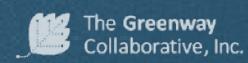




SPRINGBORO MASTER PLAN ➤



MKSK



ACKNOWLEDGMENTS

Adopted February 17, 2022

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Table of Contents

1	Section 1: EXECUTIVE SUMMARY	4
2	Section 2: MASTER PLAN THEMES	8
3	Section 3: COMMUNITY & STAKEHOLDER ENGAGEMENT	16
4	Section 4: EXISTING CONDITIONS	26
5	Section 5: PLAN RECOMMENDATIONS	38
6	Section 6: IMPLEMENTATION STRATEGY	100



SECTION 1

EXECUTIVE

SUMMARY



Executive Summary

The Springboro Master Plan is an update to a previous land use plan for the City of Springboro. The City has established itself as a premier residential community in the heart of southwestern Ohio. Known for its strong neighborhoods and schools, and its proximity to both Dayton and Cincinnati, Springboro has become an ideal place to live.

As Springboro's reputation has grown, so has its population and the complexities of that growth. No longer is Springboro the home of only the traditional nuclear family. Today, the City is attracting more diverse residents who are looking for Springboro to offer even more than it currently does.

This Springboro Master Plan focuses on just that, building on what has made Springboro such an ideal place for decades, to increase the different opportunities for living, shopping, and spending time. The plan is guided by four primary themes: Growth, Experience, Connectivity, and Identity, each of which is supported by multiple objectives.

These four themes, combined with an analysis of the City and community and stakeholder engagement has led to the recommendations in Section 5 of this document. The recommendations are in three main categories: Future Land Use, Connectivity, and Placemaking. These categories help depict a future vision for Springboro that celebrates the unique history and character of the community, and recognizes the opportunities to enhance and improve the way of life for both existing and new residents for the next decade.





SECTION 2

MASTER PLAN THEMES



Master Plan Themes

The Springboro Master Plan is guided by a series of 4 Themes. These themes were developed after receiving input and guidance from the public, key stakeholders, and City staff. The four themes are Growth, Experience, Connectivity, and Identity. Each theme is further supported by multiple objectives that provide more specific clarity and direction. These Four Themes were developed early in the master planning process and provided guidance to the planning team when identifying future recommendations and initiatives to be a part of the Master Plan.

“New growth should reflect the character of the current City.”

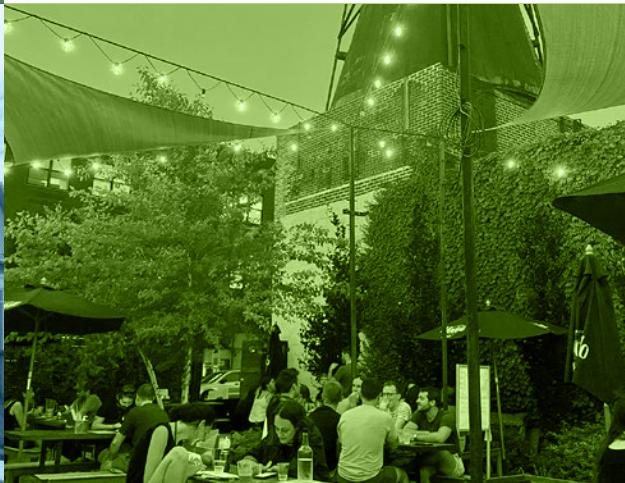
“Focus more on the connectivity and the identity than the growth.”

4 Themes

86% of survey respondents said these themes properly reflect the future vision of Springboro



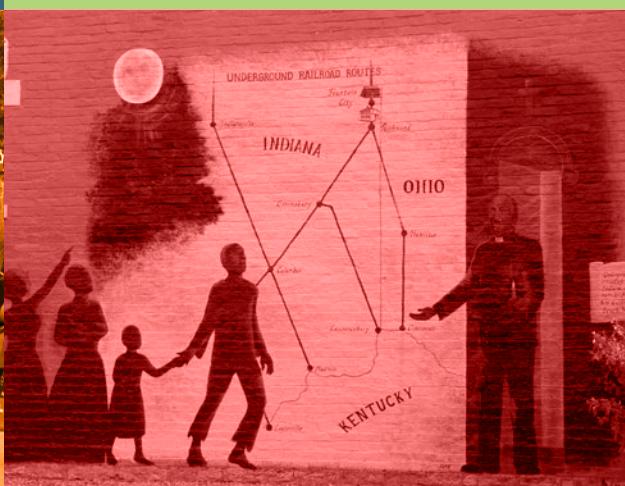
GROWTH



EXPERIENCE



CONNECTIVITY



IDENTITY



GROWTH

The opportunity for growth within Springboro is a critical piece of the City's future.

Springboro is primarily a residential City, composed of strong neighborhoods that define its character. Looking forward, Springboro has limited opportunities for future population growth and thus needs to be strategic in future development planning. Time and time again members of the community shared their concerns about Springboro's capability to be an "age-in-place" community. This means a community in which there are enough different housing options to accommodate people in different stages of their lives in order to be able to live in the same community continuously, if they so choose. This does not just mean senior living opportunities but also appropriate housing options for younger single people, retirees, empty-nesters and others that may want to live in Springboro because of all it has to offer but doesn't need or desire a larger single-family home. Any future development will also have potential impacts on the existing infrastructure in the City and will need to be cognizant of those impacts.

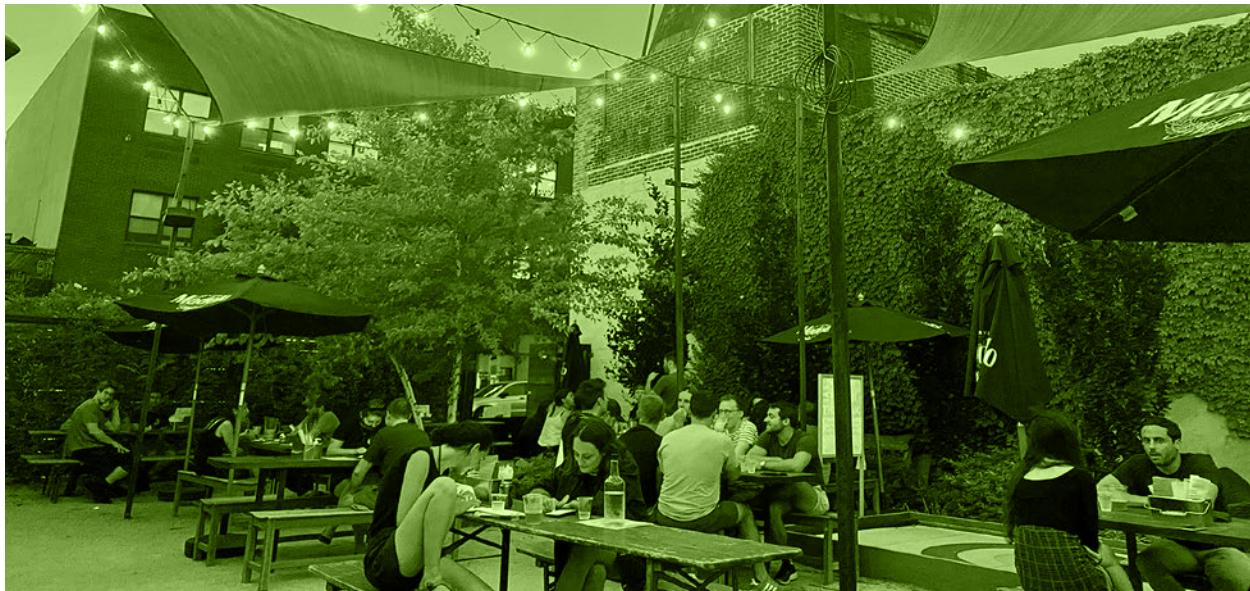
Objectives

As part of the Growth theme, three objectives were identified. They are listed below in no particular order.

- » Maintain and enhance our strong neighborhoods.
- » Promote an age-in-place community through development standards, community assets, and more diversity in new housing stock (type, amenities, walkability).
- » Recognize and act strategically on the few growth opportunities left for the City, including greenfield sites and infill/redevelopment opportunities.

"A thriving, multi-generational community."

"Safe, fun, affordable, interactive, specialty..."



EXPERIENCE

While Springboro is predominantly a residential community, these residential neighborhoods are supported by several prominent commercial areas that offer the City places to spend time and promote a high quality of life. These areas include the historic downtown and the many shopping centers along State Routes 73 and 741. The Experience theme can best be understood as direction for the City to continue to enhance and improve these commercial areas to attract new and existing residents to them, along with employers, workers, and visitors of the City. Additionally, part of what makes Springboro unique is its history. The story of Springboro is one that should be shared and reinforced throughout the community.

“No time to be timid...”

“The best place to live in SW Ohio...”

“A meeting place for friends and family...”

Objectives

The Experience Theme has three objectives that further clarify its importance.

- » Support and recruit businesses and experiences that will help Springboro stand out and attract residents, employers, and visitors.
- » Continue to reinforce and improve historic downtown businesses and experiences.
- » Continue to anticipate and meet the quality of life needs of the City.



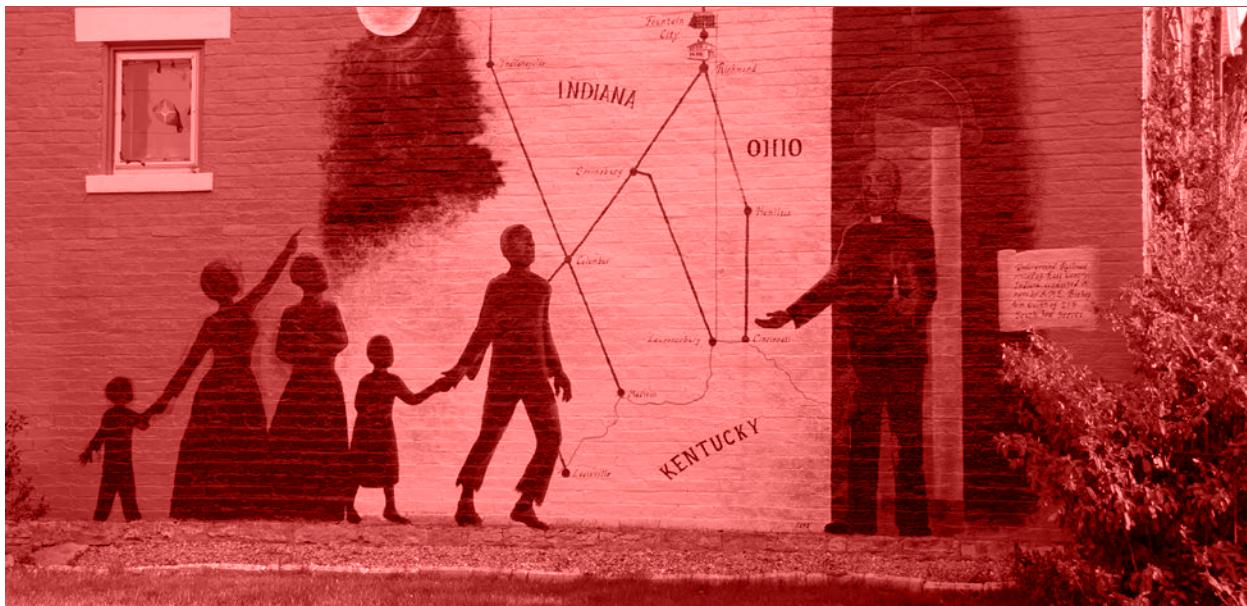
CONNECTIVITY

Springboro has become a leader in connectivity planning in the region. The Bicycle and Pedestrian Plan has guided investment in active transportation infrastructure throughout the City. The community continues to support these initiatives and they are a major boost to the quality of life and what makes Springboro an attractive place to live. In addition to larger projects, there is a strong desire from residents to increase walkability within neighborhoods, and around the historic downtown and Wright Station.

Objectives

The objectives of the Connectivity Theme are:

- » Continue to implement the vision for active transportation modes set out in the Bicycle and Pedestrian Plan.
- » Improve connectivity between historic downtown and Wright Station.
- » Work with regional partners to continue to improve and interconnect the overall City street network.



IDENTITY

One of the defining characteristics of Springboro is the inherent character already in place. The character of the community has been developed by its rich history and strong sense of community. Residents made it clear that celebrating the unique qualities of Springboro should be a key theme of this plan. Enhancing the identity of a community can be done in many ways. Public art, infrastructure, architecture, and community events are just some of the ways identity can be established and improved.

Objectives

The objectives of the Identity Theme are:

- » Celebrate the City's history through storytelling and placemaking.
- » Develop a cohesive strategy for reinforcing and enhancing the visual identity of Springboro.
- » Continue to improve and develop community assets as a major attraction for Springboro.

“A desired small-town, historical destination.”

“Embracing livability, arts, and history...”



SECTION 3

COMMUNITY & STAKEHOLDER ENGAGEMENT



Community & Stakeholder Engagement

“ Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody.

Jane Jacobs

Community and stakeholder engagement is critical to developing a master plan that properly reflects the vision of the City and ensures that there is momentum to carry the plan from creation into implementation. In creating this plan, the consultant team utilized three channels for engagement. First, City staff from various departments provided insight to the process. Second, a steering committee was established that included various stakeholders from the community. These stakeholders represented residents, business owners, schools, Clearcreek Township, and other interest groups. This committee participated in meetings throughout the planning process, providing key feedback and direction to the plan. Then there was the community at large. In November of 2020 and December of 2021, open houses were held at Heatherwoode Golf Club to discuss the different components of the plan. Throughout the planning process, two online public surveys were administered and summaries of the key takeaways from the engagement is described below. In all, there were over 1,000 engagement interactions throughout the process.

**780 Total
Respondents
(phases 1&2)**

**55 were non
residents**

**Almost 40%
of respondents
go to parks within
Springboro at least
once a week.**



PHASE 1 ENGAGEMENT

In the first phase of the planning process, our goal was to learn about Springboro both from a physical analysis and from the input of the community and stakeholders about life in Springboro and their vision for the future of their City. An initial online survey was administered from November 1st to December 15th of 2020 to gain insights on several categories as it related to the existing conditions of the City and to gather insights on the goals of the community for the future of Springboro. The first survey yielded 430 responses from City residents and the key takeaways are as follow.

What areas (or aspects) of Springboro are working well?

- » The common themes were the Historic Downtown, the Parks, Wright Station, Transportation, Businesses and Shopping areas, and Bicycle infrastructure.

What areas (or aspects) of Springboro are NOT working well?

- » The common themes were related to parking issues, traffic, concerns over new development, and Route 741 (traffic and speed).

Parks and Trails.

- » The most common requests for future park improvements included more trails, more and improved playgrounds and splash pads, dog parks, as well as creating more natural areas.

Housing and Population Growth.

- » When asked about future housing development, residents responded most favorably to Smaller Single-Family homes, followed by Larger Single-Family homes,

Townhomes, and Senior Living. Many comments followed up by communicating a desire to see housing more friendly to young professionals, single people, young families, and older retirees.

Retaining Residents.

- » The survey asked questions about how long respondents intended to remain in Springboro and if they were moving soon, why that would be the case. Most respondents intended to stay in their current residence for over 10 years, which is a strong sign that Springboro is meeting the needs and desires of most of its residents. Even amongst respondents who intended to move within the next 5 years, 65% wanted to remain in Springboro. The largest cohort of those electing to move within 5 years were looking for a smaller residence.

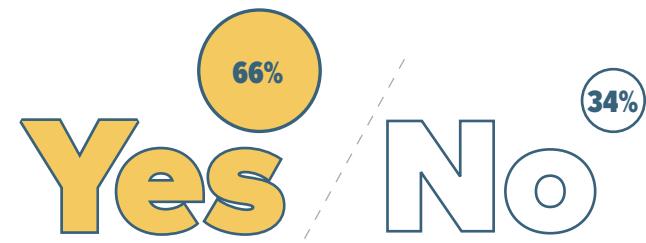
Entertainment & Things to Do.

- » Residents are eager to spend more time and nights out in Springboro. They are primarily looking for High-End Dining, Cafes, Entertainment Venues, and Breweries as destinations to keep them in Springboro as opposed to leaving the City for entertainment and experiences.

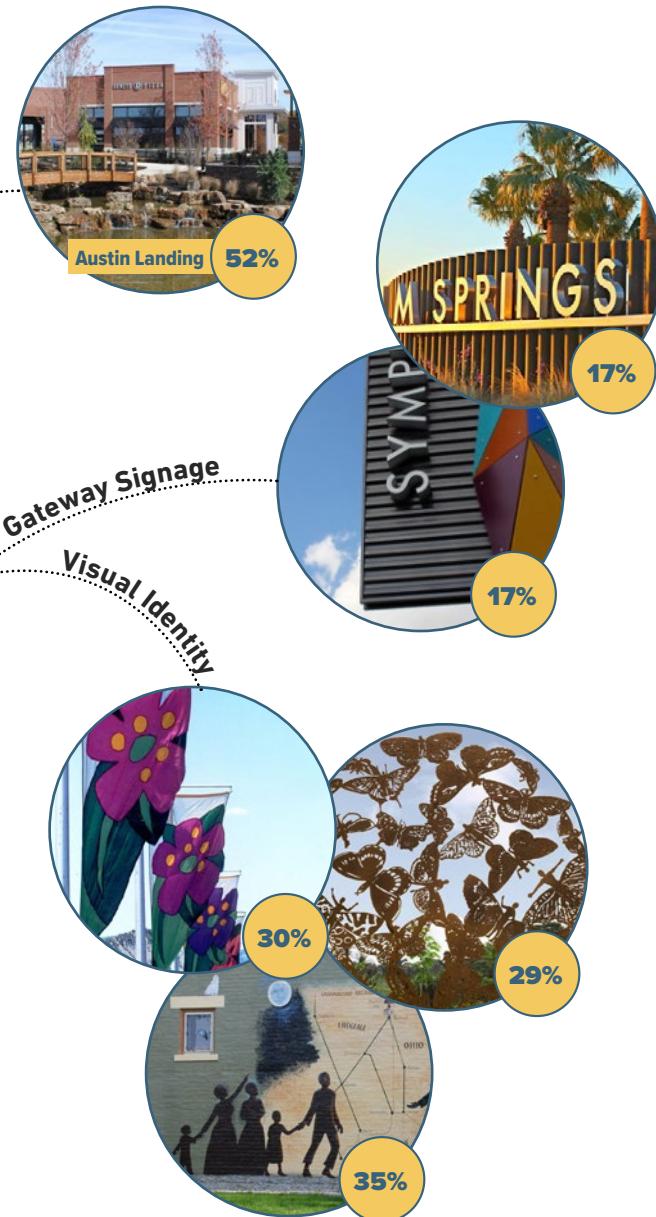
Public Art.

- » There is a real interest by the community in public art within Springboro. The most common themes in their preference for public art was to acknowledge the history of the community as well as preserving and paying homage to its character with new installations.

The feedback from the first public survey and the open house, along with conversations with the Planning Committee, helped identify the plan's themes and objectives that would guide the plan's recommendations.



**63% of
respondents
support age friendly
development**





PHASE 2 ENGAGEMENT

After the development of initial plan recommendations, a second online survey was developed to solicit additional feedback and guidance from the community. There were over 350 responses to this second survey from residents of Springboro. Understanding the common goals and vision for the community in the first phase is a critical step, however, conducting additional engagement is necessary to validate our interpretation of that vision as it took shape in various planning recommendations. The key takeaways of the second survey and feedback from the planning committee are summarized below.

Top themes from written answers.

- » The top themes from written answers in the second survey were to Control Growth, to Protect Schools, Support Parks, Examine new Housing Types, and Calm Traffic.

The Plan's Themes and Objectives.

- » 86% of respondents felt the themes and objectives for the plan (Section 2 of the plan) properly reflect the future vision for Springboro.

Housing.

- » Housing, new development, and population growth was a major focus of the second survey as it is a critical issue for the City going forward. With few new development opportunities within the boundaries of Springboro, the City needs to be smart and act strategically when it faces new development proposals to ensure the plans are reflective of the vision of the residents.

Respondents also provided direction on where they preferred to see new types of housing within the City. Denser housing typologies like townhomes and small apartment buildings were most encouraged along SR73 and SR741 as well as some encouragement for these in the Historic Downtown area.

Age-in-Place.

63% of respondents agreed that the City should focus on utilizing new housing development in the City to make Springboro more age-in-place friendly.

Connectivity.

The survey provided residents with 7 goals related to connectivity to determine which the community would receive favorably if they were pursued. 6 of the 7 were received favorably and are included in Section 5 of this plan.

Placemaking and Public Art.

The survey also presented a series of placemaking and public art ideas to gather input on which of these would be received favorably, if pursued by the City. 5 of the 7 were received favorably. The other 2 were not included in this plan document based on feedback from the residents. Placemaking recommendations can be found in Section 5 of this plan.

“Housing affordability is a huge concern for both young and aging population, as well as general working class population.”



Single Family (Existing) - 4 Units / Acre



Townhomes - 15 Units / Acre



Cluster Housing (SF) - 8 Units / Acre



Apartments / Flats - 25 Units / Acre

Growth Scenarios Exercise

One exercise presented in the online survey was a hypothetical growth scenario exercise which offered residents a glimpse of the impact of future development on population growth, attraction for new retail establishments, and the impact on schools.

Respondents were presented with three growth scenarios for the City. Each scenario looked at developing 50% or less of the available land in City for residential uses. Between 30-40% of the currently undeveloped land would remain conserved as natural areas or farmland in this exercise.

To simplify the exercise, we primarily looked at the impacts of residential development on the City and used four different housing densities to communicate the differences.

The four housing typologies used were: single family (based on existing single-family densities) at 4 dwelling units per acre (DU/A), cluster housing at 8 DU/A, townhomes at 15 DU/A, and apartments/flats at 25 DU/A. Based on the percentage of new housing devoted to each category we can approximate the number of new housing units, new residents, and thus the impacts of the new development on retail attraction, schools, and the capability for Springboro to meet the age-in-place goals of the community.

Retail and restaurant attraction is often based on the number of households and then the population within a given geographic area. The impact of housing development on schools is best understood by examining what types of households will exist within each type of development. Single-family housing is most likely to include families with children, whereas rental properties (especially higher-end market rate rentals) are more likely to attract younger single people and seniors or

retirees and thus contribute less to the school population despite providing a higher density of units. Based on the current housing stock in the City (which is approximately 90% single family) meeting the age-in-place goals of the community would require offering more diversity in housing options.

The three scenarios can be understood as:

Scenario 1 applies existing housing typology percentages to new development. This would mean 90% of new housing is single-family. This scenario offers the least number of new households and new residents to the City because of the lower density. This also means that the potential to attract new retail and to address the age-in-place goals of the community are low. Also, since single family homes are most likely to bring more children to the City, this will have a significant impact on the school system.

