will implement a host of strategies to encourage ongoing preservation of agricultural areas, including managing growth in highly erodible land.

   Strategies

   1. Work with the Tecumseh Land Trust and other county agencies for advice and technical assistance.
      Implementation: County Commissioners, Farm Bureau and OSU Extension
      Timeline: On-going

   2. Direct growth to areas that have highly erodible land, which can be served by central utilities.
      Implementation: Local jurisdictions, in particular County Planning Commission
      Timeline: On-going

   3. Promote the concept of cluster housing development as an alternative to strip development within the township.
      Implementation: Work with Pleasant Township Zoning Commission to consider any request.
      Timeline: On-going

   4. Adopt Township Zoning Regulations that strongly discourage development of prime agricultural soils.
      Implementation: Work with Pleasant Township Zoning Commission
      Timeline: Immediate

   5. Discourage mini-farm development, which is defined as a 1.5-acre lot or less.
      Implementation: Pleasant Township Zoning Commission
      Timeline: On-going

Comprehensive Land Use Goals, Objectives and Strategies (continued)

C. General Land Use

1. Goal

Focus growth and development in appropriate areas which balance environmental, economic and infrastructure considerations.

2. Objectives and Strategies

Growth Management

The management of Township development will be facilitated as a means of implementing the Comprehensive Plan.

Strategies

1. Encourage surrounding townships cooperation by sharing liaison members on Catawba and Pleasant Township Zoning Commission and coordinating development review among Municipalities and County Staff Present an annual Township review to encourage ongoing public education and debate at a Special Meeting and invite public to attend and comment.

   Implementation: Pleasant Township and Village of Catawba
   Timeline: Within the next twelve months

2. Direct new development to areas served by central utilities or which can be efficiently (and economically) served, through a comprehensive rezoning (Township) based on the Comprehensive Plan.

   Implementation: Local zoning authorities, health, utility districts
   Timeline: Within the next twelve months

3. Encourage development of all available and appropriate commercial, office and industrial sites in and around the Village of Catawba.

   Implementation: All appropriate agencies
   Timeline: Immediate

Comprehensive Land Use Goals, Objectives and Strategies (continued)

D. Commercial Land Use

1. Goal

Proper use of commercial and industrial land is extremely important to the safety, well-being and quality-of-life for township residents.

2. Objectives

If discussions with the Village of Catawba are successful the commercial and industrial land use may expand. The available land is small so the expansion will be minor at best.

OFFICIAL THOROUGHFARE PLAN

for

CLARK COUNTY, OHIO

JUNE 2002

OFFICIAL THOROUGHFARE PLAN

for

CLARK COUNTY, OHIO

This publication and the accompanying map represent the most recent amendment to the Official Thoroughfare Plan for Clark County, Ohio.

Amended by the Clark County Planning Commission - May 15, 2002
Amended by the Board of Clark County Commissioners - June 4, 2002

ADOPTED:	July, 1960
PREVIOUS AMENDMENTS:	February, 1961 March, 1962 October, 1962 February, 1966 March, 1967 October, 1968 July, 1983 January 5, 1988

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Pamela Fulton

THOROUGHFARE PLAN
for
CLARK COUNTY, OHIO

The descriptive part of the Official Thoroughfare Plan for Clark County, Ohio consists of the written descriptions on the following pages as well as the visual representation shown on the Thoroughfare Plan Map. The Plan contains streets, roads, or highways which must meet the minimum required rights-of-way as set forth in the Plan as located along existing alignments or by providing new alignments. Also included are those intersections or interchanges which must be improved in concert with the overall plan. State and Federal highways are shown along their existing alignments. The Ohio Department of Transportation should be contacted prior to developing along said rights-of-way.

It should be noted that any existing right-of-way which may currently exceed the width required under this Plan, shall not be reduced. In addition, the areas located within the City of Springfield, Ohio and the City of New Carlisle, Ohio are subject to the Thoroughfare Plans of the respective municipalities. Interested persons are advised to contact the appropriate municipality for their requirements.

The Thoroughfare Plan for Clark County, Ohio consists of the following roadway designations and widths:

FEDERAL or STATE HIGHWAYS -	Variable Widths *
LIMITED ACCESS ARTERIALS -	120' Right-of-Way
PRIMARY ARTERIALS -	100' Right-of-Way
SECONDARY ARTERIALS -	80' Right-of-Way
COLLECTOR STREETS -	60' Right-of-Way
INTERSECTIONS -	200' Radius
INTERCHANGES -	300' Radius

* Federal & State Highways not included in Thoroughfare Plan.

OFFICIAL THOROUGHFARE PLAN
CLARK COUNTY, OHIO

Amended 2002

PREFACE

The highway and road network is an integral part of the transportation system and is considered indispensable in today's society. The ability to move goods and people swiftly and safely is necessary and can only be accomplished by providing a modern transportation system which includes - major highways [designed for interstate and through traffic]; primary and secondary roads [designed for through local traffic]; collector streets [designed to connect neighborhoods with arterials]; and local streets [designed for residential access]. Clark County has an extensive State and Federal highway network which provides an important link to the rest of the state and the nation. There is also a local road system which provides convenient access to all areas of the County be it urban, suburban, or rural.

Even the earliest transportation system (trails, roads, and waterways) was important as it permitted the early settlers to move their families and needed provisions into the interior of America and establish new communities. Some of these early routes are still in use today. To point out the importance of the relationship of local settlements to the highway system, ten of eleven municipalities in Clark County have a State Route (or previous State Route) passing through them. As the population has expanded into the rural areas of our County, the need for an adequate highway system to accommodate this increased traffic becomes apparent. The delineation of a systematic approach to providing a well planned road network is a critical element for the future development of our community.

PURPOSE AND SCOPE

The Clark County Thoroughfare Plan is the official document adopted by the County Planning Commission, which projects the development of the County's Thoroughfare system approximately ten to twenty years into the future. It covers the entire county with the exception of the incorporated areas. The Thoroughfare Plan is intended to establish standards for the various highway designations and to provide a coordinated Plan taking into account the necessity of working with other political jurisdictions. Further, it is the goal of this Plan to establish a highway system which will meet the existing and future needs of the county.

The Thoroughfare Plan also contains provisions for control of private development within or adjacent to designated rights-of-ways. This is accomplished by correlation with the Clark County Subdivision Regulations and the various local zoning regulations.

The Thoroughfare Plan was first adopted by the Regional Planning Commission in July, 1960. There have been numerous revisions and adjustments to the Plan. As time moves on, the traffic needs of all areas should be periodically re-evaluated to make adjustments for land use changes. This revised plan is a result of such re-evaluation. Also, the availability of funds for highway construction or improvements must be considered.

RIGHT-OF-WAY DESIGNATION

Current traffic problems and future roadway needs based on anticipated land development were the key factors in the establishment of right-of-way widths. Representatives of the Clark County Engineer, the Clark County Planning Commission, the Clark County-Springfield Transportation Coordinating Committee, and various Townships met and collectively established the right-of-way width requirements presented in this Plan.

LEGAL BASIS

The authority to adopt a Thoroughfare Plan is established in the Ohio Revised Code. Additionally, the legal basis is established by the adoption of the Clark County Subdivision Regulations and the various local Zoning Resolutions.

Ohio Revised Code, Section 713.23:
Powers and duties of regional or county planning commission

(A) The regional or county planning commission may make studies, maps, plans, recommendations and reports concerning the physical, environmental, social, economic, and governmental characteristics, functions, services, and other aspects of the region or county respectively. The commission may make such studies, maps, plans, recommendations, and other reports as to areas outside the region or county concerning the physical, environmental, social, economic, and governmental characteristics, functions, services, and other aspects which affect the development and welfare of the region or county respectively, as a whole or as more than one political unit within the region or county.

(B) The duties of the planning commission include but are not limited to:

(1) Preparing the plans, including studies, maps recommendations, and reports on:

(a) Regional goals, objectives, opportunities, and needs and standards, priorities, and policies to realize such goals and objectives;
(b) Economic and social conditions;
(c) The general pattern and intensity of land use and open space;
(d) The general land, water, and air transportation systems, and utility and communication systems;
(e) General locations and extent of public and private works, facilities, and services;
(f) General locations and extent of areas for conservation and development of natural resources and the control of the environment;
(g) Long-range programming and financing of capital projects and facilities;

(2) Promoting understanding of and recommending administrative and regulatory measures to implement the plans of the region;

(3) Collecting, processing, and analyzing social and economic data, undertaking continuing studies of natural and human resources, coordinating such research with other government agencies, educational institutions, and private organizations;

(4) Contracting with and providing planning assistance to other units of local government, councils of governments, planning commissions, and joint planning councils; coordinating the planning with neighboring planning areas; cooperating with the state and federal governments in coordinating planning activities and programs in the region;

(5) Reviewing, evaluating, and making comments and recommendations on proposed and amended comprehensive land use, open space, transportation and public facilities plans, projects, and implementing measures of local units of government; making recommendations to achieve compatibility in the region;

(6) Reviewing, evaluating, and making comments and recommendations on the planning, programming, location, financing, and scheduling of public facility projects within the region and affecting the development of the area;

(7) Undertaking other studies, planning, programming, conducting experimental or demonstration projects found necessary in the development of plans for the region or county, and coordinating work and exercising all other powers necessary and proper for discharging its duties.

(C) Wherever a regional planning commission has been established with the area of the jurisdiction of a county planning commission, the regional planning commission or the county planning commission may, by mutual agreement, transfer or delegate to the other, all, or part, of the functions, powers, and duties which either may perform."

Ohio Revised Code, Section 711.10:

Platting in unincorporated territory; county or regional planning commission to adopt rules and regulations; notice to township [excerpts]

Whenever a county planning commission or a regional planning commission adopts a plan for major streets or highways of the county or region, then no plat of a subdivision of land within the county or region, other than land within a municipal corporation . . . shall be recorded until it is approved by the county or regional planning commission and the approval is endorsed in writing on the plat.