Scenario 2 focuses on creating the most diversity in housing stock available in the City. This scenario offers a moratorium on new single-family housing and focuses all new development on denser housing typologies. This scenario brings the most new housing units and most new residents to the City. The potential for new retail attraction and addressing the age-in-place goals are high in this scenario. The impact on schools is rated as low because the household types that typically live in these types of housing are not families with school age populations.

Scenario 3 took a more balanced approach. It proposed 20% of new residential development in the City would be traditional single-family housing, but the other 80% would be made up of denser housing options (predominantly cluster housing and townhomes). This scenario lands in the middle of the three in terms of new housing units and new residents

SCENARIO 1

Focuses on continuing development patterns as they currently are. This would mean almost exclusively developing detached single-family, with very small amounts of cluster housing or townhomes.

DEVELOPMENT BREAKDOWN

30% Conservation
20% Commercial
50% Residential

RESIDENTIAL BREAKDOWN

90% Single Family
5% Cluster Housing
5% Townhomes
0% Apartments

YIELDS

980+ New Units
2,800+ New Residents

RETAIL ATTRACTION POTENTIAL

Low

IMPACT ON SCHOOLS

High

ADDRESS AGE-IN-PLACE

Low

SCENARIO 2

Goal of this scenario is to maximize the diversity of housing stock in the City. This operates under the notion that there is enough detached single-family housing currently available.

DEVELOPMENT BREAKDOWN

30% Conservation
20% Commercial
50% Residential

RESIDENTIAL BREAKDOWN

0% Single Family
40% Cluster Housing
30% Townhomes
30% Apartments

YIELDS

3,400+ New Units
8,700+ New Residents

RETAIL ATTRACTION POTENTIAL

High

IMPACT ON SCHOOLS

Low

ADDRESS AGE-IN-PLACE

High

SCENARIO 3

This scenario diversifies housing stock for younger and older populations while acknowledging that single-family development will still happen.

DEVELOPMENT BREAKDOWN

40% Conservation
15% Commercial
45% Residential

RESIDENTIAL BREAKDOWN

20% Single Family
40% Cluster Housing
30% Townhomes
10% Apartments

YIELDS

2,100+ New Units
5,400+ New Residents

RETAIL ATTRACTION POTENTIAL

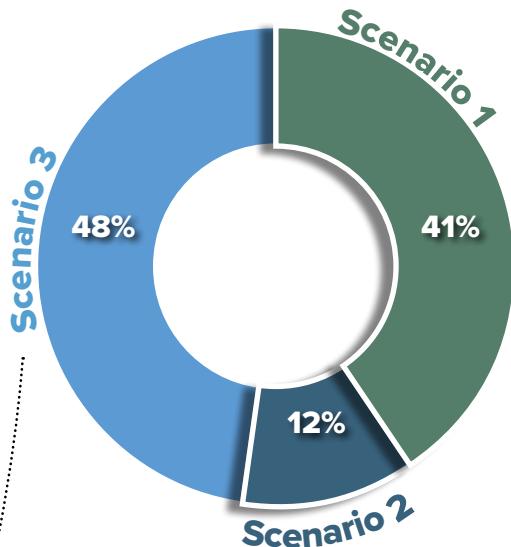
Medium

IMPACT ON SCHOOLS

Low-Medium

ADDRESS AGE-IN-PLACE

Medium



“I really like the idea of moving towards housing types other than single-family homes. I would just want to see that new apartments being built are exceptionally nice and/or unique—not just a giant box that a bunch of people live in.”

“Schools being able to handle growth in all scenarios are my biggest concern.”

“We need more neighborhoods geared towards 55+.”

added. It is rated a medium for its potential to attract new retail and address the age-in-place goal. It was rated as a low-medium impact on schools because while it provides some new single-family housing, it primarily focuses on housing types that are typically not occupied by school age populations.

When presented with these three growth scenarios, respondents were asked which scenario they felt was most appropriate for Springboro moving forward and the results can be seen at right. The most popular scenario was Scenario 3 with 48% of respondents selecting this as the most appropriate one for the future of Springboro. 60% of residents felt that something other than Scenario 1 was most appropriate. This is interesting because Scenario 1 represents a continuation of the current housing stock breakdown. Some of the comments provided by respondents with this exercise suggested that they were acceptant of denser housing so long as they were high quality in design, and that they address the age-in-place problem facing the City.

This was an incredibly important exercise for the City's residents and staff to understand the long-term impacts of different development types on a variety of aspects of life within Springboro. However, this scenario was one hypothetical exercise and is not establishing an official policy for the City, but rather provides some guidance to decision makers when development proposals are submitted.

Engagement throughout the process has not only shaped what was included in this plan's recommendations but also will guide future decision makers of the City when reviewing development proposals as well as determining various initiatives and projects to pursue.



SECTION 4

EXISTING CONDITIONS



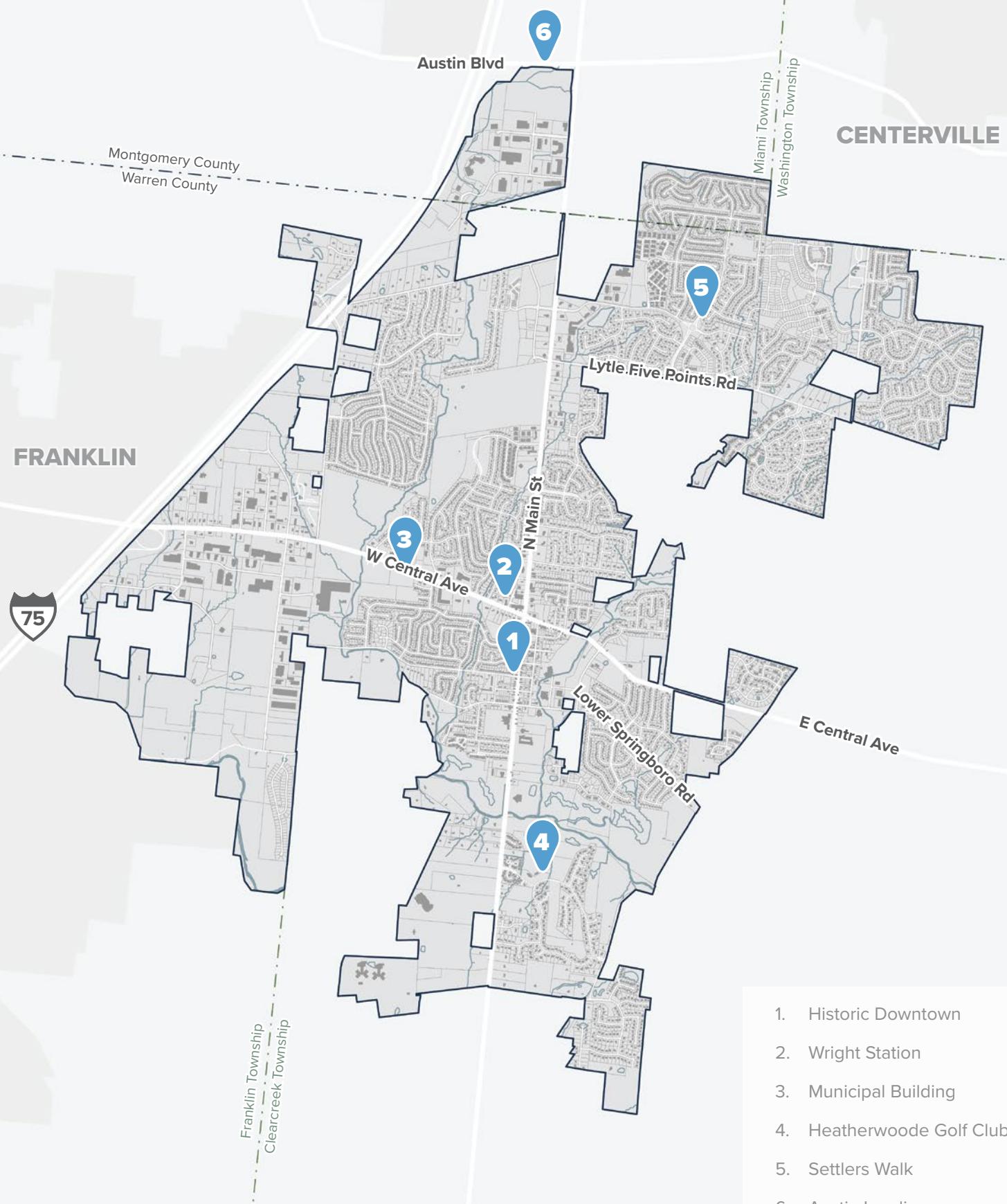
Existing Conditions

As part of the master planning process, the planning team conducted an analysis of the existing conditions of Springboro. This analysis examined current land uses, parks and trails, housing and growth, demographics, Springboro's regional context, and its history and identity. This foundational analysis, in conjunction with the results of stakeholder and public engagement helped to inform and guide the plan recommendations found in Section 5.

This analysis was conducted to help answer the following questions:

- » How is land currently used in Springboro?
- » What is Springboro's place in the region?
- » What can we learn about Springboro's population of residents?
- » What makes Springboro unique?

CITY OF SPRINGBORO



EXISTING LAND USE

The map on the opposite page shows the existing land uses by parcel for the City of Springboro. These land use categories can be understood as:

- » Residential (yellow), which includes all residential properties regardless of housing type. This means it includes single-family, apartments, senior living, and others.
- » The Park (dark green) category includes all public parks within the City's boundary.
- » Agricultural (light green) use includes existing farmland as well as some undeveloped parcels within the City.
- » Institutional/Public (blue) category includes schools, government buildings and other public uses.
- » Industrial parcels (purple) include industrial businesses located within the City.
- » Commercial (red) parcels include businesses including retail, restaurants, offices and more.
- » Public Utilities (light gray) includes public utility facilities.

When looking at the breakdown of existing land uses by acreage, we get the following pie graph. 50% of the acreage of the City is currently residential in use. This makes sense considering the bedroom community lifestyle that has arisen here in Springboro. Interestingly, all other uses are well balanced in terms of how much acreage they consume with them all around 10%. This furthers the general lifestyle of Springboro being primarily focused on the residential neighborhoods of the City.

RESIDENTIAL



PARK

LAND USE PATTERN
AGRICULTURAL/
UNDEVELOPEDINSTITUTIONAL/
PUBLIC

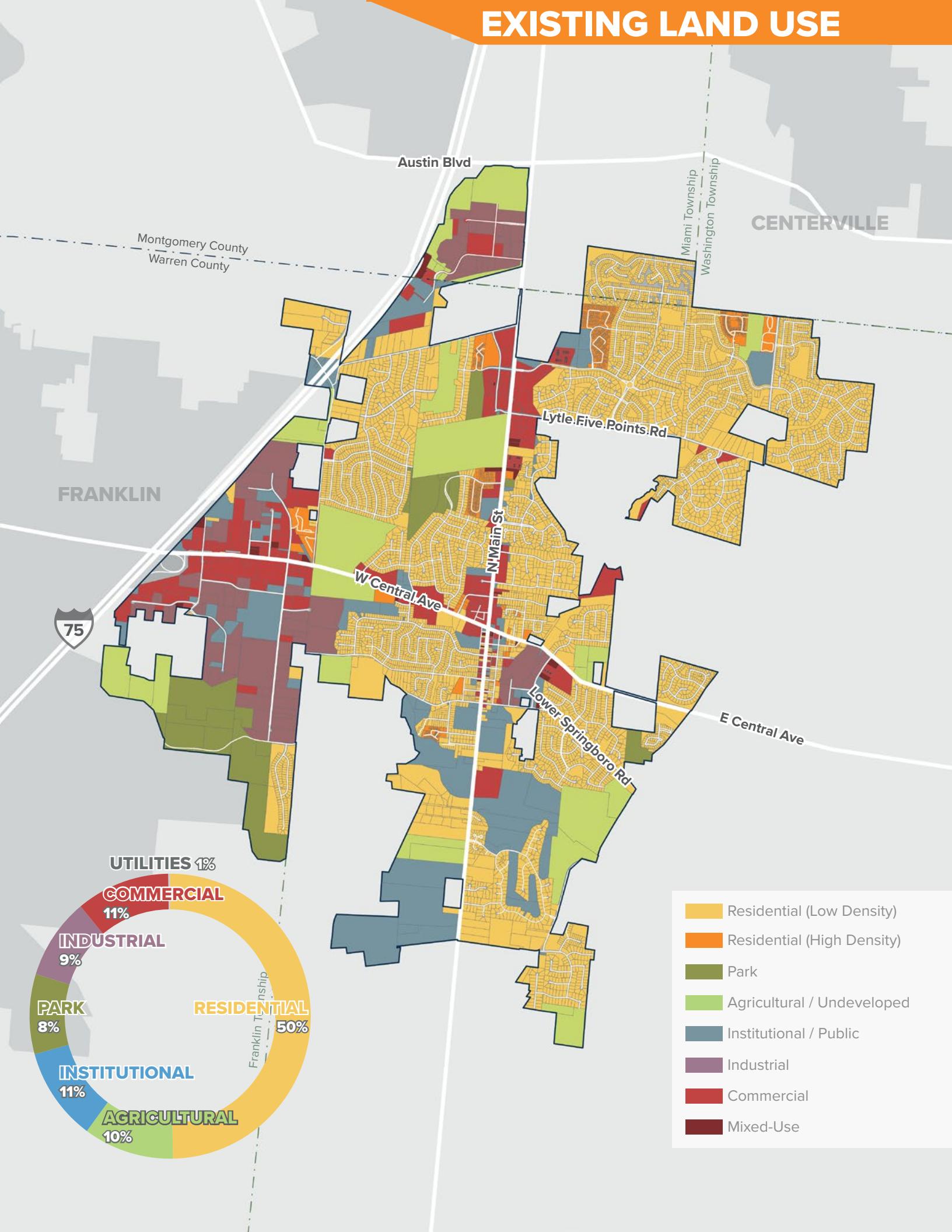
INDUSTRIAL



COMMERCIAL



EXISTING LAND USE



PARKS AND TRAILS

Springboro's parks are a commonly praised amenity and feature of the community. Parks serve our community to provide access to nature, host sporting and community events and serve as a primary gathering space. Springboro has gone a step further to develop a future vision for their parks that includes trails that connect the various parks to one another. 40% of residents are going to a park in Springboro at least once a week. That is a sign of high usage and shows how important the parks system is to life in this community.

The trail and bikeway planning efforts that began in the Bicycle and Pedestrian Plan for Springboro will help to connect parks to neighborhoods and other community destinations. The Central Greenway, as planned in the Bicycle and Pedestrian Plan will connect Clearcreek Park, Community Park, North Park, and Gardner Park to one another and surrounding neighborhoods. The Central Greenway would drive further attendance to the parks and create a unique community asset for existing and future residents of Springboro.

"Allow for more parks and integrated green space. The age in place concept will be bolstered as people of all ages will want options to exercise, play, or relax."



KACIE JANE PARK

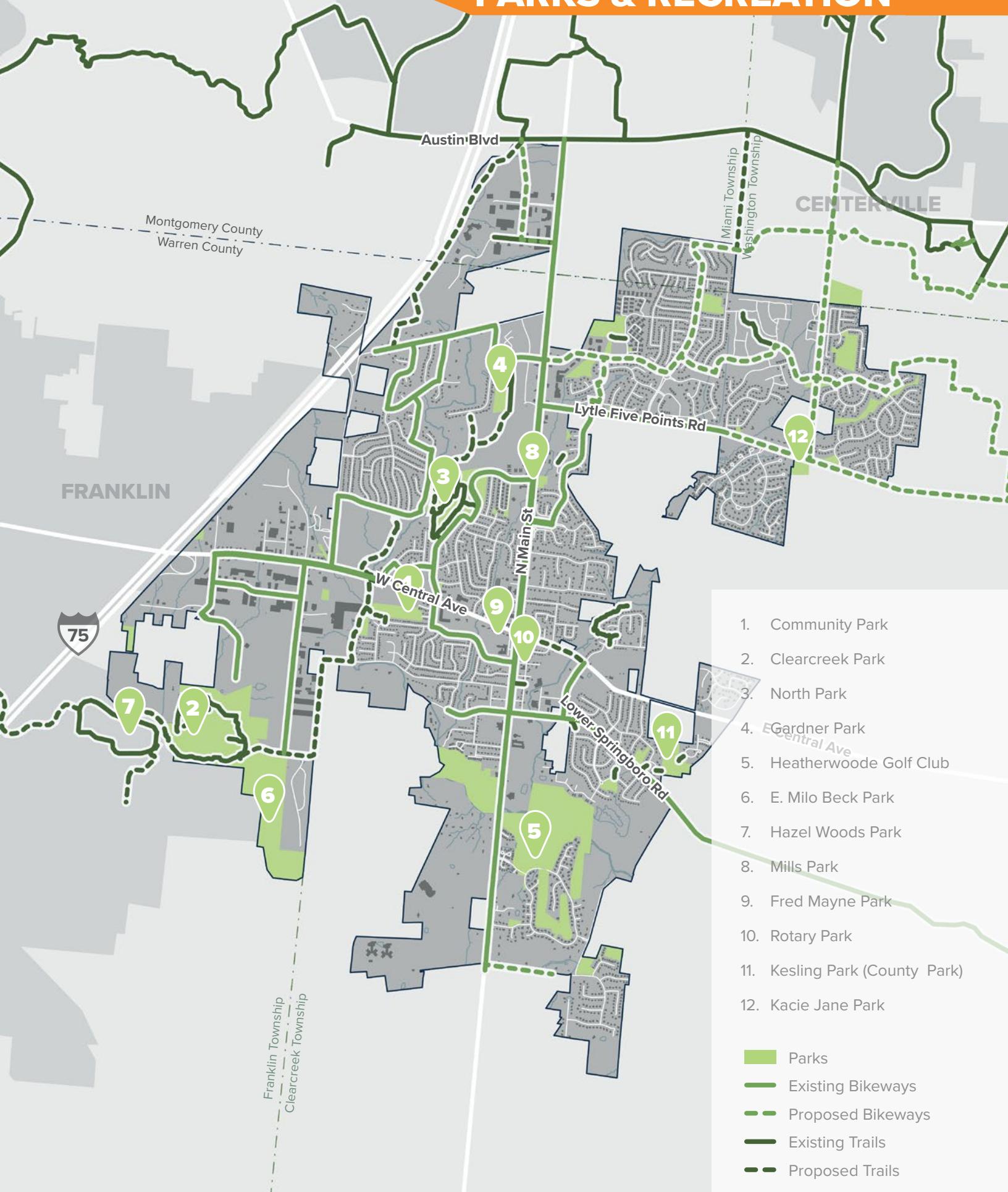


E. MILO BECK PARK



NORTH PARK

PARKS & RECREATION

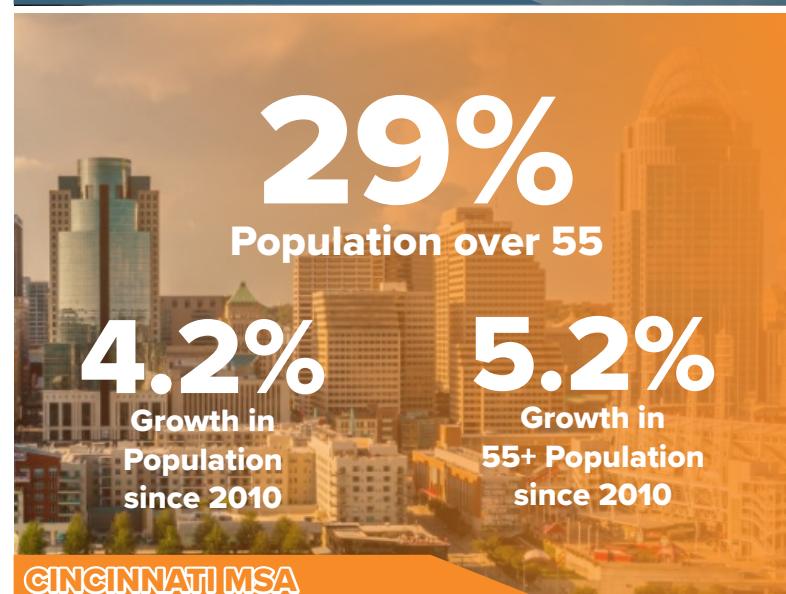


REGIONAL CONTEXT

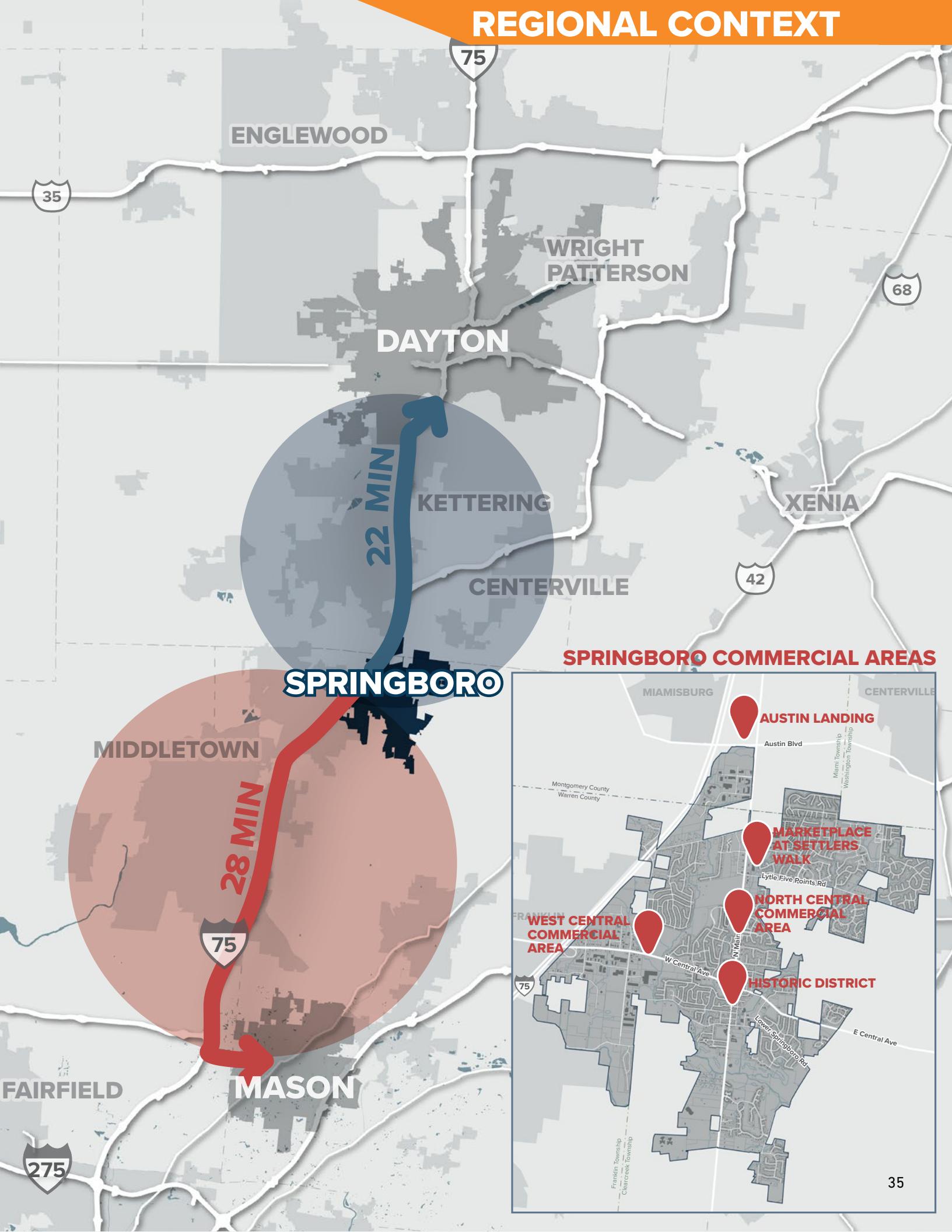
Springboro sits within a unique setting in Southwest Ohio. Located along the Interstate 75 corridor, between Cincinnati and Dayton, Springboro benefits from this unique setting. Springboro is within a 30 minute drive of downtown Dayton and the Cincinnati region. This provides employment, entertainment, and shopping options for Springboro residents. However, public engagement suggests that residents would like more options within the City so they don't have to travel so far for shopping, entertainment, and other unique experiences. The map on the opposite page shows Springboro's relationship to Dayton and the greater Cincinnati region.

Due to its proximity to two larger cities, we can utilize demographic trends of these larger regions to help inform our understanding of Springboro as well. One of the key points brought up through stakeholder and public engagement was the aging population in Springboro and the need to diversify housing options for different lifestyles of residents. This is backed up by the data we see in the Southwest Ohio region. Between the Cincinnati and Dayton Metropolitan Statistical Areas (Springboro is technically in both as the Warren-Montgomery County boundary is the divide) there is at least a 5% growth of population 55 and older despite overall population growth trends. Cincinnati population is growing at 4.2% since 2010, while Dayton is shrinking at 2.7% overall since 2010. Despite this fact, both MSAs have similar growth rates in 55-plus population which suggests there is certainly a need for housing that accommodates older

populations. This includes more than senior living facilities, it could include smaller downsizing opportunities, townhomes, condos, and apartments.



REGIONAL CONTEXT



DEMOGRAPHICS

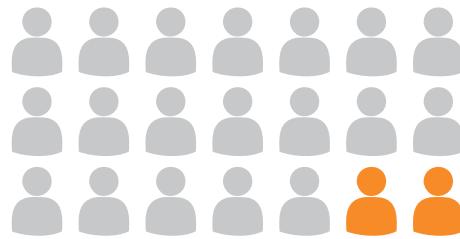
Part of the analysis for the master plan involves examining the current population of Springboro from data sources like the US Census and the American Community survey. These pieces of data can help us to identify trends and key commonalities amongst residents that may guide future recommendations of this Plan.

Getting close to 20,000 people, an annual growth rate of 0.95%, and an increasing aging population, Springboro is home to a highly educated population, reflected on the above national average median household income and high paying jobs.

Some of the key takeaways from the demographic analysis can be found below.



53.8%
of 25+ population
have a college
degree



19,062
total population

9.4 PERCENT
GROWTH
since 2010

50+ population
has increased
OVER 30%
since 2010

median household
income

\$107K

top occupations



Management



Healthcare



Education



Office

HOUSING

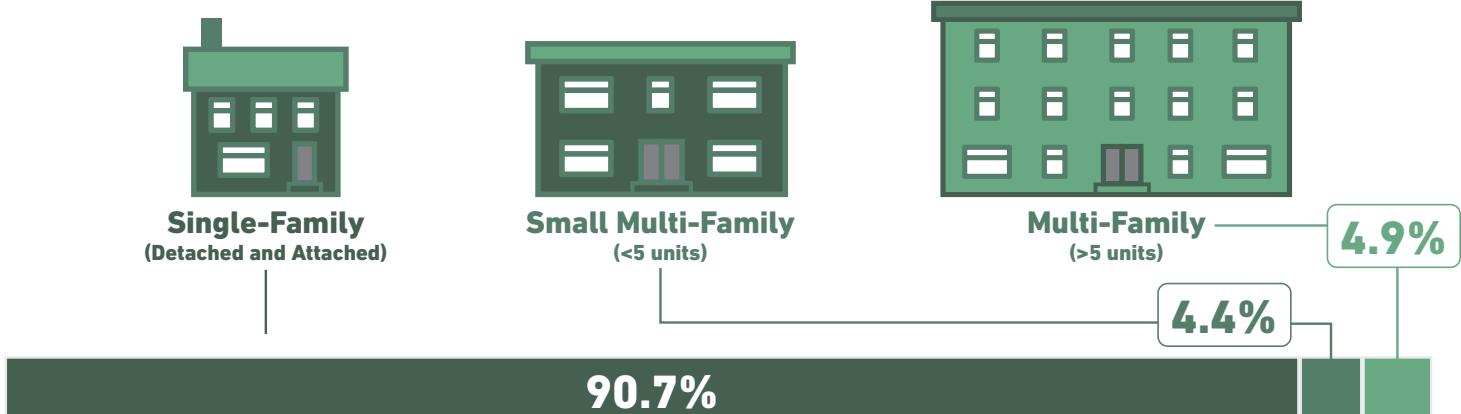
Housing is another key component of this plan and so our planning team was certain to also look at data related to the existing housing stock within the City. Throughout the engagement process, housing was a key subject. Opportunities for new housing, what types of new housing could come to the City, affordability, and size were all key issues that were brought up. The data presented below highlights a few of those key data points.

First, it is important to note that single family housing makes up over 90% of all housing units within the City. This is significant, especially, considering the age-in-place goals of the community. Larger single family housing does not always accommodate different living lifestyles or all stages of one's

life. This includes both younger and older populations who may not desire or need a large house or property that requires more time, resources to maintain and purchase. Small multi-family (less than 5 units per building) and multi-family (more than 5 units per building) each make up less than 5% of the total housing stock currently available within Springboro. In order to become more friendly for age-in-place lifestyles, there needs to be an increase in different types of housing that better accommodate households at various points in their lives.

The median home value in Springboro was \$229,771 at the time of this research. Only 16.9% of homes were valued at less than \$200,000 which presents a potential for an affordability issues for those looking for starter home or downsizing to a smaller home.

housing types



median home value

\$227,600

16.9% of homes valued
at < \$200,000

2.85 average
household size

INFRASTRUCTURE

Infrastructure is a critical component to the current and future livelihood of the City. Infrastructure connects the City and provides residents and businesses with necessary basic services. This plan recognizes the critical impacts of planning for future infrastructure improvements as a means for making the City a more competitive place to attract jobs, businesses, and residents.

Infrastructure includes a variety of components, whose current and future conditions are described below.

Transportation

The City has completed a thoroughfare plan in 2001 and has continued to work with ODOT, Clearcreek Township, and Warren County to maintain and improve roads within the City. Roads within the City are currently operating under their maximum capaCity, which suggests impact from any form of new development would not necessarily require expansion of roadways.

Transportation goes beyond just roads for automobiles and also includes sidewalks and bicycle facilities. Not all residents, employees, and visitors of the City will drive and it is important to ensure there is a network of transportation options that allow for multiple modes of transportation.

The City recently completed an update to the Bike and Pedestrian plan which identifies future improvements to the active transportation networks within the City.

Electric and Water

The entire City is adequately serviced with regards to access to the electric grid and water service.

Wastewater

The City's current stormwater and wastewater treatment facilities are operating below capaCity and similar to the transportation network have additional capaCity to accommodate future development.

Fiber Optic / Broadband

In 2020, the City completed a Fiber Master Plan to identify the potential for expanding and improving the broadband network within the City. Broadband is essential for employers, education, and residents alike.

Infrastructure & Development

Mentioned multiple times in this section is the capaCity for new development to be served by infrastructure within the City. However, it is important to keep in mind that all new development will be subject to examination of its unique impacts on the various infrastructure of the City.





SECTION 5

PLAN RECOMMENDATIONS



Plan Recommendations

This section covers the recommendations of this Master Plan. The plan's recommendations focus on Future Land Uses, development and character, Connectivity and Transportation, and Placemaking and Identity. Section 6, following this section, covers an implementation strategy for these plan recommendations. These plan recommendations will guide policy makers and City staff regarding future land use, zoning, and development proposals, as well as guide them on pursuing funding sources for implementation.

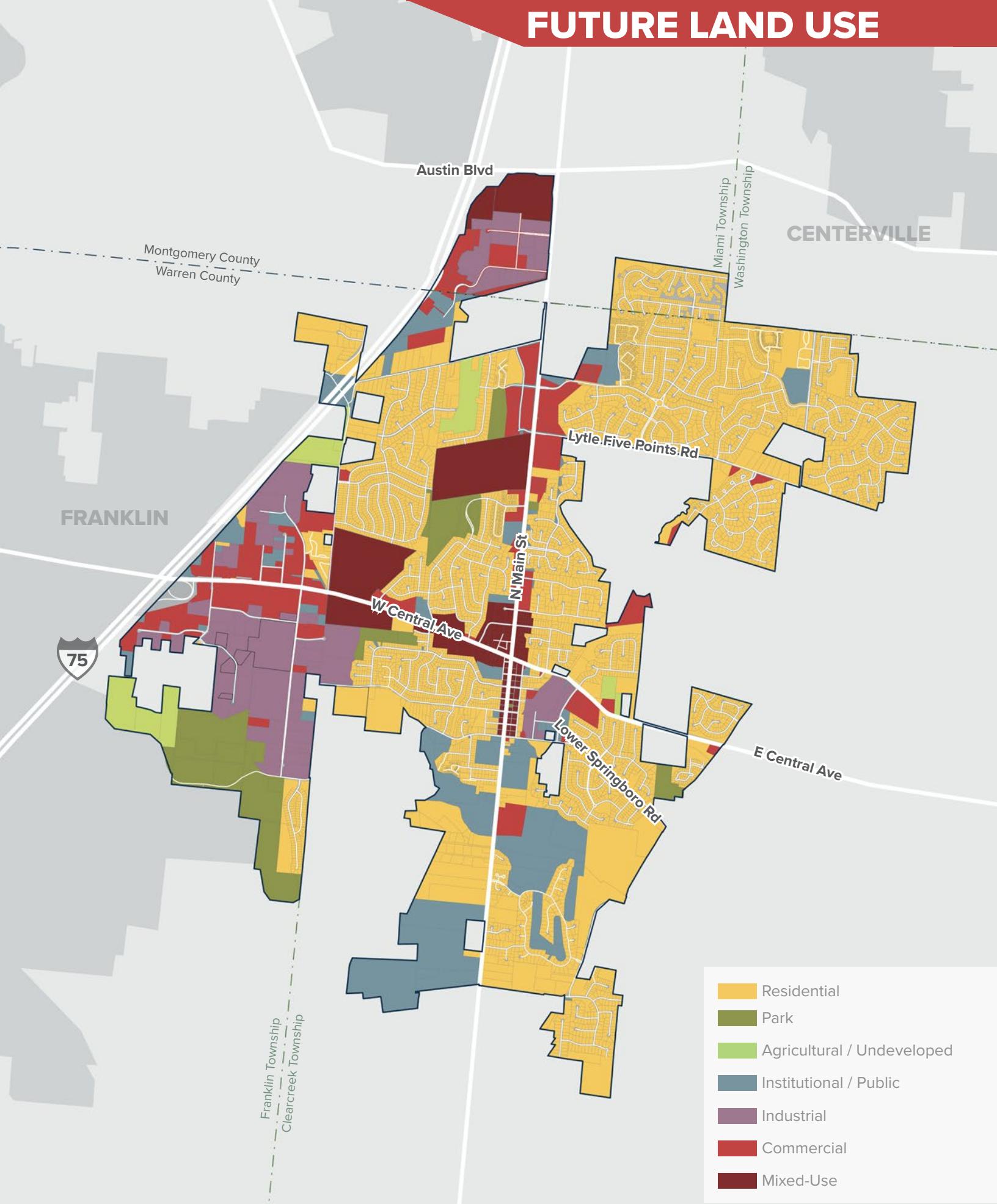
A. Future Land Use

On the opposite page is the future land use map for Springboro. This map shows the intended future land use set out by parcel for the whole City. The map uses the same classification system as the Current Land Use Map in Section 4 with the addition of a Mixed-Use Development category (Dark Red). This classification can best be described as encouraging a mixture of uses on that parcel in the future. This mixture of uses may occur within a single structure or, if the site is large enough, across different buildings on the same parcel. Most of the City retains its existing land uses in the Future Land Use map with a few exceptions. The primary areas that change land uses include some notable potential development sites within the City as well as some areas that will now allow for more of a mix of uses between residential and commercial.

Further explanation of future land uses and the intended character for development within the City can be found on the following pages.

Future land use changes will need to be guided and coordinated by an updated zoning map and code that encourages the preferred uses and character.

FUTURE LAND USE



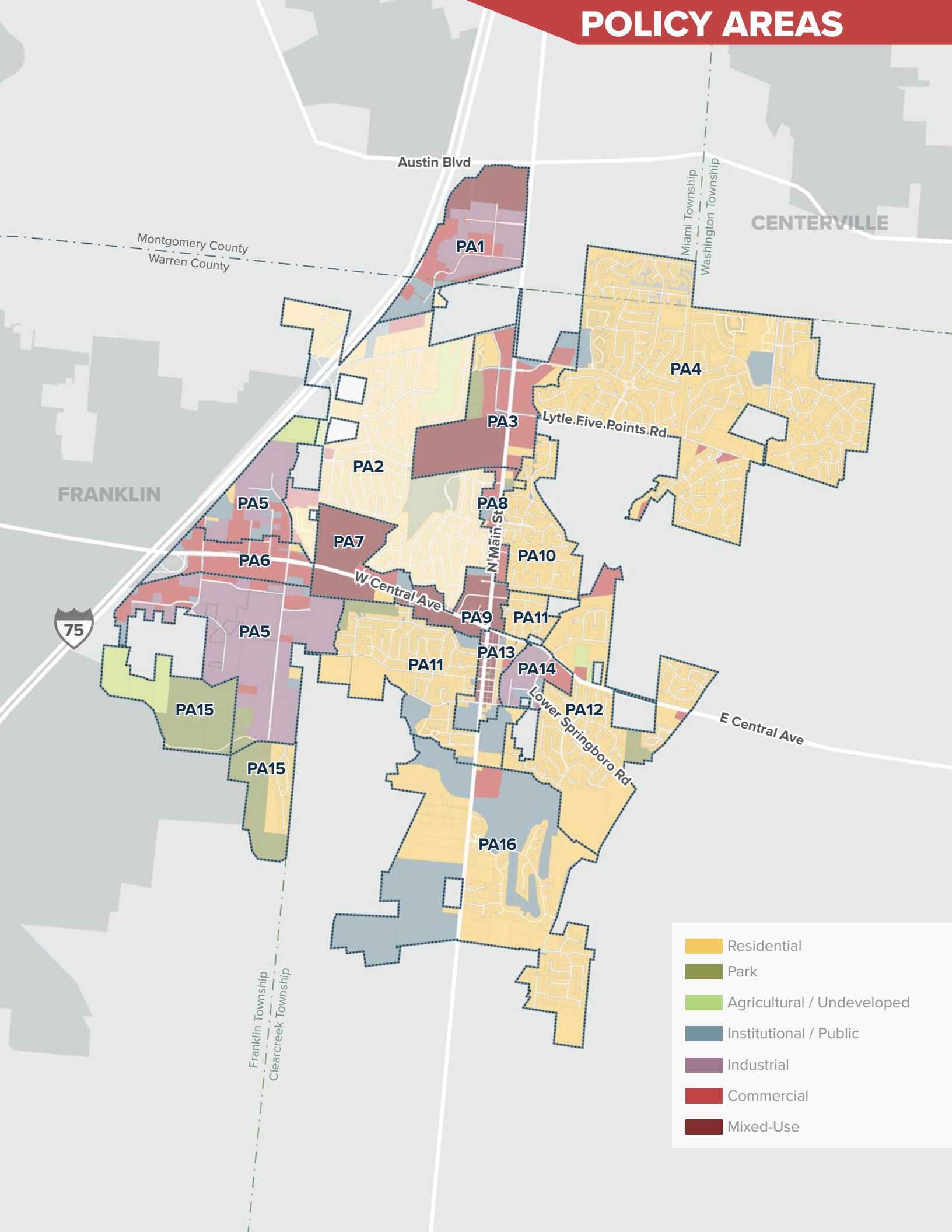
B. Policy Areas

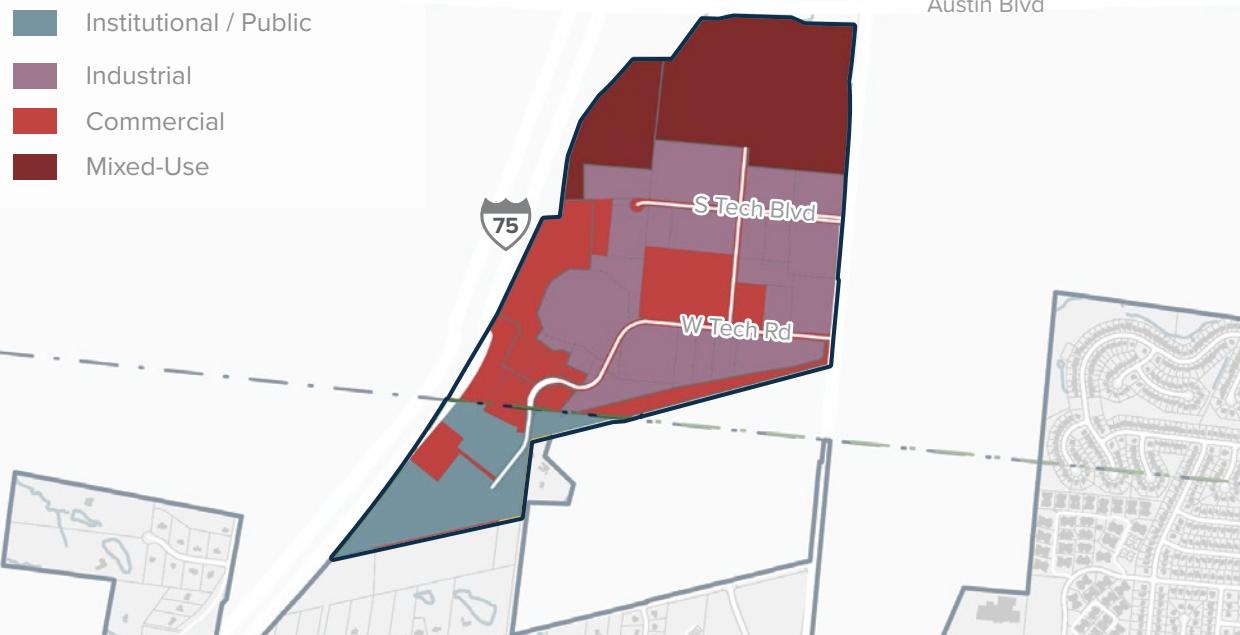
The following pages provide a more detailed examination of the current conditions and intended vision for the Future of Springboro. The plan breaks down the future land use map of the City into **16 Policy Areas**. These policy areas are classified based on location, character and the uses of a given area within the City. For each policy area, there is an overview of existing conditions

and future vision, a list of Preferred Future Characteristics, Actions and Needs, an Implementation Recommendation, and relevant benchmark imagery for future conditions.



POLICY AREAS



FUTURE LAND USE

POLICY AREA 1

SOUTH TECH BUSINESS PARK

South Tech Business Park Policy Area is located at the northern end limits of the City's boundary. With immediate access to I-75 provided by the Austin Boulevard Interchange completed 10 years ago, this area has become a promising commercial and light industrial business park for the City. Recent developments in this area including Dayton Children's South Campus expansion, and The Ascent, have made this a prominent employment hub for the City. As a result, future uses should be commercial or light industrial with a focus on employment opportunities as this is the most compatible uses for the area and broadens the City tax base. Undeveloped land fronting Austin Boulevard along with ready-to-build parcels within the business park offer opportunities for new future development. Reuse of existing buildings and already developed parcels should be promoted where possible.