Any such county or regional planning commission shall adopt general rules, of uniform application, governing plats and subdivisions of land falling within its jurisdiction, to secure and provide for the proper arrangement of streets or other highways in relation to existing or planned streets or highways or to the county or regional plan, for adequate and convenient open spaces for traffic, utilities, access of fire fighting apparatus, recreation, light, air, and for the avoidance of congestion of population. . . .

After a county or regional planning street or highway plan has been adopted as provided in this section, the approval of plats and subdivisions provided for in this section shall be in lieu of any approvals provided for in other sections of the Revised Code, so far as the territory within the approving jurisdiction of the county or regional planning commission, as provided in this section, is concerned. . . .

Clark County Subdivision Regulations, Section 3.64 - Right-of-Way Conveyance

When the existing street right-of-way width is inadequate as determined by the Thoroughfare Plan or Par. 4.131 (E) [sixty (60) foot minimum] a conveyance in the form of a separate deed of easement to the County for highway, street, maintenance, and/or utility purposes shall be required to satisfy said right-of-way deficiency. This shall be accomplished in the following manner:

1. A deed (lease, land contract, etc.) transferring a parcel, lot or tract under the provisions of this Chapter shall include a statement reserving unto the Grantor an easement for the required right-of-way.

2. A deed of easement conveying the above mentioned Grantor's right-of-way reservation to the County shall be prepared and shall be signed by the Grantor(s) and presented to the Planning Staff before the lotsplit approval stamp is affixed to the deed in number 1 above.

Clark County Subdivision Regulations, Section 4.13 Streets, Par. 4.131 Pattern

The pattern of streets shall conform to the Thoroughfare Plan for Clark County, and with the provisions of these regulations. Within the boundaries of the plat, the following provisions, pertaining to streets, shall be adhered to:

(A) The necessary right-of-way for widening or extension of all thoroughfares as delineated by the Thoroughfare Plan involved, shall be dedicated . . .

Clark County Zoning Resolution, Chapter 10 - (Glossary of Definitions) Yard, Front (Least Depth)

The shortest distance, measured horizontally between any part of a building and the right-of-way line of the existing street on which the lot fronts, i.e. the front lot line; provided, however, that if the proposed location of the right-of-way line of such street as established on the Official Thoroughfare Plan differs from that of the existing street, then the required front yard least depth shall be measured from the right-of-way line of such street as designated on the Official Thoroughfare Plan.

Clark County Zoning Resolution, Chapter 10 - (Glossary of Definitions) Thoroughfare Plan

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

Springfield Township Zoning Resolution, Section 225 (225.01 Yard Front, C. Front Yard (least depth, how measured)

Such depth shall be measured from the right-of-way line of the existing street on which the lot fronts; provided, however, that if the proposed location of the right-of-way line of such street as established on the Thoroughfare Plan differs from that of the existing street, then the required front yard least depth shall be measured from the right-of-way line of such street as designated on said Thoroughfare Plan.

German Township Zoning Resolution, Chapter 4. Definitions, Section A., 53.

(a) Front Yard, Least Depth. The shortest distance measured horizontally, between any part of a building, other than such parts hereinafter excepted, and the front lot line. Such depth shall be measured from the right-of-way line of the existing street on which the lot fronts, provided, however, that if the proposed location of the right-of-way line of such street as established on the Thoroughfare Plan differs from that of the existing street, then the required front yard least depth shall be measured from the right-of-way line of such street as designated on said Thoroughfare Plan.

Pike Township Zoning Resolution, Chapter 10 - Definitions, Front Yard, Least Depth

The shortest distance, measured horizontally between any part of a building, and the right-of-way line of the existing street on which the lot fronts, i.e. the front lot line; provided, however, that if the proposed location of the right-of-way line of such street as established on the Thoroughfare Plan differs from that of the existing street, then the required front yard least depth shall be measured from the right-of-way line of such street as designated on the Official Thoroughfare Plan.

Pike Township Zoning Resolution, Chapter 10 - (Glossary of Definitions) Thoroughfare Plan

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

Pleasant Township Zoning Resolution, Chapter 10 - (Glossary of Definitions) Yard, Front (Least Depth)

The shortest distance, measured horizontally between any part of a building and the right-of-way line of the existing street on which the lot fronts, i.e. the front lot line; provided, however, that if the proposed location of the right-of-way line of such street as established on the Official Thoroughfare Plan differs from that of the existing street, then the required front yard least depth shall be measured from the right-of-way line of such street as designated on the official thoroughfare plan.

Pleasant Township Zoning Resolution, Chapter 10 - (Glossary of Definitions) Thoroughfare Plan

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

PRIMARY & SECONDARY ARTERIALS (See Thoroughfare Plan map for location; See Transportation Plan for additional details)

STREET / ROAD NAME & NO.	BRIEF DESCRIPTION & TERMINI OF ROUTE(S)	TYPE OF IMPROVEMENT	NEW ALIGN ?	R.O.W. WIDTH	TOWNSHIP
ADDISON-NEW CARLISLE PK.	SR 235 north & northwest 6500'	WIDENING	NO	80 FT	PIKE
ADDISON-NEW CARLISLE PK. RELOCATION	SR 235 west to Addison-New Carlisle Pk. (to replace current intersection with SR 235)	RELOCATION	YES	80 FT	BETHEL & PIKE
BAKER RD C-330	Upper Valley Pk. east to St. Paris Pk.	Widening	NO	80 FT	GERMAN
BALLENTINE PK C-300	SR 235 east to Snyder Domer Rd.	Widening	NO	80 FT	PIKE & GERMAN
BIRD RD T-214	Leffel Ln. north to Old Columbus Rd.	Widening	NO	80 FT	SPRINGFIELD
BUCK CREEK LN T-215	Old Columbus. Rd. north to Brown Reservoir	Widening	NO	80 FT	SPRINGFIELD
S BURNETT RD T-216	Springfield Corp Limit south to Crabill Rd.	Widening	NO	100 FT	SPRINGFIELD
N BURNETT RD EXT	Columbus Ave northwest to Lagonda Ave	New Construction	YES	100 FT	SPRINGFIELD
S BURNETT RD EXT	Crabill Rd south & west to Selma Rd	New Construction	YES	100 FT	SPRINGFIELD
COLUMBUS AVE C-382	Burnett Rd. east to Old Columbus Road	Widening	NO	80 FT	SPRINGFIELD
E COUNTY LINE RD T-164	Urbana Rd. east to SR 4	Widening	NO	80 FT	MOOREFIELD
W COUNTY LINE RD T-33	Upper Valley Pk. east to US 68	Widening	NO	80 FT	GERMAN
W COUNTY LINE RD T-164	US 68 east to Urbana Rd.	Major Widening	NO	100 FT	MOOREFIELD
CRABILL RD T-218	Selma Rd east to Possum Rd.	Widening	NO	80 FT	SPRINGFIELD
CROFT-BUCK CREEK CONN	Croft Rd. east to Buck Creek Ln.	New Construction	YES	80~~100~~ FT	SPRINGFIELD
DAYTON RD C-333	Springfield Corp. Limit southwest to County line	Major Widening	NO	100 FT	SPRINGFIELD & MAD RIVER
DERR RD C-385	Villa Rd. north to Moorefield Rd.	Major Widening	NO	100 FT	MOOREFIELD
DERR RD EXT	Moorefield Rd. north to willow rd.	New Construction	YES	100 FT	MOOREFIELD
DIALTON RD C-311	Ballentine Pk. south to SR 41	Widening	NO	80 FT	PIKE
EAGLE CITY RD T-36	St. Paris Pk. east to SR 72 Corp. Line	Widening	NO	80 FT	GERMAN & MOOREFIELD
EASTERN BY-PASS	SR 4 (@Middle Urbana) east & south to US 40 (@ Bird Rd)	New Construction	YES & NO	120 FT	MOOREFIELD & SPRINGFIELD
ENON RD C-315	Enon Corp Line north to Lower Valley Pk	Widening	NO	80 FT	MAD RIVER & BETHEL
ENON-XENIA RD C-315	County Line north through Village of Enon	Widening	NO	80 FT	MAD RIVER
FAIRFIELD PK C-322	Hunter Rd. northeast to Springfield-Xenia Rd.	Widening	NO	80 FT	MAD RIVER & SPRINGFIELD
GERLAUGH RD T-6	County line east to Lower Valley Pk.	Widening	NO	80 FT	BETHEL
GRANT RD T-220 & T-167	Old Columbus Rd. north to Moorefield Rd.	Widening	NO	80 FT	SPRINGFIELD & MOOREFIELD
HAMPTON RD C-313	New Carlisle Pk. north to North Hampton Corp. Line	Widening	NO	80 FT	PIKE & BETHEL
E. HOME RD C-360	Springfield Corp. Limit east to SR 4	Widening	NO	100 FT	MOOREFIELD & SPRINGFIELD
W. HOME RD C-360	Springfield Corp. Limit west to St. Paris Pk.	Widening	NO	80 FT	MOOREFIELD & SPRINGFIELD
HUNTER RD C-315A	Fairfield Pk. north to Enon Corp. Limit	Widening	NO	80 FT	MAD RIVER
JACKSON RD C-326	SR 72 west to first curve US 68	Widening	NO	80 FT	MAD RIVER & GREEN
JACKSON RD C-326	Realignment between curves (eliminate 4 curves)	New Construction	YES	80 FT	GREEN
LAKE RD T-9	Gerlaugh Rd north to US 40 West	Widening	NO	80 FT	BETHEL
LAYBOURNE RD T-223	Bird Rd. east to first curve	Widening	NO	80 FT	SPRINGFIELD
LAYBOURNE RD T-223	SR 41 west to new alignment	Widening	NO	80 FT	SPRINGFIELD
LAYBOURNE RD T-223	New alignment - eliminate 2 curves (90's)	New Construction	YES	80 FT	SPRINGFIELD
W & E LEFFEL LANE T-224	Spingfield-Xenia Rd. east to Burnett Rd.	Major Widening	NO	100 FT	SPRINGFIELD
E LEFFEL LANE T-224	Burnett Rd. east to Bird Rd.	Widening	NO	80 FT	SPRINGFIELD
W LEFFEL LANE EXT	Springfield-Xenia Rd. northwest to Dayton Rd.	New Construction	YES	100 FT	SPRINGFIELD & MAD RIVER
LOWER VALLEY PK C-316	I-70 northeast to SR 369	Widening	NO	80 FT	BETHEL
MAHAR RD C-365	Old Columbus Rd. north to Moorefield Rd.	Widening	NO	80 FT	MOOREFIELD, HARMONY, & PLEASANT
MEDWAY-CARLISLE RD C-303	US 40 south to Lower Valley Pk.	Widening	NO	80 FT	BETHEL
MOOREFIELD RD C-350	Urbana Rd. east to Middle Urbana Rd.	Major Widening	YES	100 FT	MOOREFIELD
MOOREFIELD RD C-350	Middle Urbana Rd. east to Mahar Rd.	Widening	NO	80 FT	MOOREFIELD
MIDDLE URBANA RD C-349	SR 4 north to SR 334	Major Widening	NO	100 FT	MOOREFIELD
MIDDLE URBANA RD C-349	SR 334 north to County Line Rd.	Widening	NO	80 FT	MOOREFIELD