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

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

Preferred Future Characteristics, Actions and Needs

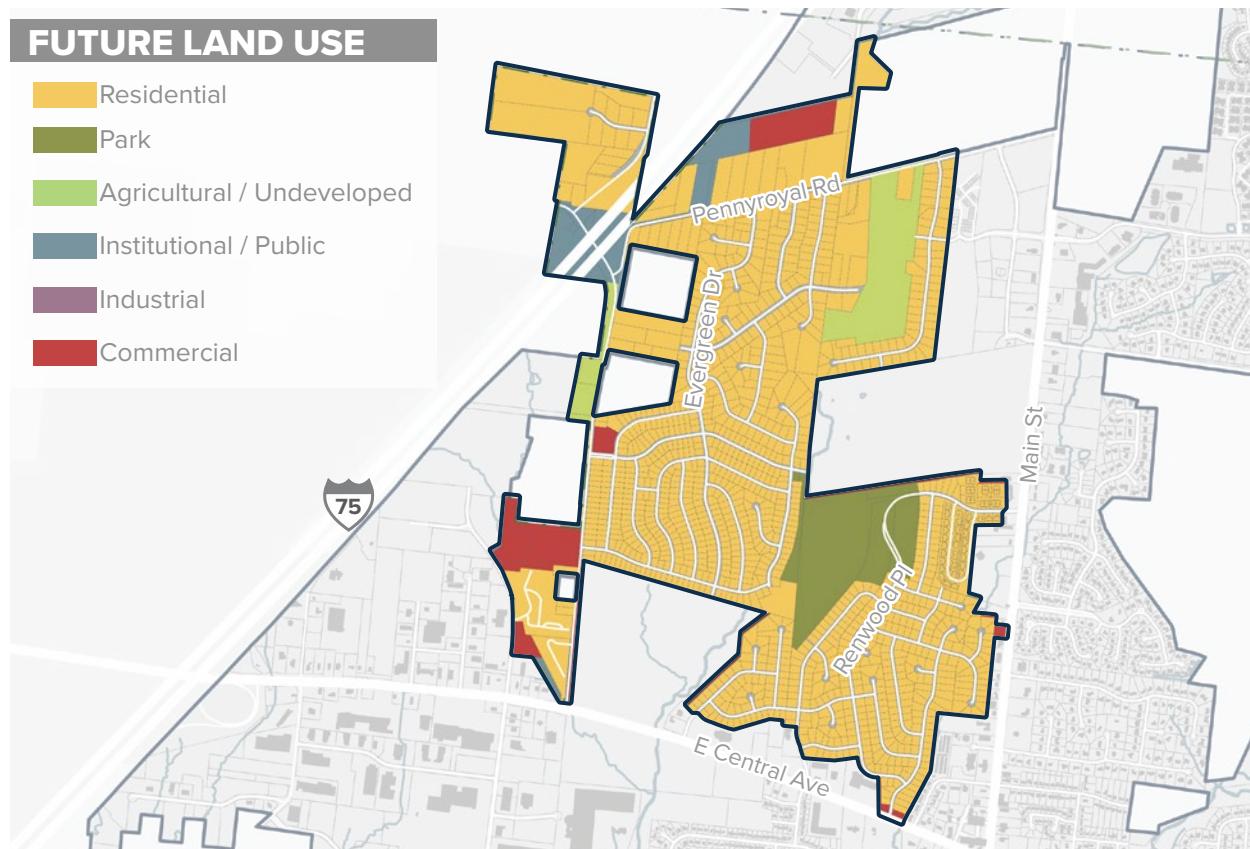
- » There shall be an emphasis on providing a mix of light manufacturing uses with supporting office and retail uses.
- » Green spaces and landscaping shall be incorporated into all new development and redevelopment projects, including streetscapes, to reduce impervious surfaces, reduce stormwater run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

South Tech Business Park Policy Area and the Austin Road Interchange Area to promote a cohesive design atmosphere.

Implementation Recommendations

Development and redevelopment activities, including land uses, shall be specifically pursuant to the South Tech Business Park proposed Land Use Plan and the current zoning requirements previously adopted by the City of Springboro City Council and Planning Commission.





POLICY AREA 2

NW RESIDENTIAL NEIGHBORHOODS

Anchored by North Park, this policy area primarily consists of numerous residential neighborhoods and a few isolated commercial and institutional/public parcels. The residential neighborhoods in this policy area include the Royal Springs, Royal Springs Meadows, Tamarack, Royal Tamarack, Springwood, Springbrook, and the Deer Trail/Hunter Springs subdivisions. These subdivisions are characterized by a mix of single-family detached residential dwelling styles (ranch, tri-level and two-story). In the future, the current land uses of this policy area remain as the intended future use. The residential neighborhoods are built out and will continue to remain as single-family

neighborhoods in the future. It is worth noting the proximity of this policy area to two prominent future development sites in the Easton Farm and Eastbrook farm.

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

- » The Policy Area is predominately built out within the City jurisdictional boundary. However, a few larger lot Township parcels remain available for development.
- » The area is comprised almost entirely of detached, single-family residential dwellings and City parks: North Park and Foliage Lane Park. Most of the residential dwellings in this Policy Area range between twenty and fifty years in age.
- » The Policy Area has a diversity of housing styles including ranch, tri-level and two-story single-family dwellings.

- » Many of the homes in this Policy Area are considered to be moderately priced by residents and real estate agents. Most of the subdivisions in this Policy Area are adequately interconnected—with sidewalks, paths and roadways. One exception is the connection between the Tamarack neighborhood with the Springwood and Springbrook subdivisions that are not physically connected by roadway or sidewalk. The future implementation of the Bicycle and Pedestrian Plan, and the Central Greenway trail will help to make a trail connection between these two areas.
- » There are some multifamily residential properties as well as the Tapestry senior living facility located along Clearcreek Franklin Road.

Preferred Future Characteristics, Actions and Needs

- » The City should require conformance to the current physical character of housing stock as infill redevelopment or new development occurs on available and annexed parcels. For example, in a neighborhood of ranch style homes, newly developed or redeveloped properties, especially infill housing, should not be two story homes. In cases where redevelopment or development is not an infill development (three or more contiguous parcels), it may be acceptable to establish a different physical housing type.
- » There is potential to provide reasonably priced housing options for newer families as the neighborhoods in this Policy Area age with the current housing stock available in the Policy Area. Discussion

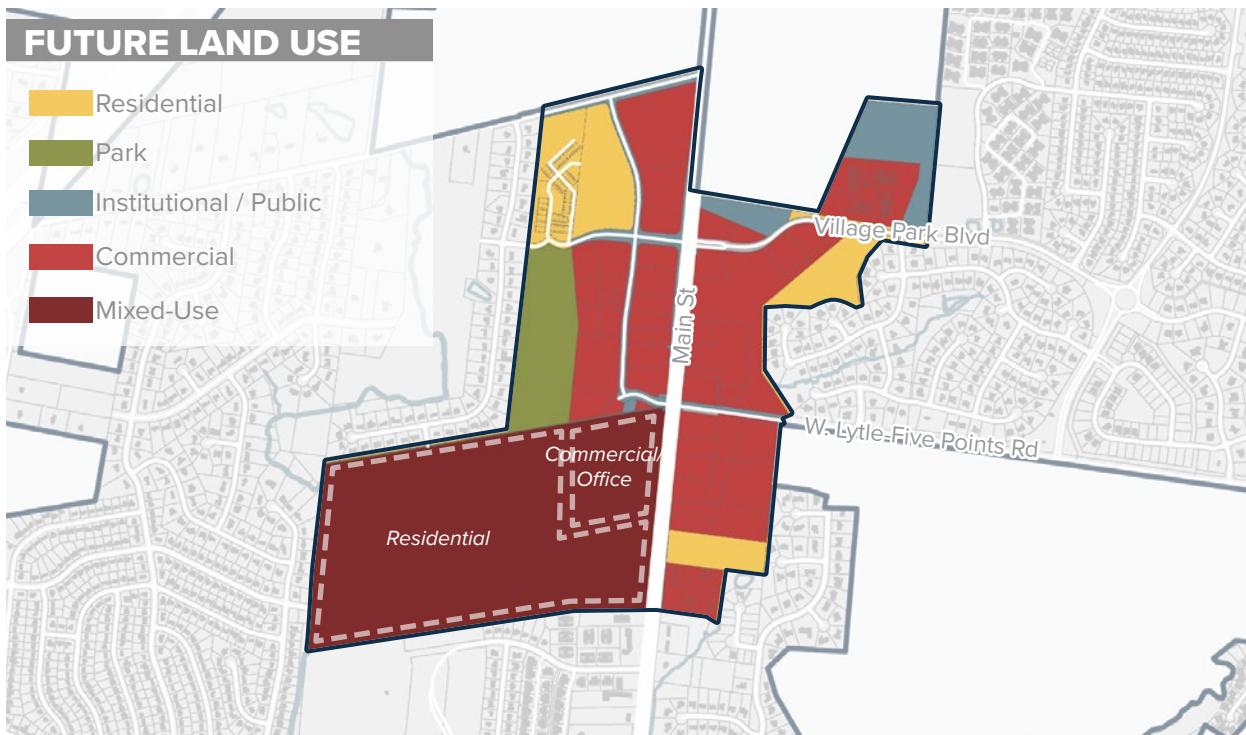
with residential developers and the real estate community as to the marketability of new dwelling types in this area should occur as parcels become available for development and redevelopment to vary the price ranges available to the buyer.

- » A priority for the City should be the development of a physical connection—walking trail, path or sidewalk—that links North Park in Policy Area 2 and Gardner Park in Policy Area 3.

Implementation Recommendations

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





POLICY AREA 3

NORTH S.R. 741 CORRIDOR

Located between Tamarack Trail and Pennyroyal Road, the North S.R. 741 Corridor Policy Area lies at the northern gateway into the City of Springboro. This area contains a mixture of residential and commercial uses including the Marketplace at Settlers Walk at the northeastern corner of the intersection of S.R. 741 and Lytle-Five Points Road. This Policy Area also includes the largest undeveloped parcel of land in the City, the Easton Farm, which is approximately 103 acres in size. The Easton Farm is designated as "Mixed-Use" future land use, indicating that the future development of the site would include both residential and commercial uses. The specific residential typologies and commercial uses should be in alignment with the vision set out in this plan as a result of community and stakeholder input.

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

- » The Policy Area currently includes a large amount of developable land including the Easton Farm. This parcel is directly accessible from S.R. 741, Anna Drive, Fox Trail Drive and Tamarack Trail.
- » The Policy Area can be best described as a mixed-use area including retail, office, City parks and the Coffman Family YMCA. This development is primarily contained along S.R. 741 between Pennyroyal Road and the northern border of Policy Area 8.
- » This area contains all necessary infrastructures for existing and future development needs.
- » Newer existing developments have been well designed and are primarily conventional in nature with parking lots in the front of the building, at the street.
- » The Policy Area is surrounded by

- residential subdivisions to the east (Settlers Walk) and to the southeast (Woodland Greens, McCray Farms).
- » This Policy Area is bisected by S.R. 741 that affords easy access to all parcels. It is the primary north-south transportation corridor in the community.

Preferred Future Characteristics, Actions and Needs

- » The City prefers the continuation of the mixed-use development pattern as new development and redevelopment occurs on the Easton Farm property, with non-residential uses fronting on S.R. 741. Development pattern may occur in a similar layout to what is depicted on the diagram on page 50.
- » The density in any portion of a development should generally reflect that of the parcels abutting that portion of the development site.
- » Promote the walkability in the Policy Area through the continued implementation and use of paths and sidewalks to link uses that front along S.R. 741 to those parcels of land that do not front on S.R. 741.
- » Continue emphasis on high quality design features both on and off site. This can be accomplished through the application and enforcement of design guidelines in an overlay district or general design guidelines applicable to all retail areas of the City.
- » An emphasis on high quality streetscapes and greenspace that are well maintained is preferred.
- » The northern boundary of this Policy Area along S.R. 741 could include gateway

enhancements to welcome travelers into the City.

- » Provide a physical connection between the Village Park Planned Unit Development in this Policy Area and North Park in Policy Area 2 by a dedicated pedestrian/bicycle trail and roadway connections in the vicinity of Anna Drive and Tamarack Trail.

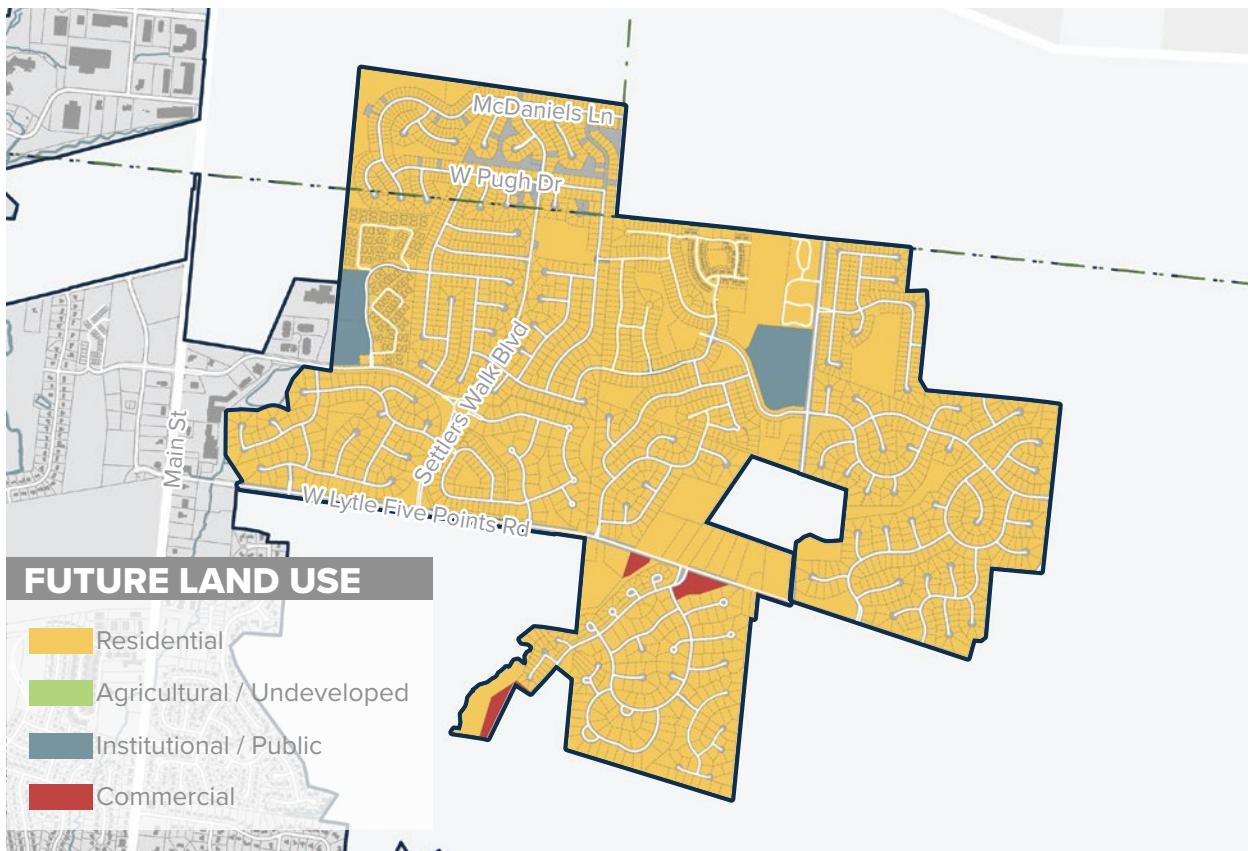
Implementation Recommendations

Development and redevelopment activities in this Policy Area should emphasize mixed uses. Regulatory documents (zoning code, urban design regulations, streetscape plans, etc.) should be proactively reviewed by the City, prior to development requests, to ensure the promotion of a mixed-use environment, walkability and a visually pleasing atmosphere.

The Easton Farm is the largest single parcel development site in the City. Its development is a strategic move for the City and community as large development sites are rare within the City. It is crucial that development plans are reflective of the community's vision set out in this plan and generally reflect the surrounding neighborhoods.



DOROTHY LANE MARKET IN P.A. 3



POLICY AREA 4

NE RESIDENTIAL NEIGHBORHOODS

Located in the northeastern corner of the City, the Northeast Residential Neighborhoods Policy Area contains a large number of the detached and attached single-family residential dwellings in Springboro. Conveniently accessed by S.R. 741, Lytle-Five Points and Yankee Roads, this Policy Area contains the neighborhoods of Settlers Walk, The Springs, Laurel Glen, Brookside, Greenleaf and Sycamore Springs. The Policy Area is served by small private community parks and recreation areas, integrated into many of the subdivisions, and by retail and personal service uses to the west on S.R. 741 in Policy Area 3. The Policy Area is almost completely bordered on all sides by Clearcreek Township and Miami Township, Montgomery County.

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

- » The Policy Area includes portions of the Settlers Walk neighborhood and all of the following neighborhoods: The Springs, Sycamore Springs, Brookside, Greenleaf and Laurel Glen.
- » There remains only a few number of developable lots in this Policy Area. Construction on existing neighborhoods in The Springs is nearing completion.
- » The Policy Area contains many of the newer residential dwellings in the City with most residential dwellings averaging less than 20 years in age.
- » Varying housing types exist in this Policy Area, including single-family detached dwellings, condominiums and multi-family dwellings.

- » Many of the neighborhoods in this Policy Area include private amenities such as neighborhood pools and small pocket parks.
- » Kacie Jane Park is located on Yankee Road, technically located outside of the City boundary in Clearcreek Township, and serves many of these neighborhoods.
- » Some neighborhoods in the Policy Area are physically divided from one another by arterial roads, which physically separate individual neighborhoods. For example, the Laurel Glen and Brookside neighborhoods are physically separated from The Springs, Sycamore Springs and Settlers Walk by Yankee Road.
- » The Bicycle and Pedestrian Plan proposes a series of trail connections, including the Central Greenway Trail, through this Policy Area to better connect this area to other parts of the City for non-auto oriented transportation.
- » When development and redevelopment are proposed, the City should emphasize infill that exhibits similar characteristics to the neighborhood in which the infill is occurring. This can be done through the strict application of the Planned Unit Development regulations, where applicable, or by proactively developing design guidelines that mirror the existing building design elements.

Implementation Recommendations

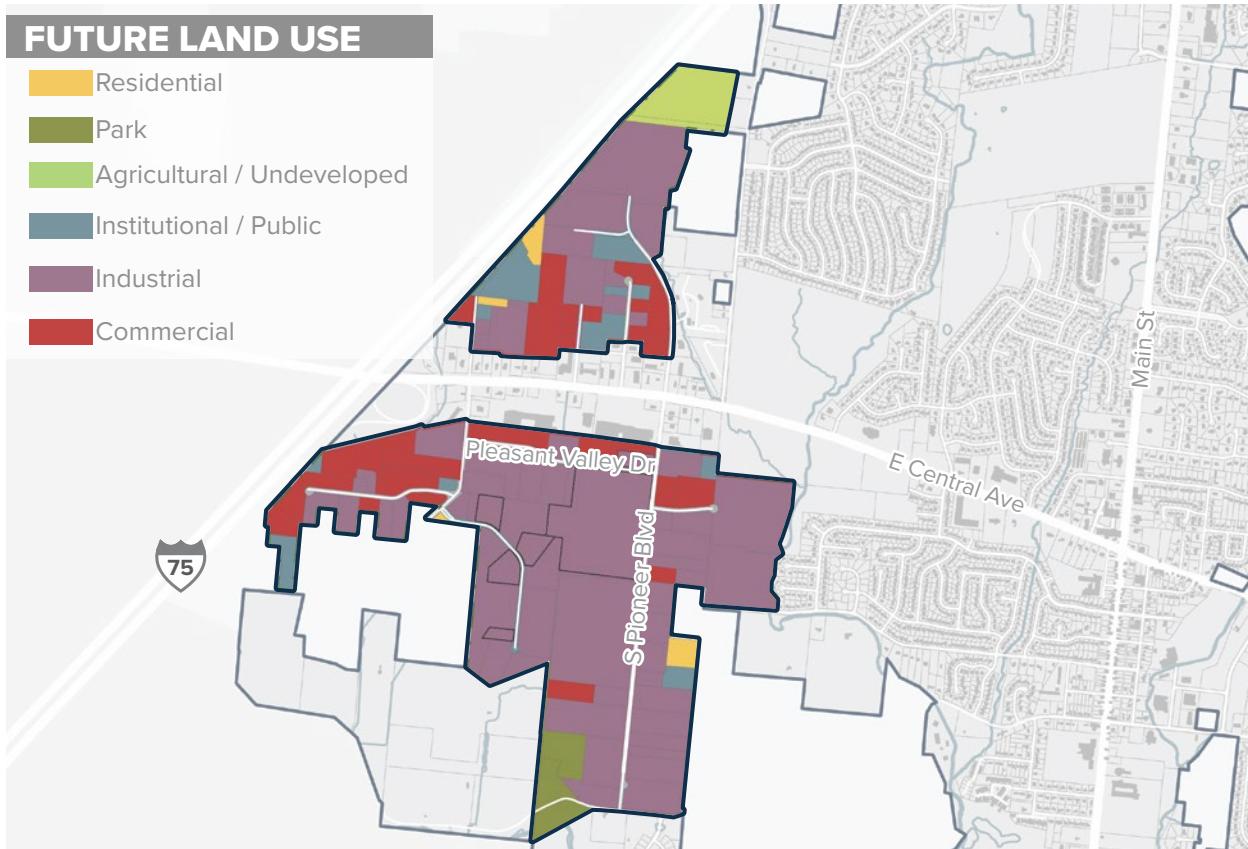
Development and redevelopment activities in this Policy Area should emphasize residential uses that conform to the existing character of the neighborhood in which the development or redevelopment is located. Similar building materials, building massing and orientation



EXISTING SINGLE FAMILY HOME



THE FALLS AT SETTLER'S WALK



POLICY AREA 5

SR 73/I-75 BUSINESS PARKS

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

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

Overall

- » The Policy Area is physically divided into two separate and distinct nodes north and south of S.R. 73. This area is physically divided by Policy Area 6, the I-75 Gateway.
- » The area contains a mix of light industrial, manufacturing and office uses.
- » Because the areas do not directly front on S.R. 73, the Policy Areas are not readily visible from the City's major east-west arterial corridor, S.R. 73, making it appropriate for non-retail development.
- » This area functions as a destination providing needed goods and services for the City and region.

- » Land is available for development in both the northern and southern portions of this Policy Area.

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

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

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

- » The southern portion of the Policy Area includes South Pioneer Drive, Advanced Drive, Commercial Way and Pleasant Valley Drive.
- » There are few lots available for development in the southern portion of this Policy Area.
- » The southern portion of the Policy Area is characterized by a more visually pleasing aesthetic design and larger-scale light

industrial development when compared to northern area.

- » Properties in the southern portion of the Policy Area are accessed by a visually pleasing boulevard that is well maintained.

Preferred Future Characteristics, Actions and Needs

- » The City should focus efforts on incorporating internal access management techniques for the entire policy area.
- » The City should proactively focus on consolidating lots for redevelopment efforts. This will assist in attracting larger users to the City or providing additional space for those businesses that currently exist and are looking to expand.
- » The City should maintain the type and mix of uses as redevelopment and development efforts occur in this Policy Area. This includes light industrial, service and office type uses.
- » Focus on continued infrastructure maintenance.
- » In order to provide a higher quality visual environment, the City should require facade improvements where buildings are visible from public rights-of-way. This can be done through the creation and implementation of design guidelines as well as the active enforcement of property maintenance standards.
- » The City should focus efforts on the redevelopment of the Policy Area to implement better design standards. Design standards should focus on the implementation of architectural features, quality site design, lighting, signage, and

landscaping. Design standards can be implemented through the establishment of an overlay district or the application of a PUD to assist in this endeavor.

Implementation Recommendations

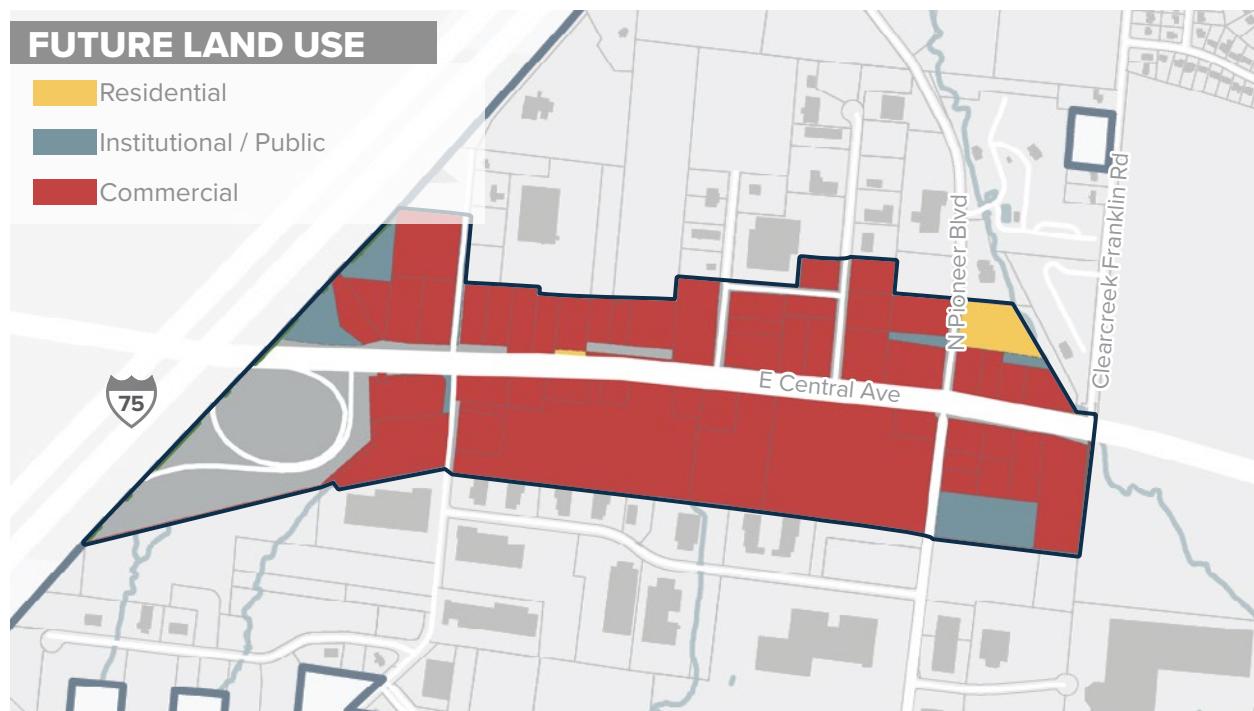
Development and redevelopment activities in this Policy Area should emphasize mixed uses that are cohesive in design elements and situated to promote access management. The proactive consolidation of smaller lots, as they become available, is essential to attracting larger businesses in this area or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



IMPROVED AESTHETICS



GATEWAY LANDSCAPING



POLICY AREA 6

I-75 GATEWAY

Visible from I-75, the I-75 Gateway Policy Area is the western retail entrance of the City. Currently, highway-oriented business uses, gas stations, shopping centers, restaurants and entertainment venues line West Central Avenue (S.R. 73) that serves as the major east/west arterial through the City. Portions of this Policy Area contain light industrial uses at the intersection of North Pioneer Boulevard and S.R. 73. The City has made some recent improvements in this area with the installation of wayfinding signage and the installation of a boulevard on S.R. 73 near the Pioneer Boulevard intersection. Future improvements to the streetscape and public realm aesthetics will be part of developing a visual gateway character for this area. For many, this is the first area in Springboro they see when traveling to the community and the visual character needs to be enhanced to better reflect the community.

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

- » This Policy Area contains all of the road frontage property along S.R. 73 between I-75 to Clearcreek-Franklin Road.
- » Because of its immediate presence along S.R. 73, this Policy Area functions as the major gateway into the City from the west with extremely high visibility.
- » Recent private investment in the area, including the new Kroger store in the former Kmart space, indicates that the market for services in this area is strong.
- » The Policy Area is characterized by strip mall and out lot development, fast food restaurants, gas stations, entertainment venues and small-scale office development. Because development has occurred over many decades and on varying sized lots, the area is inundated with multiple curb cuts.
- » The Policy Area includes the Midway

Shopping Center, an older plaza-style retail establishment with a variety of retail uses and non-retail uses as well.

- » This area is currently a healthy retail environment, but surrounding regional competition and new retail development being constructed outside of the City limits is causing increasing retail rivalry.
- » The western portion of the Policy Area is not aesthetically pleasing due to various highly visible vacant lots and buildings and the lack of cohesive design regulations. Both private property and the public right-of-way suffer from the lack of design regulation. As a result, the area contains a large number of utilitarian and moderately deteriorated buildings.
- » This area is exhibiting increasing traffic volume issues, truck and traffic volumes are noticeably higher at peak hours.

Preferred Future Characteristics, Actions and Needs

- » As a major gateway into the City, the City should make it a high priority to create a visually pleasing streetscape and design standards for public and private property through the development of design guidelines and the application of a zoning corridor overlay district. Furthermore, the streetscape and boulevard improvements currently established to the east on S.R. 73 should be extended into this area.
- » The City should encourage the redevelopment of the Midway Shopping Center property into a cohesive development with focus on design elements including architectural features and landscaping. The City can take a proactive approach by rezoning this

property as a Planned Unit Development and establish a conceptual plan and design elements desired by the City.

- » The City should continue to work with the Ohio Department of Transportation (ODOT) and the City of Franklin with improvements to the roadway network surrounding the I-75/SR 73 interchange area as modified in the I-75 Interchange Modification Study by ODOT. These improvements will create a safer and more efficient flow at the interchange.
- » Use zoning techniques that permit the City to review and adopt an overall, cohesive plan (e.g. Planned Unit Development or zoning corridor overlay district) for this area to include a mix of office parks, retail and entertainment uses. A focus on physical design, access management and mix of land uses is important to this effort.
- » Limit access on S.R. 73 as identified in the City S.R. 73 Access Management Plan, including consolidation of curb cuts, shared parking between uses and establishing internal connections between parking lots on adjacent properties.
- » Provide for pedestrian access and movement in this area through the establishment of sidewalks and bikeways along S.R. 73 and from neighborhoods located directly northeast and southeast of this Policy Area.

Implementation Recommendations

Because this is an important western gateway into the City from I-75, development and redevelopment activities in this Policy Area should emphasize mixed uses that are cohesive in design elements and situated to promote access management. A balanced

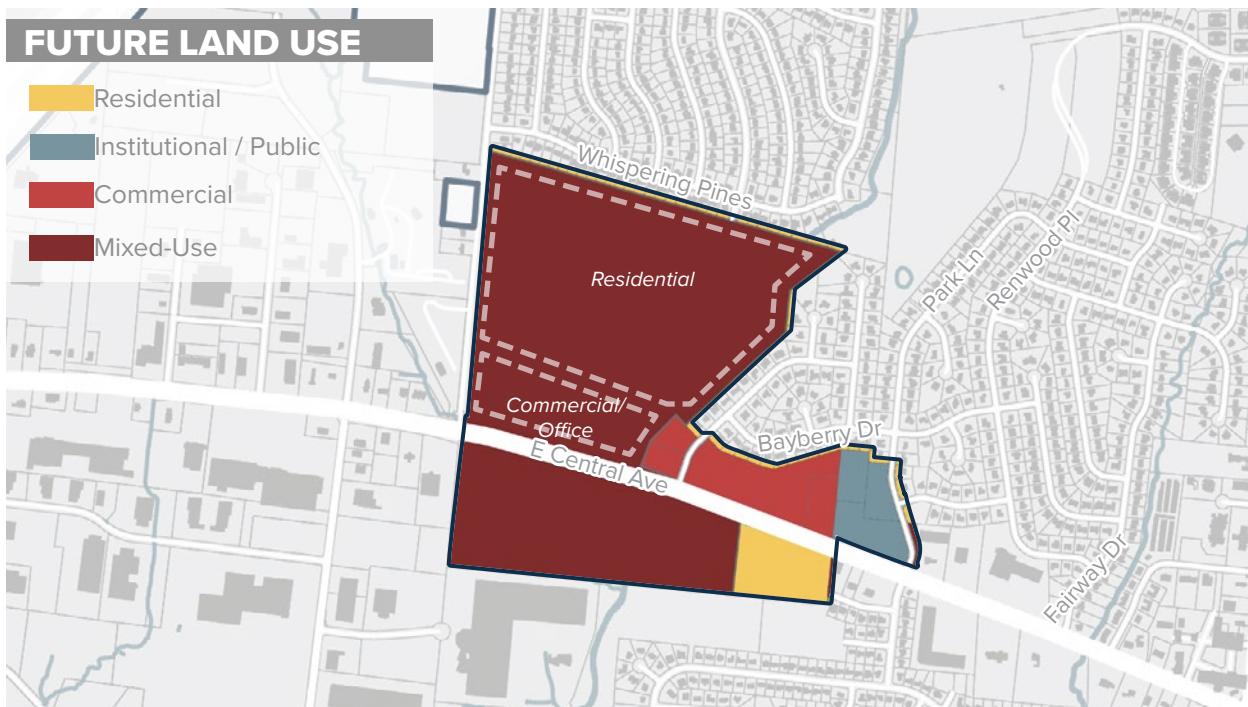
approach to improvements on private property and in the public right-of-way is necessary to promote a sense of place. Design of facilities geared to automobile access (drive through facilities gasoline pumps) should be located in such fashion that they are not readily visible from S.R. 73.



OUT-PARCEL DEVELOPMENT



STREET BANNERS AND LIGHTS



POLICY AREA 7

CITY SERVICES CENTER

Located just east of the I-75 Gateway Policy Area, the City Services Center is a transitional area between the highway-oriented development patterns that characterize the I-75 Gateway Area and the convenience retail focus of the SR 73/SR 741 Policy Areas at the S.R. 73/741 intersection. This area includes two large undeveloped parcels totaling approximately 118 acres, a number of small retail establishments and the site of the Springboro Municipal building and Public Library. The Eastbrook Farm site located at the northeast corner of S.R. 73 and Clearcreek Franklin Rd is another notable development site, like the Easton farm, that has been designated as mixed-use for future land use.

A summary of the existing character and

issues relating to the City Services Center Policy Area is as follows:

- » The Policy Area contains the properties along S.R. 73 between Clearcreek-Franklin Road east to Park Lane.
- » The area includes the largest portion of undeveloped property remaining on the S.R. 73 corridor in Springboro. This undeveloped property includes an 83-acre parcel, known as the Eastbrook Farm on the western side of the Policy Area, north of S.R. 73, as well as a 35-acre undeveloped parcel on the south side of S.R. 73.
- » There are landscaped medians on S.R. 73 that provide for a visually pleasing corridor.
- » The Policy Area has excellent interstate access.
- » Businesses in this Policy Area are relatively close to residential areas, particularly the neighborhoods in Policy Area 2 on the east end of the Policy Area.

- » This Policy Area includes two retail strip centers: Point Plaza and Park Plaza.
- » There are gaps in the S.R. 73 sidewalk system, specifically on the south side of the thoroughfare.
- » The Policy Area includes health care facilities such as Surecare and Primed.

Preferred Future Characteristics, Actions and Needs

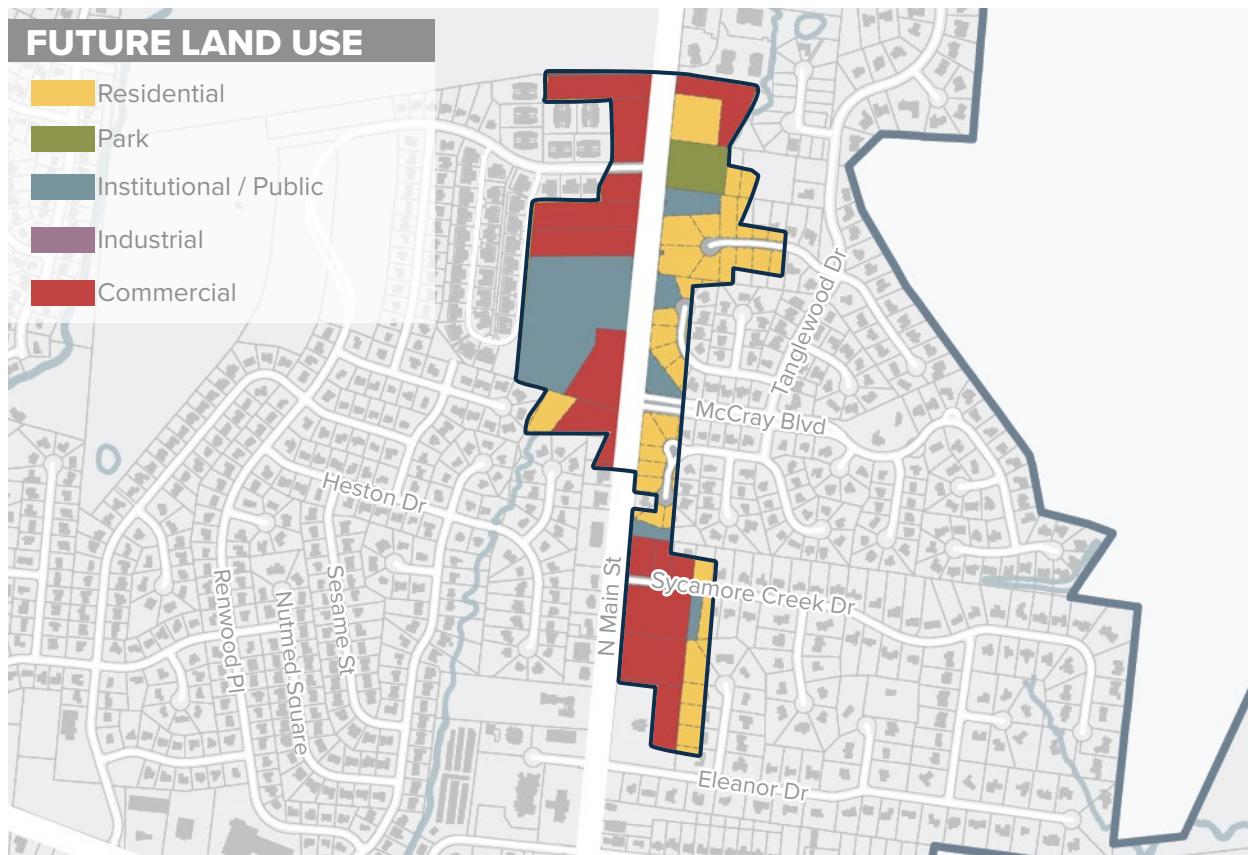
- » The City should provide for better pedestrian access and movement in the establishment of sidewalks along S.R. 73. Likewise, better pedestrian linkages are needed from surrounding neighborhoods and lots to the S.R. 73 corridor as set out in the Bike and Pedestrian Plan
- » Retail redevelopment that can serve the needs of adjacent residential subdivisions should be provided through proper zoning and marketing efforts.
- » The City should encourage the connection of North Park to Community Park via a linkage along Twin Creek as part of the vision set out in the Bicycle and Pedestrian Plan.
- » The City should establish design guidelines for development and redevelopment efforts that focus on buildings oriented to S.R. 73 and building materials.
- » Require that new development and redevelopment efforts include mixed uses with housing. This can be accomplished through mixed use buildings or a mix of residential housing on individual lots.
- » A mixed-use development pattern may occur in a similar layout to what is depicted on the diagram on page 60.

- » Maintain the natural buffer of the Twin Creek to buffer future Eastbrook Farm development from surrounding existing residential subdivisions.

Implementation Recommendations

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





POLICY AREA 8

CENTRAL SR 741 CORRIDOR

Located just north of the SR 73/SR 741 Policy Area and immediately south of the North S.R. 741 Corridor Policy Area, the Central S.R. 741 Corridor is a transitional area characterized by extremely small, narrow parcels. While some of these parcels have undergone redevelopment, in some cases involving lot consolidation, other lots still include detached single-family dwellings or former residential buildings that have been converted to offices and other small retail uses. Improving the streetscape and visual character would aid in this transitional area feeling more connected with the adjacent Policy Areas.

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

- » The Policy Area is nearly built out; a limited number of undeveloped parcels of land exist.
- » The area is bisected by S.R. 741, a major north/south thoroughfare extending from north of the SR 73/SR 741 Policy area at Eleanor Drive to south of Tamarack Trail.
- » The Policy Area is characterized by small office uses in converted, detached ranch dwelling structures on small lots (approximately $\frac{1}{2}$ acre lots).
- » The Policy Area has a limited number of small retail uses.
- » Residential parcels within this Policy Area currently back onto S.R. 741 and provide no interaction with the major road.

- » Located along the east side of S.R. 741 is Mills Park.

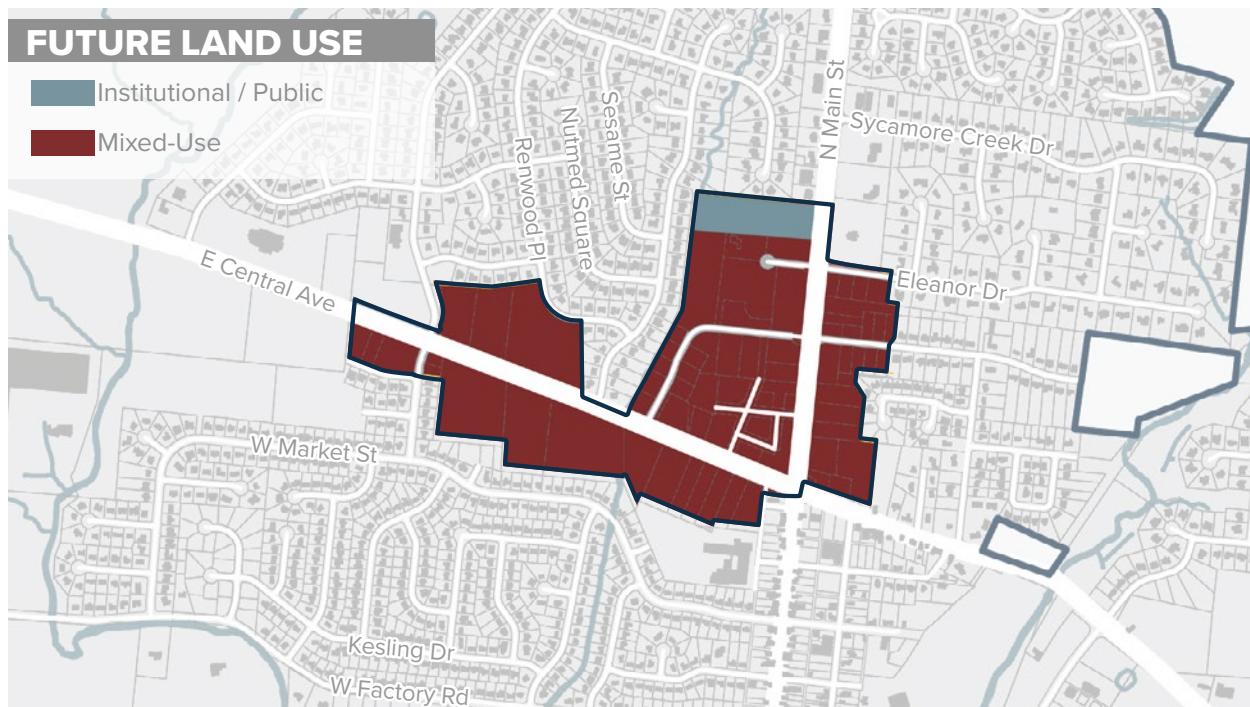
Preferred Future Characteristics, Actions and Needs

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

Implementation Recommendations

Lot consolidation will play a key role in facilitating the redevelopment and long-term viability of the Central S.R. 741 Corridor Policy Area; especially since physical lot expansion east or west will not be possible.





POLICY AREA 9

SR 73/SR 741

This Policy Area surrounds the S.R. 741/73 intersection and is arguably the most visible area of the City for Springboro residents. The area has undergone the most notable recent development in the City with the redevelopment of the northwest corner of the S.R. 741/73 intersection being redeveloped as Wright Station. Wright Station is a mixed-use walkable town center development that includes commercial and community uses. Future development and redevelopment in surrounding areas should build on the successes and principles of the Wright Station development to expand the walkable character and experience of the SR 73/SR 741 area. The area also experiences high levels of peak hour traffic congestion and is currently subject to detailed zoning regulations, although the existing development largely predates these requirements.

A summary of the existing character and issues relating to the SR 73/SR 741 Policy Area is as follows:

- » Wright Station redevelopment is 50% complete and has brought new commercial and community uses to the area.
- » Much of the area is controlled by the Urban Village District (UVD).
- » This area tends to have smaller lots as compared to other retail oriented areas of the City.
- » The area is directly north of Historic Springboro (Part of the Historic Core Policy Area, #13).
- » The area's buildings include the Aaron Wright House, a local and federal landmark.