PRIMARY & SECONDARY ARTERIALS (See Thoroughfare Plan map for location; See Transportation Plan for additional details)

STREET / ROAD NAME & NO.	BRIEF DESCRIPTION & TERMINI OF ROUTE(S)	TYPE OF IMPROVEMENT	NEW ALIGN ?	R.O.W. WIDTH	TOWNSHIP
NEW CARLISLE PK C-314	US 40 West to curve at Lost Rd.	Widening	NO	80 FT	BETHEL & SPRINGFIELD
OLD COLUMBUS RD C-362	Columbus Ave. to County Line	Widening	NO	80 FT	SPRINGFIELD & HARMONY
OLD SPFLD RD C-366	Pitchin Rd. east to SR 41	Widening	NO	80 FT	GREEN & MADISON
OLD SPFLD RD EXT	Pitchin Rd. west to Selma Rd.	New Construction	YES	80 FT	GREEN
OSBORN RD C-339	Lower Valley Pk. south to County line	Widening	NO	80 FT	BETHEL
OSBORN RD C-339	Lower Valley Pk. north to Gerlaugh Rd.	Widening & New Construction	NO & YES	80 FT	BETHEL
PLATTSBURG RD C-364	US 40 east to County Line	Widening	NO	80 FT	HARMONY
E POSSUM RD T-234	SR 72 east to Selma Rd.	Widening	NO	80 FT	SPRINGFIELD
E POSSUM RD RELOCATION	Realignment @ SR 72 opposite intersection with existing W. Possum Rd	New Construction	YES	80 FT	SPRINGFIELD
W POSSUM RD EXT	SR 72 west to Springfield-Xenia Rd. OR	New Construction	YES	80 FT	SPRINGFIELD
W POSSUM RD REALIGNMENT	SR 72 West to Springfield-Xenia Rd. along existing & proposed alignment	New Construction	YES	80 FT	SPRINGFIELD
REBERT PK C-318	Enon Rd. northeast to Tecumseh Rd.	Widening	NO	80 FT	MAD RIVER
ST PARIS PK C-308	Springfield. Corp. Limit northwest to Baker Rd.	Widening	NO	80 FT	MOOREFIELD & GERMAN
ST PARIS PK C-308	Upper Valley Pk. east to Eagle City Rd.	Widening	NO	80 FT	GERMAN
SELMA RD C-351	Springfield Corp. Limit south to Old Springfield Rd.(Ext.)	Major Widening	NO	100 FT	SPRINGFIELD & GREEN
SELMA RD C-351	Old Springfield Rd. Extension south to County line	Widening	NO	80 FT	GREEN & MADISON
SHRINE RD C-319	SR 41 southeast to Upper Valley Pk.	Widening	NO	80 FT	GERMAN & SPRINGFIELD
SNYDER-DOMER RD C-300	Ballentine Pk. east to Upper Valley Pk.	Widening	NO	80 FT	GERMAN
SPANGLER RD C-335	Lower Valley Pk. south to I-675	Widening	NO	80 FT	BETHEL & MAD RIVER
SPRINGFIELD-XENIA RD C-338	Sringfield Corp Limit south to US 68	Widening	NO	100 FT	SPRINGFIELD
SR 334 EXTENSION	US 68 west to Upper Valley Pk.	New Construction	YES	120 FT	GERMAN
STINE RD T-147	Dayton Rd. southeast to Enon-Xenia Rd.	Widening	NO	80 FT	MAD RIVER
S TECUMSEH RD C-148 & C-323	Dayton Rd. southeast to Fairfield Pk.	Widening	NO	80 FT	MAD RIVER
THACKERY RD C-321	County line southeast to Snyder-Domer Rd.	Widening	NO	80 FT	GERMAN
TITUS RD C-363	US 40 East south to SR 41	Widening	NO	80 FT	SPRINGFIELD
TREMONT CITY RD C-300	Upper Valley Pk. east to Urbana Rd. (US 68)	Widening	NO	80 FT	GERMAN & MOOREFIELD
TREMONT CITY RD EXT	Urbana Rd. east to Derr Rd. Extension	New Construction	YES	80 FT	MOOREFIELD
UPPER VALLEY PK C-327	SR 4 / US 40 north to Fox Hollow Rd.	Widening	NO	100 FT	SPRINGFIELD & GERMAN
UPPER VALLEY PK C-327	Fox Hollow Rd. north to County line	Widening	NO	80 FT	GERMAN
URBANA RD C-68	S.R. 334 north to County Line	Widening	NO	100 FT	MOOREFIELD
VILLA RD C-374	SR 72 east to SR 4	Major Widening	NO	100 FT	MOOREFIELD

INTERCHANGE / INTERSECTION IMPROVEMENTS (See Thoroughfare Plan map for location; See Transportation Plan for additional details)

BURNETT RD & I-70	New interchange at Burnett Rd. & I-70	Interchange	YES	300' R*	SPRINGFIELD
BURNETT RD & LEFFEL LN	Intersection improvement at Burnett & Leffel	Intersection	NO	200' R*	SPRINGFIELD
UPPER VALLEY PK	Intersection improvement at Upper Valley Pk. & US 40	Intersection	NO	200' R*	SPRINGFIELD
DERR RD. & SR 334	New interchange at Derr Rd. & SR 334	Interchange	YES	300' R*	MOOREFIELD

*R = Radius

COLLECTOR STREETS - Existing Alignment (The streets listed below are to have a minimum right-of-way width of 60 feet except for those portions listed as Primary or Secondary Arterial - see other listings and Thoroughfare Plan map.)

- A -
Addison-New Carlisle Rd. C-301
Ansbaugh Rd. C-304
Arthur Rd. T-131 & T-211
Ayres Rd. C-306
- B -
Baker Rd. C-330 & T-31
Baldwin Ln. T-161
Ballentine Pike C-300, C-302 & T-32
Battin Howell Rd. T-61 & T-111
Beard Rd. T-91 & T-212
Bellefontaine Rd. T-26
Bischoff Rd. T-1 & T-181
Black Ln. T-132
Black Pike C-334
Blee Rd. T-62
Bosart Rd. T-162
Botkin Rd. T-112
Bowman Rd. C-365
Broadguage Rd. C-352
Broadway Rd. T-134
Buena Vista Rd. T-92
Buffenbarger Rd. T-63 & T-113
- C -
Callahan Rd. T-201
Chenowith Rd. T-93
Chillicothe Pike T-64
Clifton Rd. T-114
Clymer Rd. C-373
Cold Springs Rd. T-152
Collier Rd. T-67 & T-137
Collins-Arbogast Rd. T-202
Columbus Ave. C-382
Columbus-Xenia Rd. T-115
Copeland Rd. T-116
Cortsville Rd. T-65
Crabill Rd. T-66 & T-218
Craig Rd. C-361
Crist Rd. T-135
Crescent Hill Rd. T-34
Croft Rd. C-380
Crossover Rd. C-351B
- D -
Dayton-Brandt Pk. C-13
Davidson Pike C-379
Detrick-Jordon Pk. C-312 & T-188
Dialton Rd. C-311
Dille Rd. T-2
Dolly Varden Rd. T-94 & T-117
Drake Rd. T-7A
Dredge Rd. T-35 & T-183
Dwight Rd.

- E -
East Enon Rd. T-18
Ebersole Rd. T-37
Enon Rd. C-315
Enon-Xenia Rd. C-315
Estle Rd. T-68
- F -
Fields Rd. T-184
First St. T-41A & T-53
Fletcher Chapel Rd. T-96 & T-219
Fletcher Pike T-95
Folk-Ream Rd. C-310
Fowler Rd. T-144
Fox Hollow Rd. T-43
Free Rd. T-4
Funderburg Rd. T-5 & T-186
- G -
Garlough Rd. T-69
Garrison Rd. T-145
Gordon Rd. T-25
Groop Rd. T-7 & T-39
- H -
Haddix Rd. C-331
Hagan Rd. T-139
Hampton Rd. C-313 & T-191
Harshman Rd. T-140
Hilldale Rd. T-221
Hillside Rd. T-235
Hinkle Rd. T-222
Hodge Rd. T-168
Hominy Ridge Rd. T-40
Houston Pk. C-375 & T-97
Hunt Pkwy. (Simon Kenton Farm)
Huntington Rd. C-370
Hustead Rd. T-142
- J -
Jackson Rd. C-326 & T-143
Jacksonville Rd. T-41
Jamestown Rd. C-383
Johnson Rd. T-42 & T-187
Jones Rd. C-367