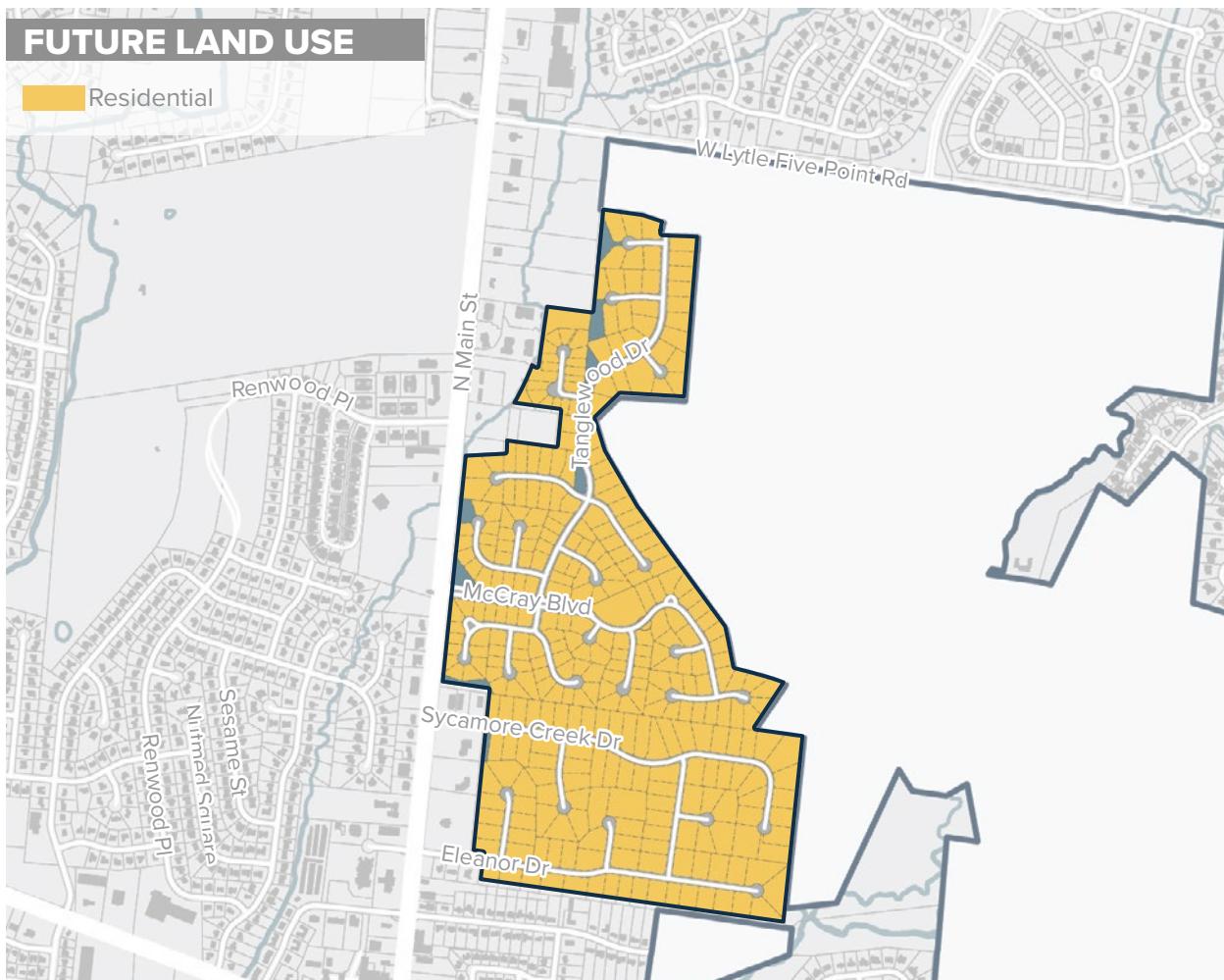
Preferred Future Characteristics, Actions and Needs

- » Require development and redevelopment on properties that have direct frontage on S.R. 73 or S.R. 741 be physically oriented to S.R. 73 and S.R. 741.
- » Neighborhood-oriented retail must be accessible through sidewalks or trails from adjacent neighborhoods to promote safe pedestrian movement.
- » Limit access to S.R. 73 and 741 through internal access management.
- » Continue to promote mixed-use development in the area around the S.R. 73/741 intersection to make a coherent place building off the Wright Station development.
- » Improve the walkability and character of this Policy Area and the S.R. 73/741 intersection through placemaking and public art initiatives.
- » Improvements to the public realm should focus on connecting this Policy Area with the Historic Downtown to make one downtown experience.

Implementation Recommendations

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





POLICY AREA 10

EAST CENTRAL SR 741 NEIGHBORHOODS

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

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

- » The Policy Area is comprised entirely of single family detached residential dwellings averaging 30-40 years in age.
- » The area contains the mature neighborhoods that include the Sycamore Creek, McCray Farms, Tanglewood Creek and a portion of the Woodland Greens neighborhoods.
- » There are sidewalks present in this Policy Area that encourages strong internal connectivity. This connectivity extends to S.R. 741.

- » The eastern side of this Policy Area adjoins a golf course, Sycamore Country Club, and open areas in Clearcreek Township.

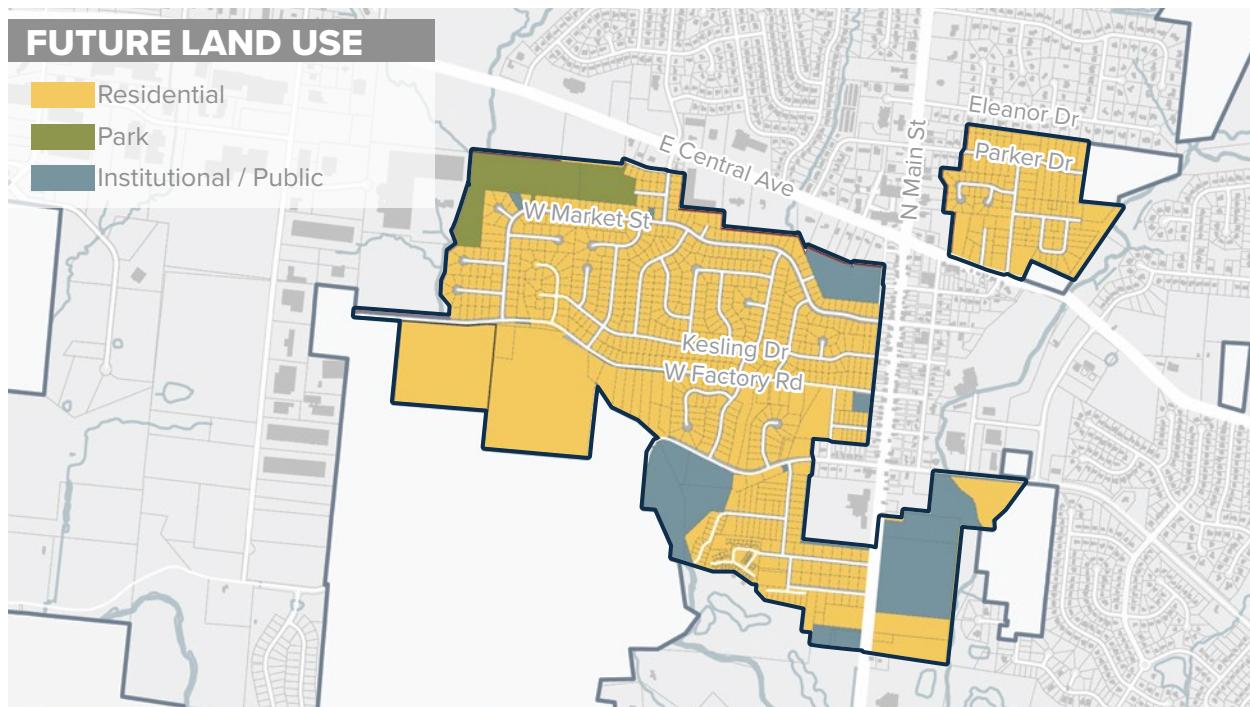
Preferred Future Characteristics, Actions and Needs

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

Implementation Recommendations

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





POLICY AREA 11

CITY CENTER NEIGHBORHOODS

This Policy Area adjoins the Historic Core Policy Area, Policy Area 13, and the SR 73/SR 741, Policy Area 9. The area includes several of the oldest residential neighborhoods in the City built since World War II. Community Park is contained within this Policy Area as well as the former school site located at Florence and North Street. Two unincorporated areas of Clearcreek Township also exist on the eastern side of this Policy Area.

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

- » The Policy Area includes two nodes physically separated by Policy Area 9 (SR 73/SR 741) and Policy Area 13 (Historic Core).
- » The Policy Area includes predominately

built-out with detached, single family residential dwellings.

- » The area contains the Royal Oaks neighborhood, the first large- scale residential subdivision built outside of the original City plat.
- » Parker Drive homes are the oldest in this Policy Area; they are characterized by brick dwellings older than 50 years in age.
- » A small number of undeveloped infill lots still exist among the single family dwellings.
- » The Meyer Farm subdivision is located in southern portion of this Policy Area.
- » Sawgrass Point, currently under development, lies adjacent to the Royal Oaks Subdivision.
- » Some newer homes are faced with vinyl siding, in contrast with older brick homes.
- » The southern portion of the Policy Area differs from the northern portion of the Policy Area. The southern portion of the

Policy Area contains dwellings largely built in the 1960s, and lacks the brick exteriors that characterize the older areas. The southern portion of the Policy Area is characterized by ranch dwellings built at approximately 4 dwelling units per acre.

- » Community Park is located on S.R. 73 in the western portion of Policy Area.
- » The City's wastewater treatment plant is located in the southern portion of the Policy Area.
- » Clearcreek Elementary School is located on the eastern edge of the policy area.

Preferred Future Characteristics, Actions and Needs

- » The area has potential for redevelopment in the southwest parts of the policy area, around Royal Oaks subdivision, and in the areas that are currently in the Township.
- » Additionally the former school site on Florence Street should be redeveloped considering its proximity to S.R. 741 and the Historic Downtown.
- » Replace aging infrastructure where necessary to ensure the proper delivery of City services.

Implementation Recommendations

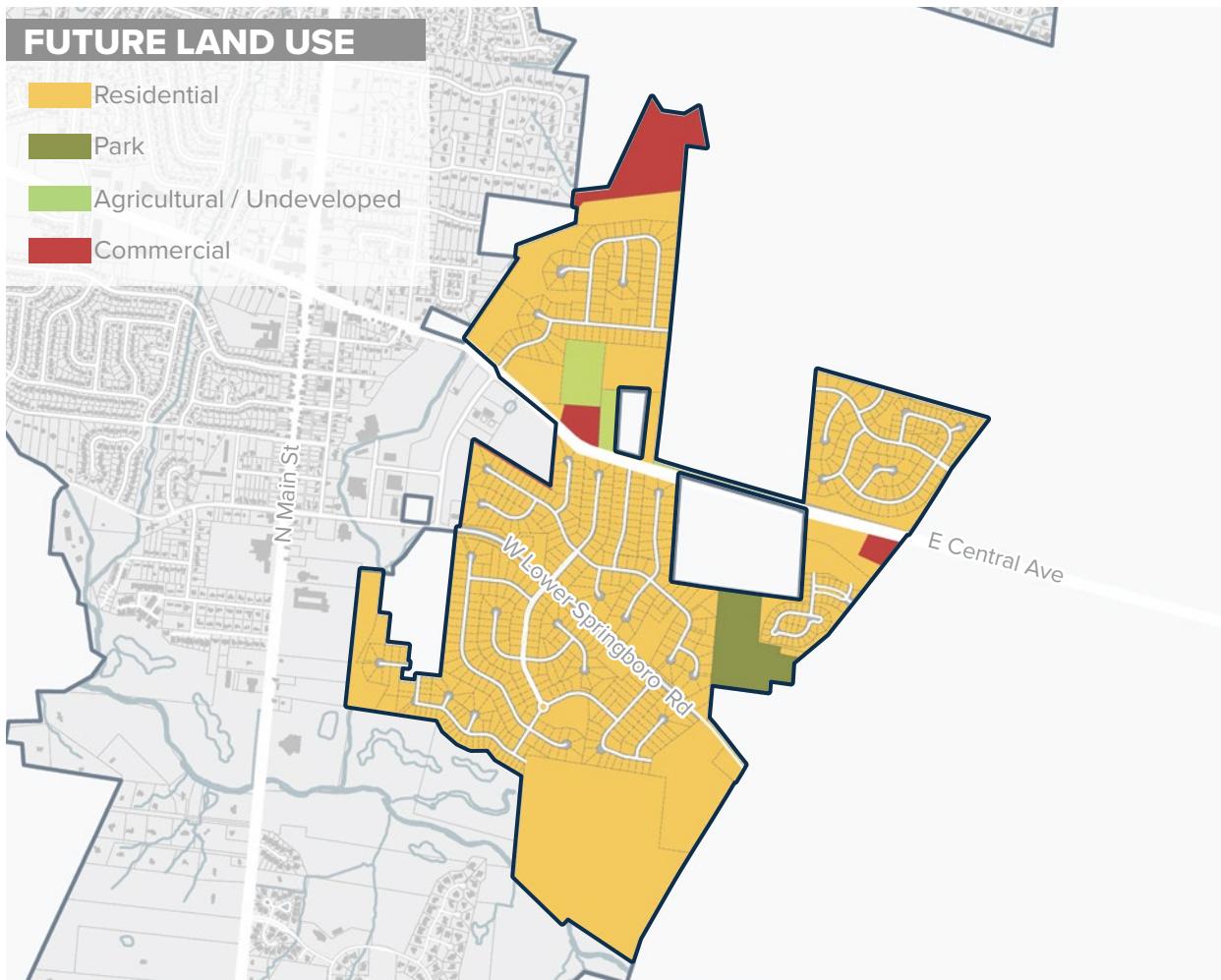
Development and redevelopment activities in this Policy Area should emphasize residential uses that conform to the existing character of the neighborhood in which the development or redevelopment is located.



COMMUNITY PARK



EXISTING SINGLE FAMILY HOME



POLICY AREA 12

SOUTHEAST NEIGHBORHOODS

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

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

- » The Policy Area includes the following residential subdivisions: Richards Run, North Hills, The Enclave, Fieldstone, Creekside, and The Fairways.
- » This area contains the Bailey Property. That property's development is subject to annexation agreement with Clearcreek Township.
- » The Policy Area's development pattern is primarily detached single family residential; most homes are less than 20 years in age.

- » Sidewalks are readily present in subdivisions, but do not connect to other developments in the City along S.R. 73.
- » Many of the homes are moderately priced in comparison to other newer residential areas of the City.
- » A property at the southwest corner of S.R. 73 and Red Lion-Five Points Road was rezoned in 2002 to PUD Business to accommodate convenience retail and office uses.
- » Retail use can also be found at the Lovely Farm Market.
- » The Policy Area includes Kessling Park which is owned and operated by the Warren County Park District.

Preferred Future Characteristics, Actions and Needs

- » Efforts should be made to physically connect the individual subdivisions to other developments and Policy Areas through the construction of sidewalks, trails and bikeways to promote walkability, where they currently do not exist.

Implementation Recommendations

Improving pedestrian access outside of the individual subdivisions may help overcome the geographic isolation of this Policy Area from the rest of the community. Ensuring high maintenance standards will also be critical for this Policy Area's continued success.

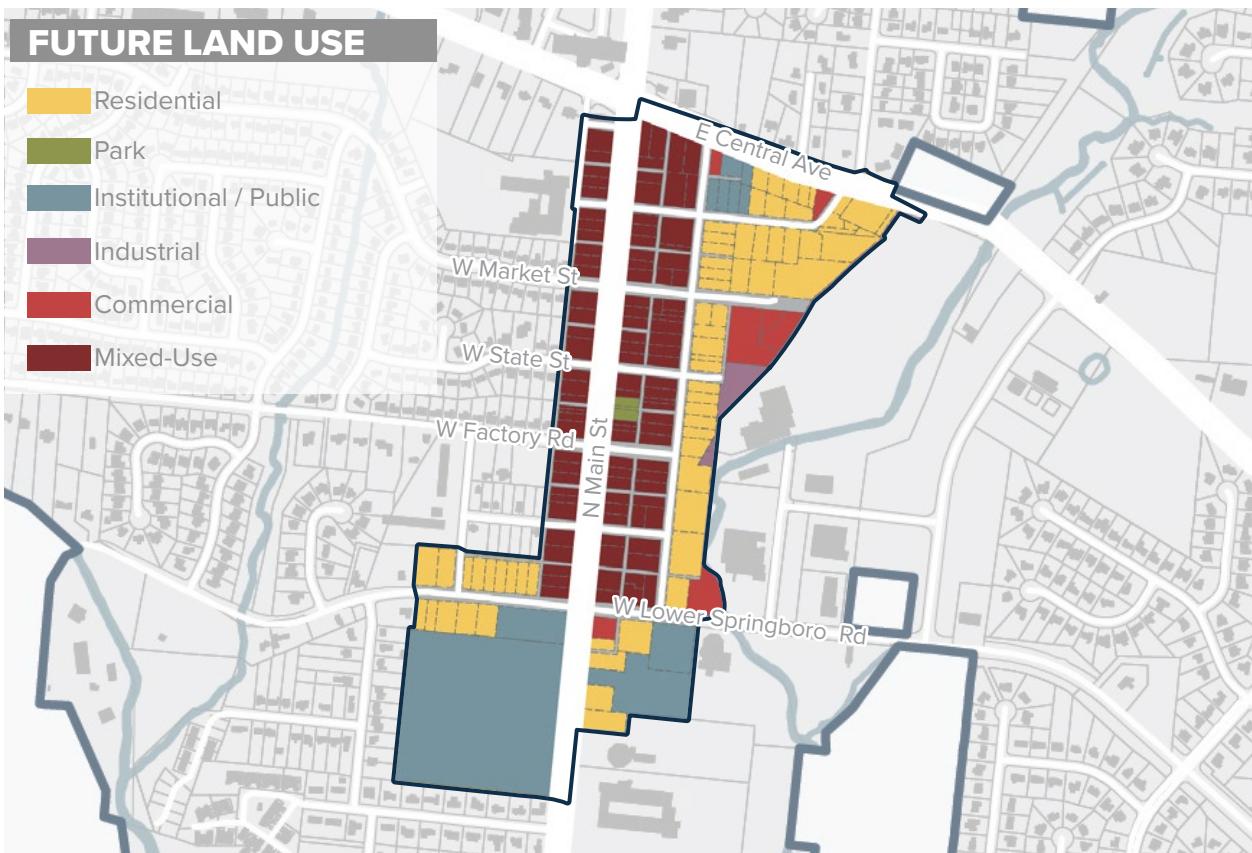
Development and redevelopment activities in this Policy Area should emphasize residential uses that conform to the existing character of the neighborhood in which the development or redevelopment is located.



EXISTING SINGLE FAMILY HOME



LOVELY'S FARM MARKET



POLICY AREA 13

HISTORIC CORE

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

kept their period architecture. Future uses and development in the Historic Downtown should continue a mixture of land uses that will continue to enhance the walkability and character of the area. Placemaking improvements and an emphasis on improved walkability will help to connect the Historic Downtown with the SR 73/SR 741 Policy Area (9) and expand what the community defines as its downtown.

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

- » The Policy Area is largely built out.
- » Portions of the area have local and Federal historic designation.
- » The area is commonly identified by long time residents as the "Identity of Springboro", being the original plat.

- » Rotary Park is located at 320 South Main Street in the Historic Downtown.
- » The area's historic character and intimate scale creates a strong sense of place and supports that the policy area is very walkable.
- » The land use pattern is mixed.
- » Buildings are typically brick and frame construction, and are 2 stories in height. Most buildings are mid-19th century vernacular construction.
- » The area is characterized by alley and on-street parking. There is a perception that adequate parking is not available.
- » The Policy Area is the location of various community events throughout the year.
- » There is a concentration of schools at southern end of Policy Area.
- » The Policy Area is divided by S.R. 741, which is the primary north/south thoroughfare serving the City and surrounding areas.
- » The Policy Area is periodically congested with vehicular traffic, especially during school arrival and release times and at the morning and afternoon rush hours.
- » The area appears to be slowly transitioning from retail and residential uses to office uses.
- » Consider modifying the Zoning Code to promote "form based zoning" to reinforce the character and design of the Historic District. Form based zoning places heavy emphasis on the physical form, features, and visual appearance of buildings and mixed uses over a strong focus on specific land uses by parcel. This type of zoning is most effective in areas where the architectural character is critical to the overall feel, like in the Historic District.
- » Manage traffic through congestion mitigation and improved directional signage for the Richards Run bypass route through Policy Area 14, the South Richards Run Corridor.
- » Maintain the viability of businesses through small business support networks, joint marketing and signage and public education regarding the availability of parking in the Historic Core.
- » Maintain and enhance the community's connectivity to this area, both physically in terms of sidewalks and walking paths, and through promotion of the district to local residents.
- » Maintain the mix of residential, service and retail business uses to ensure a lively, interactive district.
- » Plan for and develop this area as a destination district (e.g. arts district, bridal district, etc.).
- » The City should undergo a specific Downtown Master Planning process to look at strategic planning for the downtown considering land is scarce and it is a delicate blend of activity and history.

Preferred Future Characteristics, Actions and Needs

- » Continue to maintain the historic character and identity of Policy Area through strict enforcement of design guidelines to ensure that property maintenance, infill, and new development are conducive to the historic core design and atmosphere.

Implementation Recommendations

Education regarding historic preservation techniques, such as is available from the Ohio State Historical Society's Building Doctor program, would also assist efforts to maintain the unique character of this valuable district. Part of the challenge facing this district is the assumption that parking is not available. Although no known study has been conducted regarding the level of use that the existing public parking lot receives, it is likely that this resource is underutilized due to low visitor awareness of its availability and convenience. Installing wayfinding signage that directs visitors to this lot would begin to overcome this perception, as would promotional materials, either independently distributed or printed in a local newspaper, that demonstrate that parking is available. Conducting a downtown master plan could also include a parking study and assessment in addition to being able to look at the downtown in a strategic, detailed manner to create guidance and recommendations for future use and development. Signing and promoting the use of the Richards Run bypass route would also greatly assist efforts to reduce the congestion associated with commutes to schools along S.R. 741.



DINING & ENTERTAINMENT



MIX OF RESTAURANTS AND RESIDENTIAL



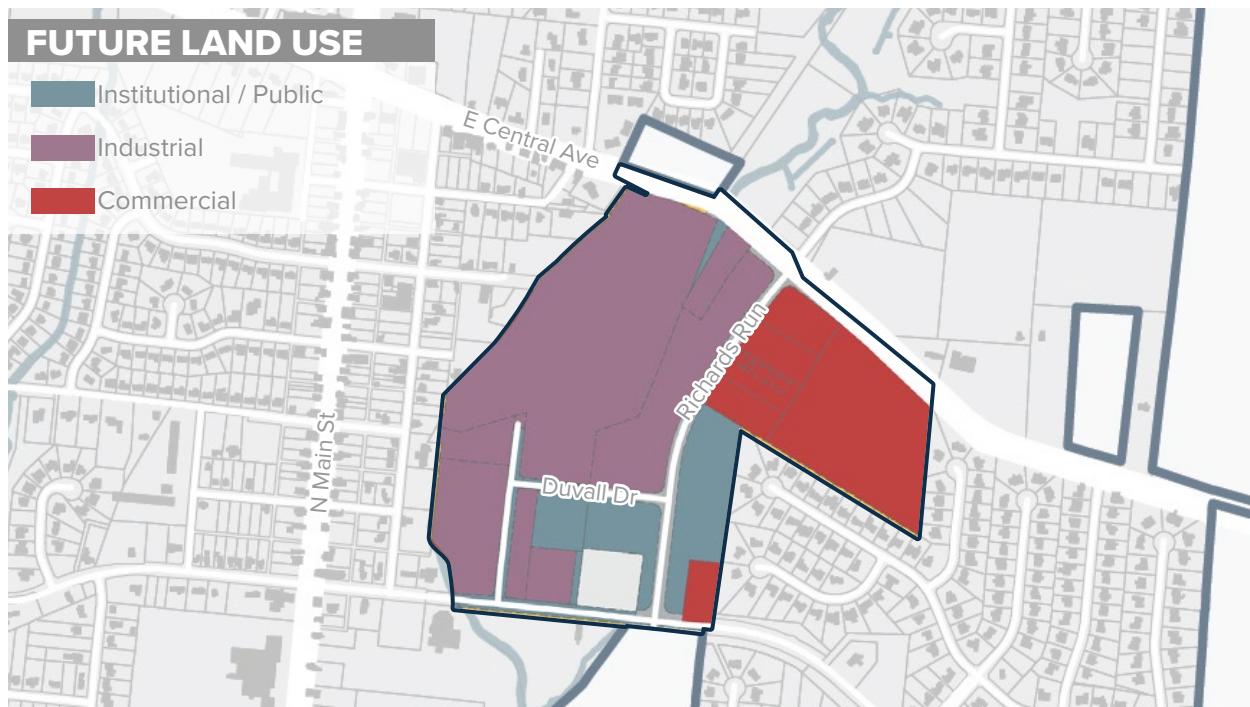
EXISTING SINGLE FAMILY HOME



ROTARY PARK



HISTORIC CHARACTER



POLICY AREA 14

SOUTH RICHARDS RUN CORRIDOR

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

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

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

Preferred Future Characteristics, Actions and Needs

- » Encourage the development of larger areas of available property as office.
- » Encourage office infill development around the existing concrete facility.
- » Continue and promote the use of South Richards Run Road as a viable by-pass for the Historic Core to reduce traffic congestion in the Historic Core and SR 73/SR 741 Policy Areas.