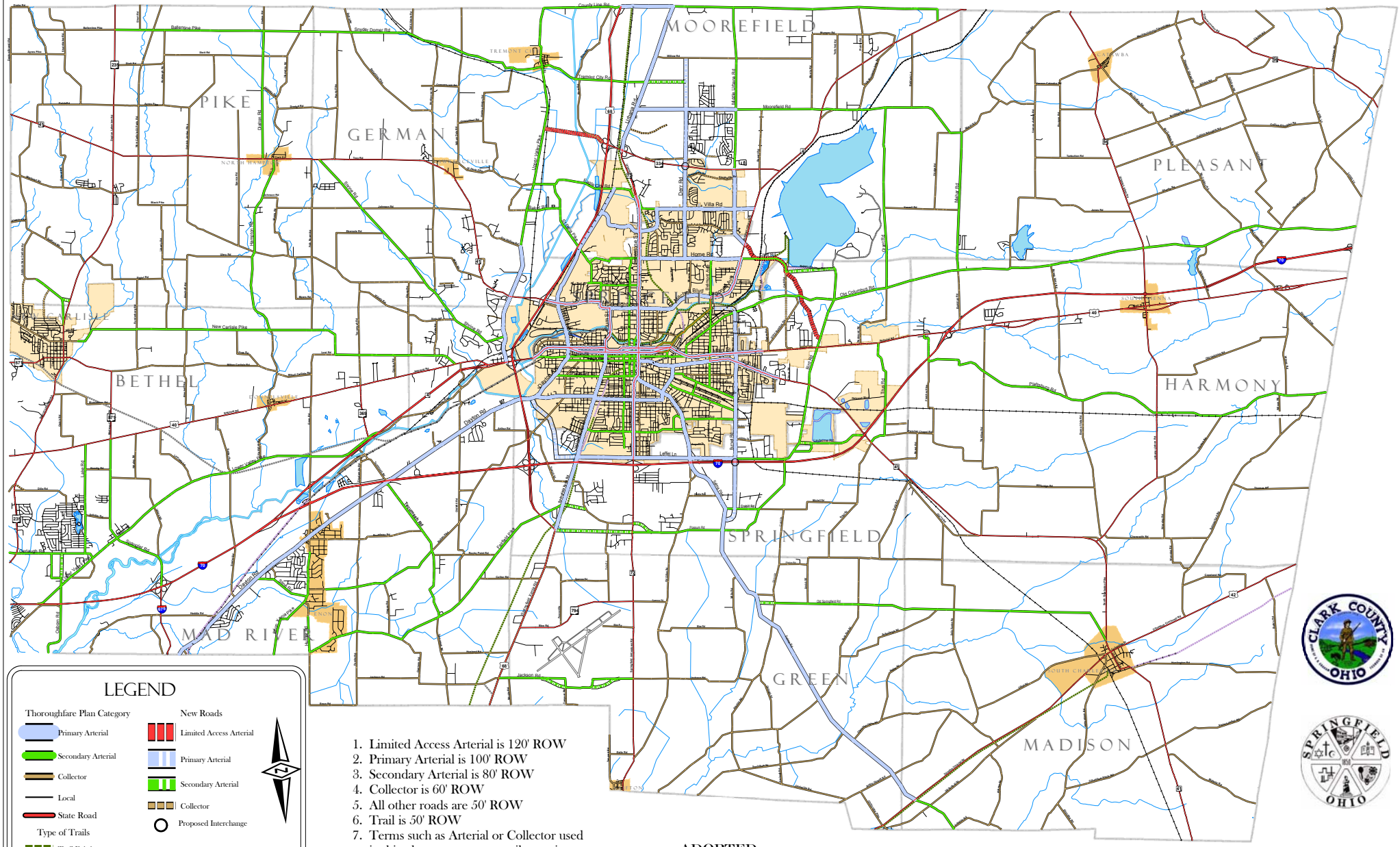
- K -
Kendig Rd. T-8
Kerns Rd. T-236
Knollwood Rd. C-325
Knoxville Rd. C-350
Kramer Rd. T-217
- L -
Lammes Lane T-10 & T-103
Laybourne Rd. T-223
Leffel Lane T-224
Lehman Rd. T-189
Liberty Rd. C-307
Limerick Rd. T-70
Lisbon Rd. T-93A
London Rd. C-389 & T-118
Lost Rd. T-11
Lower Valley Pike C-316 & C-316A
Lundy Lane C-377
- M -
Mahar Rd. C-350 & C-365
Marquart Rd. C-334
McConkey Rd. C-369
McNeal Rd. T-196
Mechburg.-Catawba Rd.C-350 & C-386
Midway Rd. C-390
Miller Rd. T-44
Mills Rd. T-71
Milton-Carlisle Rd. C-328
Mitchell Rd. T-225
Montego Dr. (Northridge)
Morris Rd. C-359
Mosier Rd. T-72
Mud Run Rd. T-11
Mumper Rd. T-169
Musselman Rd. T-12
Myers Rd. T-190
- N -
Nagley Rd. T-81 & T-119
E. National Rd. C-387
Neil Rd. West
Neer Rd. C-350 & T-203
New Carlisle-St.Paris Rd. C-305
Newlove Rd. T-98
North River Rd. C-361 & T-73

COLLECTOR STREETS - Existing Alignment (The streets listed below are to have a minimum right-of-way width of 60 feet except for those portions listed as Primary or Secondary Arterial - see other listings and Thoroughfare Plan map.)

- O -
Ogden Rd. T-226
Old Clifton Rd. C-353 & T-337
Old Columbus Rd. C-362
Old Mechanicsburg Rd. C-388
Old Mill Rd. T-146 & T-227
Old Osborne Rd. T-99
Old Route 41 T-52
Old Route 42 C-368 & T-30
Old Route 70 C-381
Old Selma Rd. C-351A & T-336
Old Springfield Rd. T-74
Old Troy Rd. C-41
Osborne Rd. C-339 & T-13
Overholser Rd. T-45
- P -
Peacock Rd. T-75
Penny Pike C-317
Petre Rd. C-329
Pitchin Rd. C-355 & T-76 & T-120
Pleasant-Chapel Rd. T-204
Possum Rd. C-320 & T-234
Prairie Rd. T-170
Prosser Rd. T-176
- Q -
Quick Rd. T-14
- R -
Rebert Pike C-318
Redmond Rd. T-229
Regent Ave (Northridge)
Ridge Rd. T-230
River Rd. T-46
Rocket Ave.
Rocky Point Rd. T-136
Runyon Rd. T-205 & T-205A
Runyon Short Rd. T-206
- S -
Scarff Rd. C-8
Schiller Rd. T-15
School Rd. T-192
Shockley Rd. T-121
Shorey Rd. C-356
Short Rd. T-193
Short-Plattsburg Rd. C-364A
Sigler Rd. T-194
Silvers Rd. T-207
Sintz Rd. T-231
Snider Rd. C-309 & T-17 & T-151
Snyderville Rd. T-144
So. Charleston-Clifton Rd. T-77 & T-122
South River Rd. T-78
Spangler Rd. C-331A & C-335
Sparrow Rd. C-324 & T-79
Spence Rd. T-195
St. Paris Pike C-308
Stafford Rd. T-196
Stewart Rd. T-101
Stott Rd. C-304 & T-197
Studebaker Rd. T-198
Summerford Rd. C-384
Sunset Ave.
Sylvan Shores Rd.
- T -
Tanyard Rd. T-164 & T-335
Tarbutton Rd. C-354
Tecumseh Rd. C-323 &
Terre Haute Rd. T-48
Thomas Rd. C-376
Tipp-Elizabeth Rd.
Tuttle Rd. C-357
Twitchell Rd. T-172
- U -
Ulery Rd. T-199
Union Rd T-19
Upper Valley Pike C-327
- V -
Vale Rd. T-232
Vernon-Asbury Rd. C-358 & T-206
Vernon-Catawba Rd. C-350
Victory Rd. T-20 & T-49 & T-233
- W -
Weber Rd. T-173
Whaley Rd. T-21
Whitridge Rd. T-103
Wildman Rd. T-124
Willow Rd. T-174
Willowdale Rd. T-50
Wilson Rd. T-104
Woodbury Rd. T-22
Woolsey Rd. T-105 & T-125
Wynn Rd. C-332
- X -
Xenia-London Rd. T-115
- Y -
Yeazell Rd. T-175
- Z -
Zerkle Rd. T-51

COLLECTOR STREETS - New Alignment/New Construction/Extension (The streets listed below are to have a minimum right-of-way width of 60 feet except for those portions listed as Primary or Secondary Arterial - see other listings and Thoroughfare Plan map.)

Applewood Dr.*(extend north to Addison-New Carlisle Rd.)*
Benjamin Dr. *(extend north to US 40)*
Dille Rd. *(realignment @ SR235 - line up with Bellefontaine Rd)*
Hunt Pkwy.*(extend west to Urbana Rd.)*
Kennison Ave. *(extend north to Addison-New Carlisle Rd.)*
Montego Dr. *(complete between two existing sections)*
Regent Ave. *(extend west to Security Dr.)*



THOROUGHFARE PLAN

1. Limited Access Arterial is 120' ROW
2. Primary Arterial is 100' ROW
3. Secondary Arterial is 80' ROW
4. Collector is 60' ROW
5. All other roads are 50' ROW
6. Trail is 50' ROW
7. Terms such as Arterial or Collector used in this plan are not necessarily consistent with Federal or State definitions
8. All existing right-of-way widths which are currently wider than those depicted on this map shall not be reduced.

ADOPTED

May 15, 2002 Clark County Planning Commission
June 4, 2002 Clark County Commission
June 10, 2002 Springfield City Planning Board
June 10, 2002 New Carlisle Planning Board
June 17, 2002 New Carlisle City Council

This Thoroughfare Plan is applicable only to the unincorporated areas of Clark County and to the cities of Springfield and New Carlisle.

City of New Carlisle

CLARK COUNTY-SPRINGFIELD
TRANSPORTATION COORDINATING COMMITTEE