Implementation Recommendations

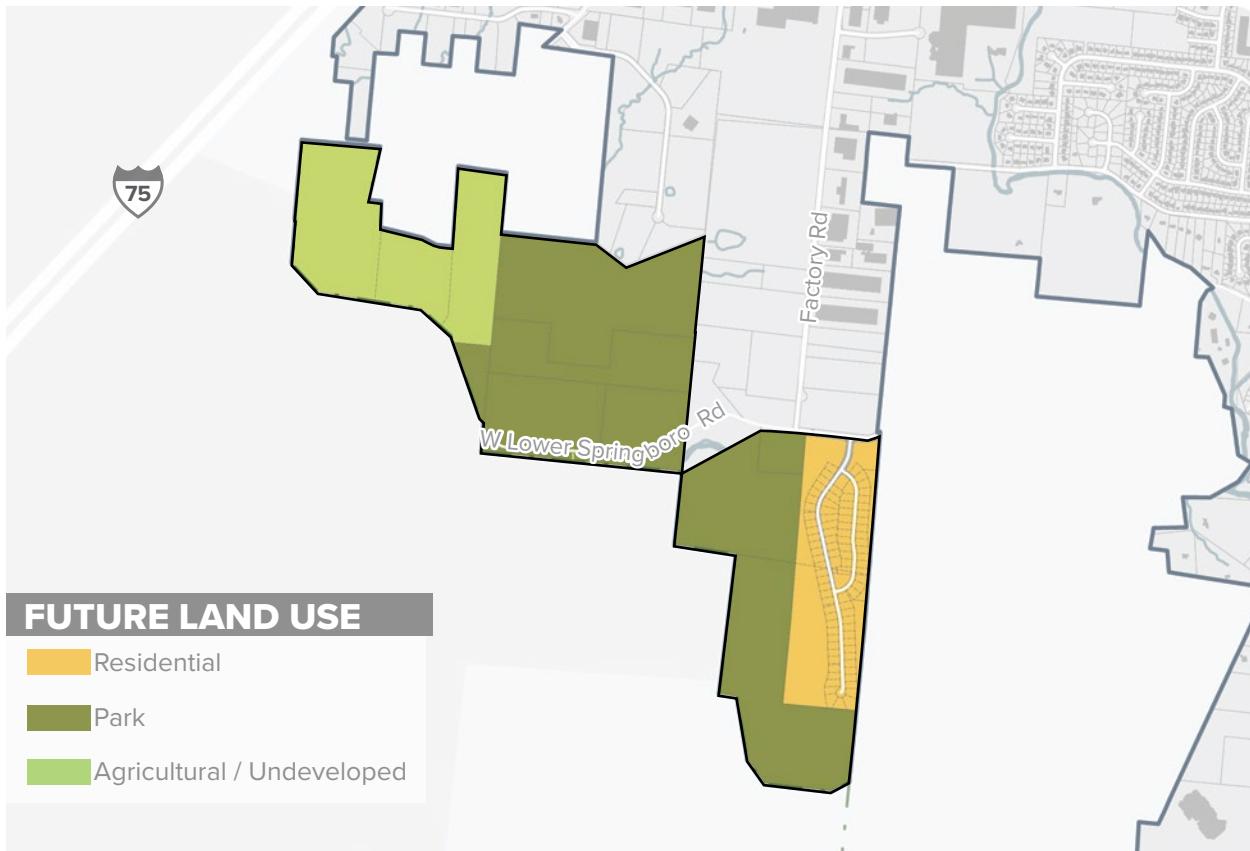
Properties should be encouraged to develop as office type uses with a strong de-emphasis on industrial uses. Because of its relative high visibility on S.R. 73, high landscaping and design standards that coordinate building and lot design in this area are preferable. This area should serve as a transition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



SMALL OFFICE BUILDING



SMALL OFFICE BUILDING



POLICY AREA 15

CLEAR CREEK CORRIDOR

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

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

- The Policy Area is characterized by three community parks: E. Milo Beck, Clearcreek, and Hazel Woods Parks, the latter located outside the Policy Area in Franklin

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

Park located to the southwest, outside the City corporate boundary.

Preferred Future Characteristics, Actions and Needs

- » Maintain the park like atmosphere and maintain the quality of the floodplain.
- » Provide for internal and external connectivity with the implementation of bike paths and walking trails.
- » Create a Parks Master Plan to guide future improvements and maintenance of parks not only in this Policy Area, but throughout the City.

Implementation Recommendations

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



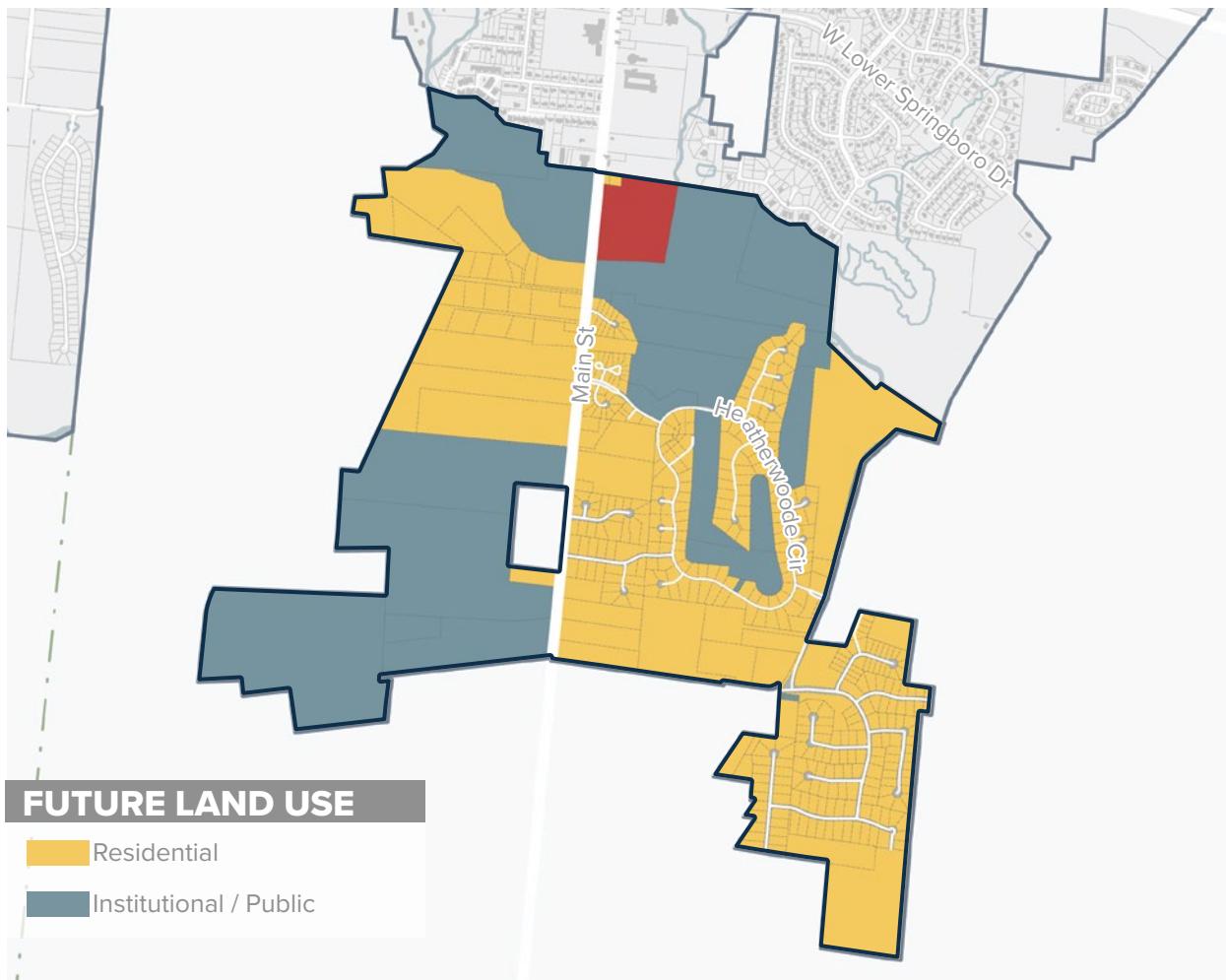
EXISTING SINGLE FAMILY HOME



CLEARCREEK PARK



E. MILO BECK PARK



POLICY AREA 16

HEATHERWOODE

This Policy Area includes both pre-annexation lot split homes and some of the City's most recent subdivisions. The area also includes an 18-hole public golf course community, Heatherwoode, and a multi-facility public school complex. The area's character is predominately low- to moderate-density detached residential and includes extensive active and passive open space areas. There are multiple large single family lots that could be redeveloped in the future.

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

- » The Policy Area is located on the southernmost edge of the City and is bisected north/south by S.R. 741.
- » This Policy Area is the location of the Heatherwoode Golf Club community and the Springboro Public Schools complex (Springboro High School, Springboro Junior High School, Dennis Elementary as well as administrative offices and support facilities).
- » The area is characterized by large lot single family residential uses, particularly along S.R. 741.

- » The area includes the Heatherwoode and Farms of Heatherwoode subdivisions.
- » The Null Log Home, erected in 1798, is located in the policy area on the grounds of the golf course.
- » The northern portions of the Policy Area is within the Clear Creek floodplain/floodway.

Preferred Future Characteristics, Actions and Needs

- » Improve pedestrian access and encourage safe school access for nearby residents through the establishment of sidewalks and/or walking trails.
- » Continue to promote and maintain the Heatherwoode Golf Course as a valuable local and regional amenity.

Implementation Recommendations

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





C. CONNECTIVITY

Challenge and Opportunities

The recommendations recognize that Springboro is a mostly built-out City and that any new development must be fully leveraged to help the City fulfill its vision of the future. The recommendations also recognize that many aging auto-oriented strip developments are likely to be revamped or replaced altogether over the next 20 years. Wright Station is a prime example of changing tastes in commercial development.

Coordination with Placemaking Recommendations

All of the connectivity recommendations are enhanced and made complete by the incorporation the placemaking recommendations. At the heart of connectivity recommendations is the concept that streets and pathways are City's most used, most visible, and most valuable public spaces. A community is judged by the appearance of its streets and the activity of pedestrians and bicyclists visible therefrom. People in cars look for other people walking or bicycling as a sign that a place is safe, thriving, and worth a visit.

General Approach to Improving Connectivity

There are three themes that thread through all the connectivity goals: 1) change the character and development along the major roadways so people drive at the desired speeds; 2) create pedestrian scale environments through new projects and redevelopment; and 3) create direct connections for people on foot and bike to encourage alternative forms of transportation and reduce motorized traffic.

The City should undergo the development of an update to the 2001 Mobility Master Plan for the community that will explore the goals and recommendations in more detail.

Connectivity Goals

The following six connectivity goals are explored in more detail on the following pages:



**STRENGTHEN
PEDESTRIAN
CONNECTIONS
BETWEEN WRIGHT
STATION AND
THE HISTORIC
DOWNTOWN**



**CONSTRUCT
ALTERNATIVE
ROUTES FROM
NORTH TO SOUTH
PORTIONS OF
SPRINGBORO**



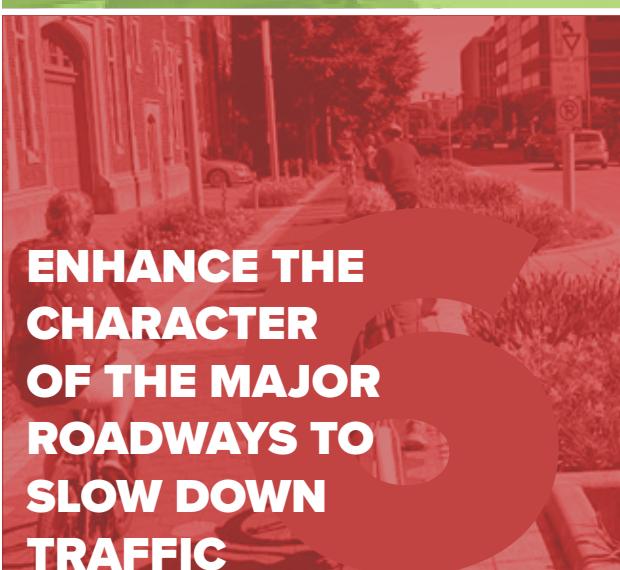
**ESTABLISH
PEDESTRIAN
AND BICYCLE
CONNECTIONS
BETWEEN
NEIGHBORHOODS**



**ENHANCE
PEDESTRIAN
CONNECTIONS
TO ADJACENT
RESIDENTIAL
AREAS**



**NEW WALKABLE
MIXED-USE
NEIGHBORHOODS**



**ENHANCE THE
CHARACTER
OF THE MAJOR
ROADWAYS TO
SLOW DOWN
TRAFFIC**

1. Strengthen pedestrian connections between Wright Station and the historic downtown.

Even though the distance between Wright Station and the historic downtown is not significant, the nature of the route itself inhibits pedestrian travel. The only current pedestrian link is through the Main Street / Central Avenue intersection, which can be intimidating to pedestrians. With the Wright Station Development and planned improvements to the public realm in the area, the ultimate goal is to create a walkable center for the community that creates a synergy between new development and the historic downtown.

The City has been and continues to work to identify improvements that will encourage walkability within the area. The character of the historic district encourages a mixture of uses and a more pedestrian-oriented scale of street.

This recommendation focuses on continued efforts to create a richer, more connected commercial and cultural environment.

City Led Objectives

- » Provide a new pedestrian crossing on Central Avenue at Edgebrook Drive to create a pedestrian link between the Wright Station Area and the south side of SR 73 and the neighborhoods around the Historic Core.
- » Enhance downtown alley parallel to Main Street to foster development of the back lots of Main Street businesses
- » Complete the sidewalk system and add bike lanes on Edgebrook Dr and create

additional points of entry from Edgebrook Dr into Wright Station

- » Open the mid-block pedestrian alleyways that lead from Main Street to the alley to access the new developments.
- » Create a Downtown Master Plan that can formally design and plan for connectivity improvements in the downtown area.

Development Driven Objectives

- » Encourage mixed-use development on the former school site on Florence Drive.
- » Foster updating and upgrading the apartments and town homes on Edgebrooke Drive.
- » Promote development of alley facing “back lots” of the commercial properties on Main Street.

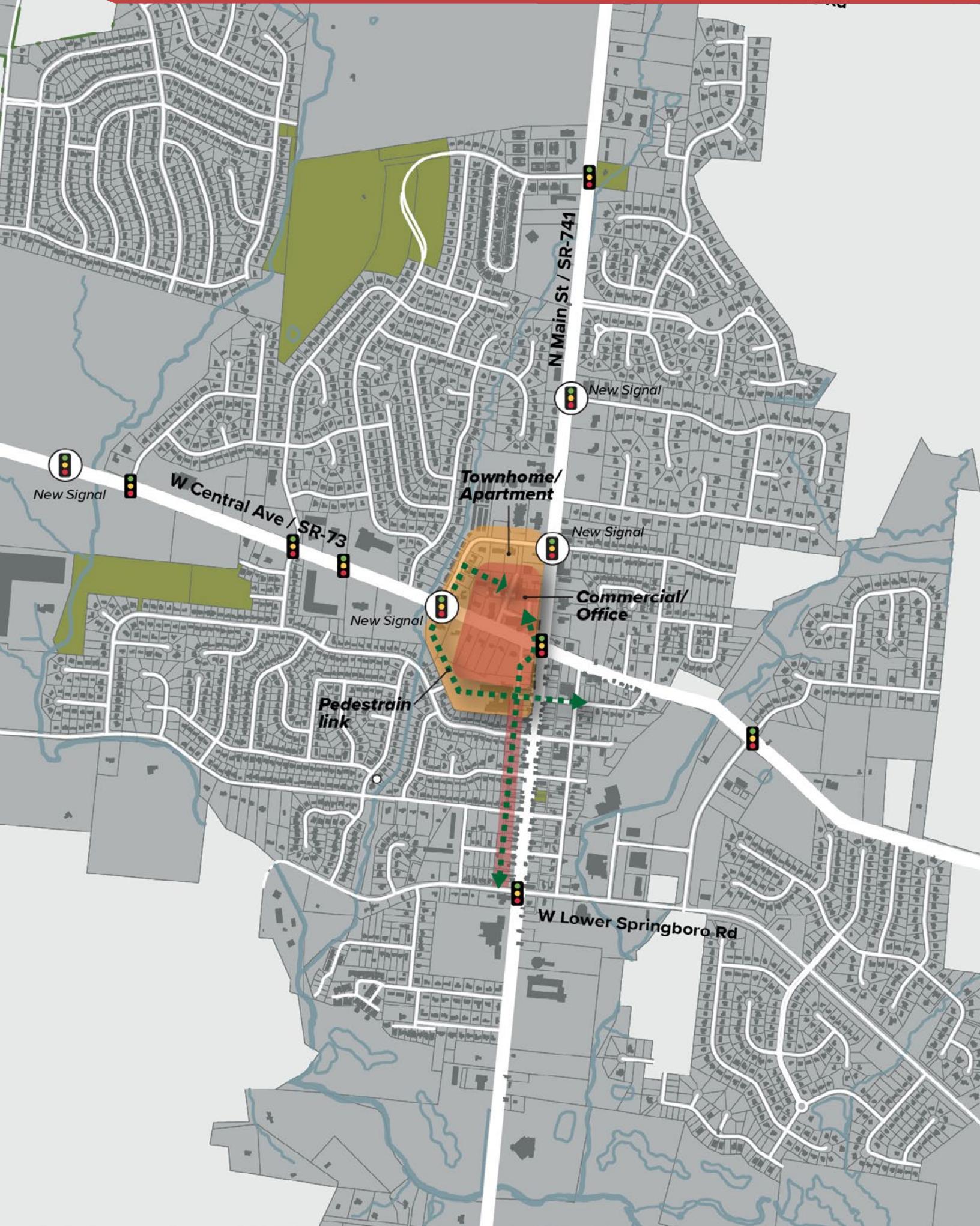


MULTI-USE PATH



PUBLIC ART IMPROVEMENTS

STRENGTHEN PEDESTRIAN CONNECTIONS



2. Construct alternative routes from north to south portions of Springboro.

The historic downtown creates a bottleneck between destinations on the south side of the Springboro and population centers on the north side of town. Physically, it is not possible to add any more roadway through the downtown without destroying its historical character. During the morning rush hour, travel times from the residential areas on the north side of town to the schools and other destinations on the south side of town can vary wildly from 12 to 26 minutes if routing through the downtown.

An alternative route on the east side of town provides more consistent times of 14 to 18 minutes but results in significant cut through traffic on residential roadways. The alternative route on the west side requires going significantly south of the schools before looping back north.

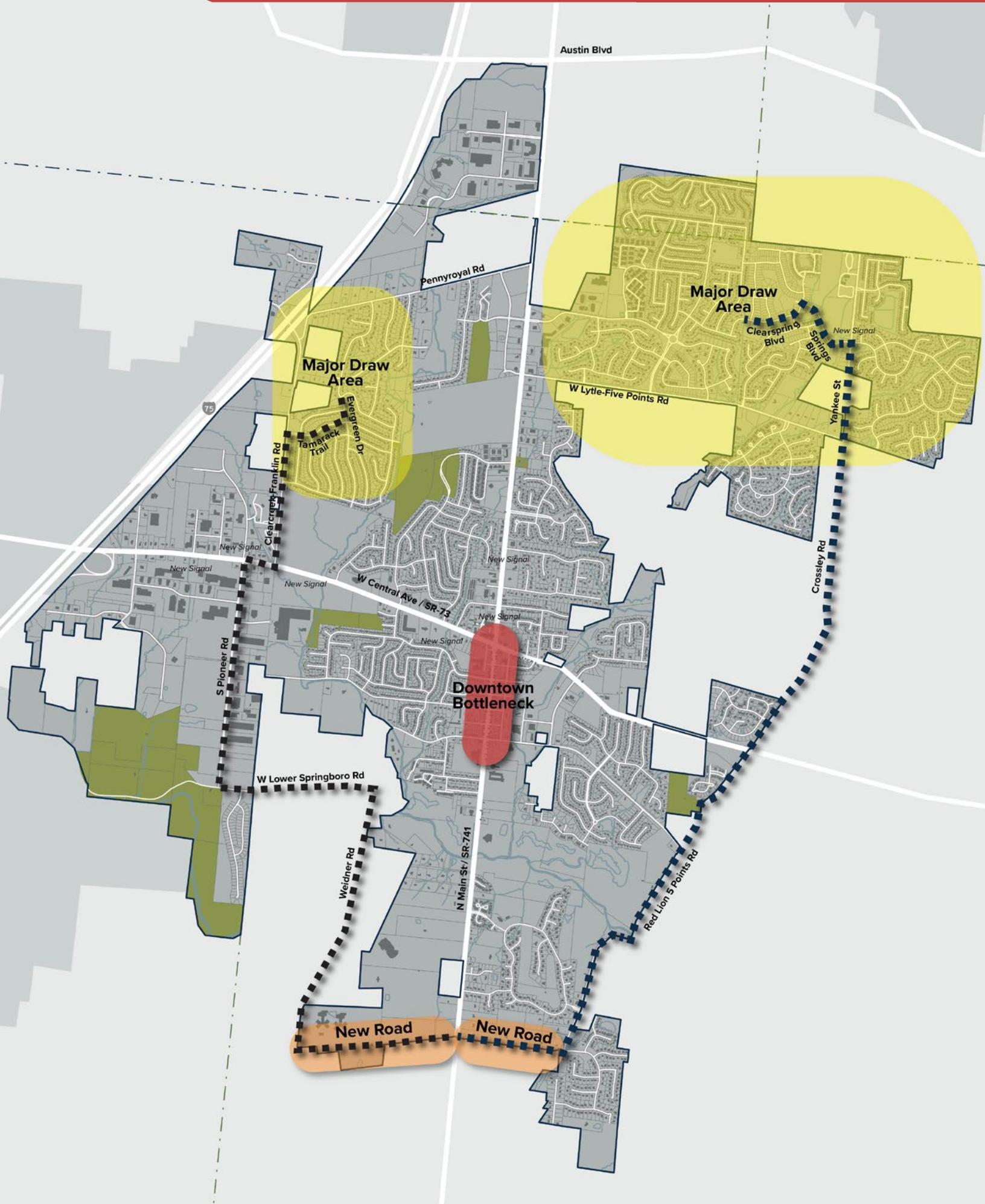
A proposed east-west road south of the downtown between Weidner Rd and Red Lion 5 Points Road would relieve pressure through the historic downtown and cut-through traffic in the Heatherwoodes neighborhood. Dispersing traffic across three routes will result in more predictable travel times and provide multiple options in case one route is temporarily blocked.

City Led Objectives

- » Obtain ROW for the proposed roadway and limit access points along the new roadway through zoning
- » Coordinate any expansion of any institutional uses or new major commercial activities to be concurrent with the establishment of alternative routes

- » Coordinate with ODOT, county, and townships officials on alignment and to bring sub-standard built roadways segments up to best safety practices
- » Implement traffic calming measures on the current cut-through route of Edinburgh Drive, Heatherwoode Circle, and Balcombe Way from Edinburgh Dr to Red Lion 5 Points Rd.
- » Provide new traffic signal with pedestrian crosswalk at South Main Street and the new road
- » Update the Mobility Master Plan (2001).
- » Coordinate with schools on future school sitings that do not negatively impact traffic in the Historic District on S.R. 741.

CONSTRUCT ALTERNATIVE ROUTES



3. Establish pedestrian and bicycle connections between neighborhoods.

Springboro's irregular border, township islands, and natural physical barriers isolate many neighborhoods from each other and key City amenities. The result is a transportation system that promotes unnecessary motor vehicle traffic within the neighborhoods and on the busy thoroughfares. The existing transportation network actively discourages pedestrian and bicycle travel.

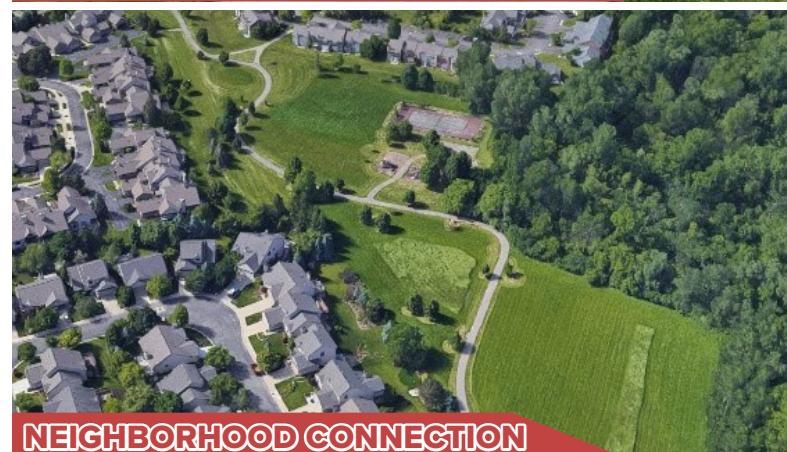
A number of pedestrian and bicycle links are proposed. Three of them provide access across Twin Creek which has only one non-accessible pedestrian connection between Pennyroyal Road and West Central Avenue. Another four are focused on tying in the North Hills and The Enclave neighborhoods. The last, focus on tying the McCray Farms neighborhood to the Springbrook neighborhood and North Park. All these links will become park to the low-stress bicycle route system.

City Led Objectives

- » Obtain right-of-way for the proposed connectors through currently developed areas
- » Coordinate with the county and township on connectors outside of the City and along roadways
- » Construct Shared Use pathways on City property and easements

Development Driven Objectives

- » Work with developers to provide all-season accessible pedestrian and bicycle links through open space concurrent with development



ESTABLISH CONNECTIONS BETWEEN NEIGHBORHOODS



4. Enhance pedestrian connections to adjacent residential areas.

There are many small commercial and service areas that have do not have a direct connection to their surrounding residential neighborhoods. Many of these developments support the type of commercial activity that is suitable for walking and bicycling trips from home. And as some of these developments are currently served by traffic signals; they hold the potential to serve as key links between neighborhoods bisected by the busy state routes. The result is an environment that promotes unnecessary motor vehicle traffic within the neighborhoods and on the busy thoroughfares.

In addition, many of these retail establishments are set back from the roadway. The result is poor visibility from the roadway as well as a wide-open transportation corridor that encourages high speeds. The proposed approach reorients the existing strip development to the street and establishes attractive pedestrian connections from adjacent residential areas and improves cross corridor pedestrian connectivity.

City Led Objectives

- » Obtain right-of-way and/or coordinate with property owners to create pathway connections

Development Driven Objectives

- » Update zoning so that when areas redevelop, retail areas are placed closer to the roadway, parking is located in back, and pedestrian connections lead directly from the sidewalk and the neighborhoods into the heart of the development
- » Create outdoor café seating adjacent to the pedestrian and bicycle connectors



SIMPLE PATH CONNECTION

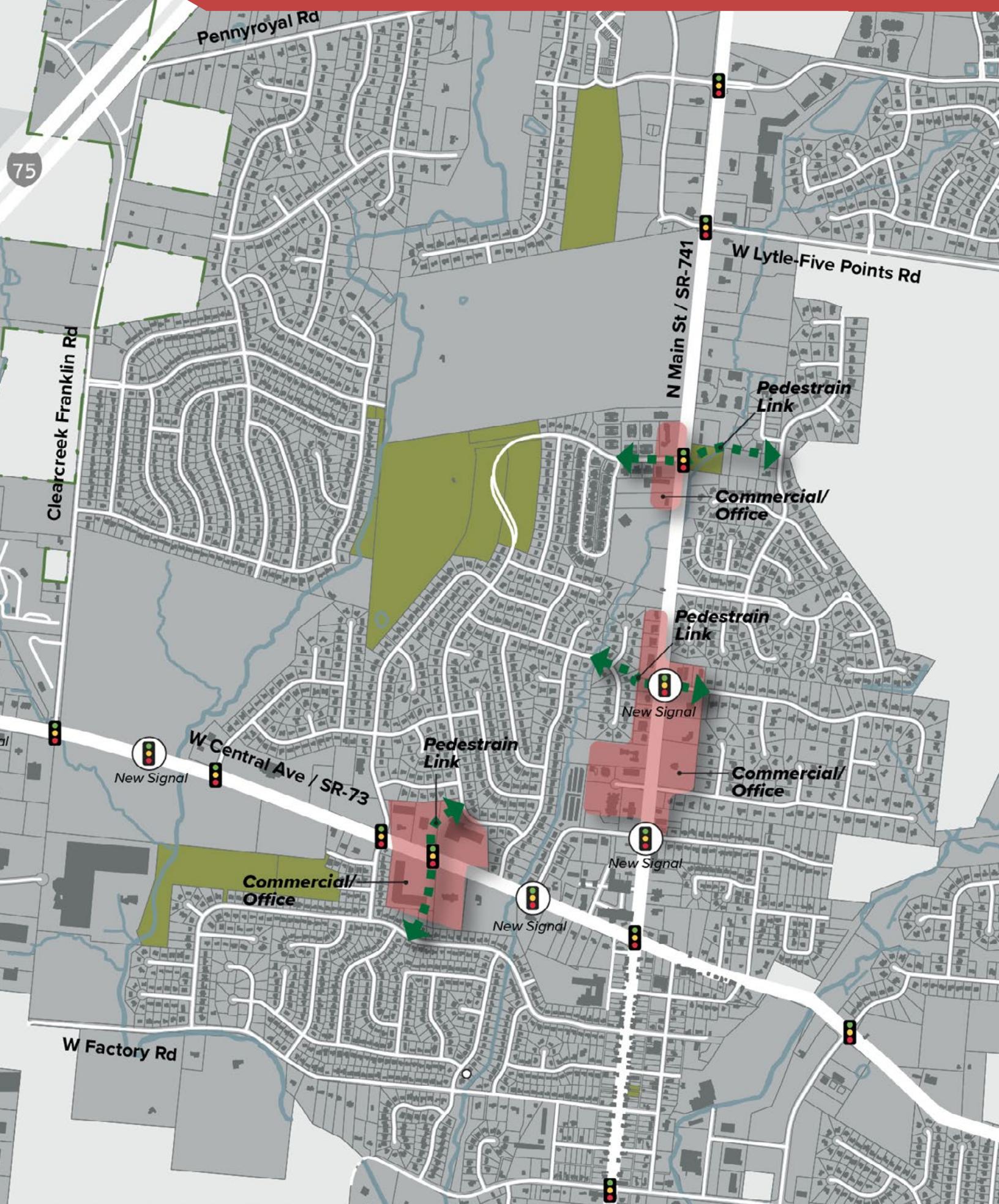


MULTI-USE PATH



SAFE CROSSINGS

ENHANCE PEDESTRIAN CONNECTIONS TO ADJACENT RESIDENTIAL AREAS



5. New walkable mixed-use neighborhoods.

The large undeveloped parcels known as Eastbrook Farm, the Easton Farm and the Easton property on S.R. 73 provide amazing opportunities to create the type of places that the residents of Springboro said they would like to see. These parcels are also linked by the proposed Central Greenway from the City's 2020 Pedestrian and Bicycle Plan. The result is the City has the opportunity to create "ten minute" neighborhoods where many daily errands may be done more conveniently by walking or bicycling than by driving. And by linking these developments with the Central Greenway, the amenities of the new developments will also easily accessible by existing neighborhoods.

The proposal would establish commercial nodes along the state routes. These neighborhood commercial cores would be comprised of a few blocks of retail, dining, cafés, pubs, and office space fronting on the main roads. Surrounding the commercial core will be single-family housing options that mirror surrounding development. Each development should have a distinct identity and character.

Tying all the different land uses and the neighborhoods together is the Central Greenway where the pedestrian and bicycle links are the centerpiece of development with parklets and outdoor cafés fronting the greenway. Where the greenway meets the state routes, safe, comfortable, convenient, and highly visible pedestrian crossings are provided to cross the busy roads.

City Led Objectives

- » Promote the guidelines and zoning site plans that promote walkable and bikeable communities
- » Require the incorporation of the Central Greenway in new development

Development Driven Objectives

- » Incorporation of the Central Greenway as the centerpiece of new ten-minute neighborhoods

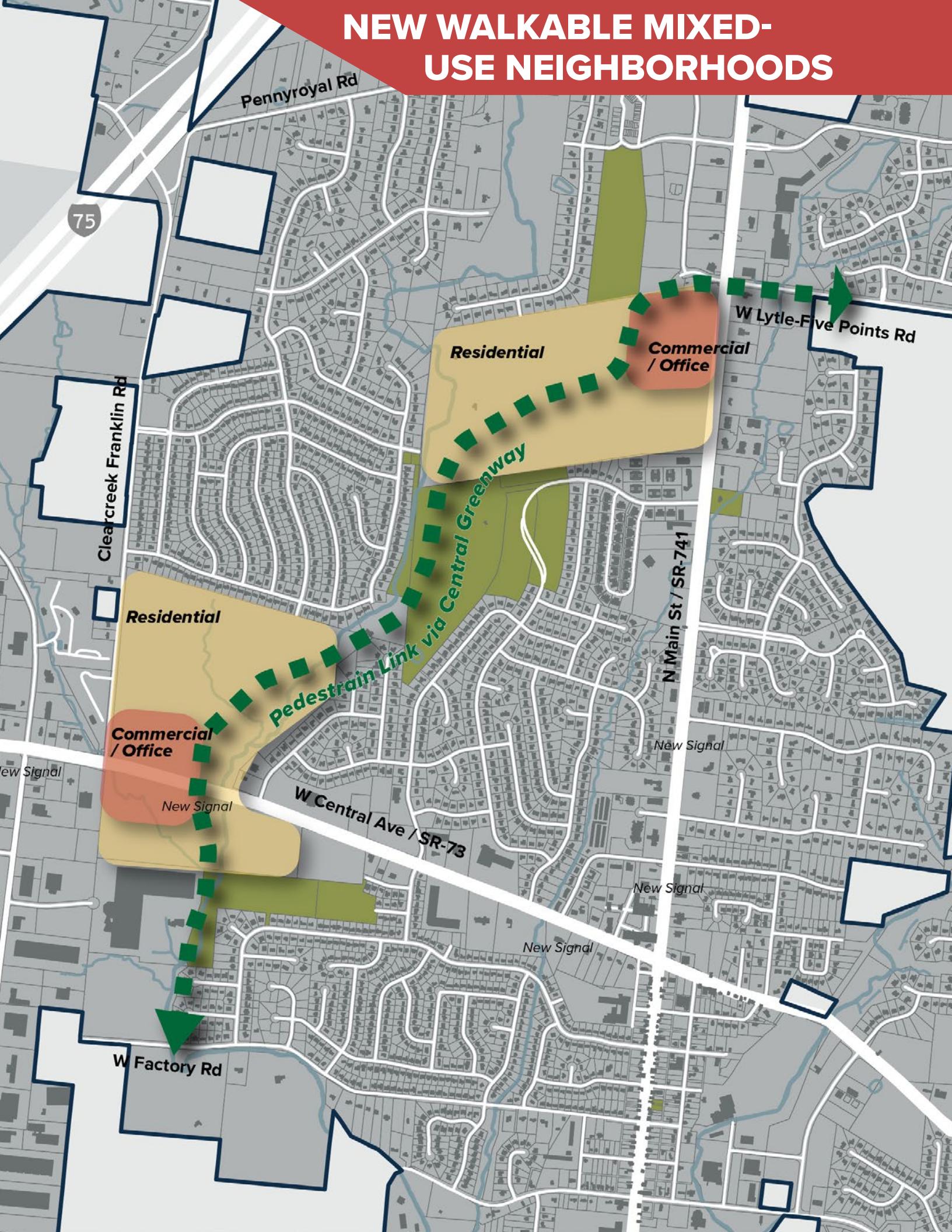


MULTI USE PATH EXAMPLE



OUTDOOR SEATING

NEW WALKABLE MIXED-USE NEIGHBORHOODS



6. Enhance the character of the major roadways to slow down traffic.

State Routes 73, and 741 both connect and divide Springboro. One only has to look at Main Street/SR-741 immediately north and south of Central Ave/SR-73 to understand the impact that number of lanes, traffic speed, the proximity of buildings, block size, and the presence of pedestrians have on roadways character. North Main Street and Central Avenue will continue to separate neighborhoods and diminish the desired small town feel unless they are fundamentally changed.

There is a myth that speed equates efficiency in transportation. The reality is that a slower and more consistent speed is the most efficient and safest approach. At slower speeds, a driver's awareness expands laterally, allowing them to spot pedestrians, bicyclists, and retail destinations along the roadway. The impact of slower speeds on travel time is typically grossly over estimated. The two mile stretch of Central Avenue from I-75 east to Main Street or Main Street from Downtown north to Pennyring Rd will only take a minute longer to drive at 30 mph vs the current 45 mph and 35 mph speed limits. Signalized intersections have a much more significant impact on travel time than does the speed limit.

It is proposed that the City work to enhance the character of the major roadways and use the design the road environment to manage motor vehicle speeds. This in combination with many of the previous connectivity goals will have a noticeable impact on the character of the state routes making for a safer, more attractive environment that supports all means of travel.

City Led Objectives

- » Place street trees every 30 – 40 feet between the sidewalk and the roadway.
- » Provide 8' wide sidewalks along the Arterial roadways and 6' wide sidewalks along the Collector roadways.
- » Periodically provide amenities such as shaded rest areas with benches and water fountains.
- » Provide pedestrian scale lighting fixtures that provide bright and uniform lighting for personal security and visibility at crosswalks.
- » Incorporate "Green Street" elements such as rain gardens
- » Provide landscaped medians wherever possible.
- » Incorporate best practices for pedestrian safety at all mid-block and signalized crosswalks.
- » Use access control/management strategies to minimize the number of curb cuts. This will be done in coordination with new development and redevelopment plans. Access management reduces the number of curb cuts and thus the potential conflict points between cars, trucks, bikes, and pedestrians.

Development Driven Objectives

- » Update zoning so that when areas redevelop, the commercial structures are placed closer to the roadway.



D. PLACEMAKING

The collection of needs and ideas that Springboro residents shared have been combined with research and on-site analysis of Springboro's arts, culture, and public space opportunities. Focusing on public art in key locations is an impactful way to make sure Springboro residents are seeing improvements. These recommendations have been filtered into five creative placemaking ideas: The following sub-section details each of these ideas. Each sub-section will highlight the project goals it will achieve and an explanation of why this approach fits its selected location and how it can energize and build momentum for future placemaking.

Types of Placemaking and Public Art

The following offers inspiration for what could be implemented



PUBLIC FURNITURE



ARTISTIC BENCH

MURALS ON BUILDINGS



1. Historic District Placemaking and Public Art

Local business owners in the Historic District have led the effort in creating programmed events that bring residents into the district on a recurring basis. Recurring programmed events have become a critical component in development strategy and revitalization. As sidewalks begin to fill again with people meandering and lingering, placemaking and public art add another layer of vitality by helping shape the physical and social character of the district.

Project goals this initiative achieves:

- » Explore and demonstrate how creative placemaking can support and enhance Historic District programming
- » Discover new partnerships to enhance programming and art activities
- » Investigate art and placemaking in private developments
- » Identify key near - and long-term actions to create opportunities to activate and enliven public spaces throughout the Historic District with arts and cultural activities

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- » Explore and demonstrate how creative placemaking can support and enhance Historic District programming
- » Discover new partnerships to enhance programming and art activities
- » Investigate art and placemaking in private developments
- » Identify key near - and long-term actions to create opportunities to activate and enliven public spaces throughout the Historic District with arts and cultural activities



2. Wright Station Placemaking and Public Art

As Wright Station continues to develop, this will become a natural gathering space for people due to the mix of shops and restaurants, greenspace, programmed events, and can therefore play an important role in placemaking initiatives and public art. Placemaking and public art opportunities should require strategic public/private partnerships and collaboration that prioritize community benefit and economic success.

Project goals this initiative achieves:

- » Explore and demonstrate how creative placemaking can support and enhance Wright Station development
- » Discover new partnerships to maximize opportunities for public art and placemaking at Wright Station
- » Illustrate how public art and placemaking can create a sense of place, community identity, and contribute to Wright Station branding

Types of Placemaking and Public Art

The following offers inspiration for what could be implemented



ROTATING ARTWORK



PUBLIC FURNITURE



ARTFEST ON MAIN



POP UP SHOW

3. Wright Station Programming

With Wright Station in its early stages of development, the role of programming will be crucial to attract attention to the location. Creating events that become a fixture in the cultural life of Wright Station will foster strong social capital and lay the foundation for repeated visits. The experiences offered through diverse programming at Wright Station will be fundamental to Wright Station becoming a multi-amenity destination

Project goals this initiative achieves:

- » Explore and demonstrate how creative placemaking can support and enhance Wright Station development
- » Discover new partnerships to maximize opportunities for public art and placemaking at Wright Station
- » Illustrate how public art and placemaking can create a sense of place, community identity, and contribute to Wright Station branding

Types of Programming

The following offers inspiration for diverse programming - attracting a broad range of audience



BBQ FEST



WARPED WING

4. Encourage Walking Between the Historic District and Wright Station

The context of downtown Springboro is high-density. In most American cities, the place where most people are likely to walk is downtown. More people walking about and enjoying sidewalk space creates a livelier City and is the first step towards stronger, connected neighborhoods. Creating a comfortable walking corridor using signage, color, and recurring programming will be key to linking these two destinations.

Project goals this initiative achieves:

- » Improve the pedestrian experience with aesthetics and more active storefronts that encourage walking along state route 741 between the Historic District and Wright Station
- » Uncover new partnerships that enhance the walking experience between the Historic District and Wright Station
- » Identify low-cost, quick + lite actions to create opportunities that encourage more people to walk between the Historic District and Wright Station

Types of Low-Cost, Quick+Lite Actions that Encourage Walking

The following offers inspiration that can be done on a cost-effective, quick to implement timeline



SEATING



ACTIVE STOREFRONTS



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SECTION 6

IMPLEMENTATION STRATEGY



Implementation Strategy

This Master Plan's recommendations found in Section 5 should guide future decision making for City staff and elected officials at a variety of scales. This section highlights the key implementation tasks that correspond to recommendations of the plan. These recommendations are broken down into five categories: Land Use and Development, Parks, Connectivity, Placemaking, and Policy. Each implementation recommendation includes a description and a priority level.

Implementation is perhaps the most critical part of this plan. Identifying these initiatives is the first step in realizing the vision established by all of the work, input, and effort put into this Master Plan. Prioritizing the right partnerships, and personnel who can assist in the various implementation tasks is also critical. The Planning Commission should work with City staff, elected officials, and citizens to drive the implementation of this plan. This combined strategy covers approximately the next 10 years of life in Springboro.

Recommendation	Description
Land Use and Development	
Develop Design Guidelines	The City will develop design guidelines to guide character and features for new development and redevelopment projects within the City.
Parks & Connectivity	
Create a Parks and Recreation Master Plan	Residents of Springboro have made it clear how much they enjoy the parks in Springboro. Creating a master plan would allow the City to establish a vision for improving the parks that are such a strong asset for the City.
Continue to Implement the Bicycle and Pedestrian Master Plan	The City should continue to implement the vision laid out in the Bicycle and Pedestrian Master Plan (2020).
Update the Mobility Master Plan	The City should update the 2001 Mobility Master Plan that incorporates the Bicycle and Pedestrian Master Plan (2020) with other transportation recommendations.
Placemaking	
Implement Placemaking Initiatives in Wright Station and Historic Downtown	Continue to implement placemaking initiatives, as defined in this plan, in the Wright Station and Historic Downtown areas of the City that celebrate the history and promote a sense of community in the City.
Develop an Improved Community Gateway at I-75 and SR-73 to tie into the rest of Springboro	Establishing a gateway into Springboro will help better define Springboro as a unique place and build more pride in the community.
Policy	
Update the Springboro Zoning Code	Updating the zoning code will better guide the City towards the vision created by the community in this plan and will better inform developers of the desires of the community related to land uses and character.



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