

# Chapter 12A

## Development Patterns

### Delaware County

#### Rural Large-Lot Development

Residential development began along existing township and county roads. Many of these splits result in lots that are larger than 5 acres and simply recorded with the County with no review process. When land is split resulting in parcels that are smaller than 5 acres, a process called a “No Plat” or “minor” subdivision is required. These NPA subdivisions may be used to create no more than four lots from an original parcel (five including the residue, if smaller than 5 acres), and where there is no creation of new streets or easements of access. The ORC now allows review of lots up to 20 acres in size.

Large-lot development can occur on CAD subdivisions, which are three to five lots on a 12-foot wide gravel drive approved by the Regional Planning Commission. CAD subdivisions follow the same procedure as any other “major” subdivision, including the Sketch Plan, Preliminary Plan, and Final Plat steps. CAD standards are defined by the DCRPC and include a maximum grade of 10%, passing areas every 350 feet, tree and shrub removal specifications, and an easement width of 60 feet along the CAD. A private maintenance agreement must be recorded with the County as well.



(left) “No Plat” Lot splits in Berkshire where all lots have frontage on an existing road. (right) Hickory Woods in Genoa Township, a conventional subdivision with large lots.

Larger subdivisions that include paved private or public streets built to county standards can be developed as long as the lots conform to local zoning. Such larger scale subdivisions follow the same process as CAD developments. The developer or consulting engineer takes each project through an approval process with the Delaware County Regional Planning Commission staff as well as an engineering process with the oversight of the County Engineering staff.

Large acreage development, surrounded by woods and farm fields, has been generally accepted as helping retain rural character. However, township residents may find that if *all* rural lands were developed for 2- or 5-acre house lots, there would be no interconnecting open space, and the rural character would be destroyed. Development of large lots *everywhere* on township roads can lead to “rural sprawl.”

## Alternative Development Patterns

### PRD Subdivisions

For years, cluster subdivisions, or “Planned Residential Developments,” have been touted as an improved alternative to the conventional subdivision. Township PRDs can take the form of a rezoning or use an overlay system that defines allowable density based on the underlying zoning. The open space requirement is usually around 20-40%, depending on specific factors within the township.

In PRDs, greater design flexibility is obtained by reducing lot size and width. However, the absence of comprehensive standards for quantity, quality, and configuration of open space has permitted uninspired designs, which are reduced-scale conventional subdivisions.

The typical Delaware County PRD has often resulted in developments that do not fulfill community expectations for:

**Open Space** - PRD regulations usually include an open space requirement. Environmentally sensitive areas or unbuildable areas (wetlands, steep slopes, floodplains, stormwater detention basins, and utility easements) do not have to be delineated.



Killdeer subdivision west of I-71 in Berkshire Township

**Useable Open Space** - PRD subdivisions with small (7,200-10,000 square feet) lots have been created without any *useable* common open space. Scioto Reserve has little common or public open space. The golf course is private open space, for members only.

**Density** - The typical PRD ordinance defines a maximum density based on gross acreage. In townships throughout the County, this can be anywhere from 1 unit per gross acre to 2.2 units per gross acre or more. When undevelopable land such as powerline easements and road right-of-way are included in the allowable density, it has the effect of creating a much higher “net” density and smaller lot sizes.

**Design** - Large (300 units or more) Planned Unit Developments need a local pedestrian-oriented design with a possible local commercial and service core, active recreation area, and sidewalks/bike paths.



Harbor Pointe, Berlin Township. Note the preserved tree lines and open space at the entrance and distributed throughout the site.



**Architectural Standards** - To make higher density cluster subdivisions work, considerable thought needs to be given to the architecture, materials, façades, detailing, colors, and landscape features that will bind the neighborhood into a cohesive unit. Although such criteria are generally required, seldom does a land developer, who intends to sell the subdivision to a builder, bother to provide significant criteria. The result is either a jarring hodge-podge of different builders' standard production houses with no continuity of material or architectural syntax, or a blandness that results from a single builder using a limited number of home design options. Without specific standard criteria, the zoning commission must negotiate these details on an individual (and therefore, inconsistent) basis. Cluster housing demands greater advance planning and significant landscape architecture and architectural design elements.

Harbor Pointe is a Berlin Township planned residential development on 154 acres designed to modern standards of open space and environmental protection. With an overall density of 1.25 units per acre, Harbor Pointe saves sensitive areas, preserves useable open space, and connects neighborhoods with trails. Overall open space is 46 acres.

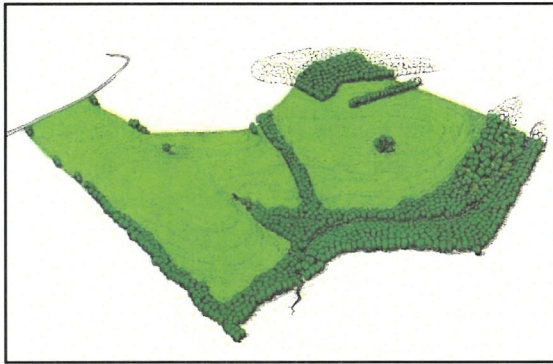
### **Conservation Subdivisions**

Conservation Subdivisions are a form of rural cluster subdivisions where natural features and environmentally sensitive areas are excluded from development and preserved. Homes are clustered in the remaining areas. The term "Conservation Subdivision," as coined by author Randall Arendt (*Conservation Design for Subdivisions*, 1996, Island Press) requires the following elements:

- 50% or more of the buildable land area is designated as undivided permanent open space.
- The overall number of dwellings allowed is the same as would be permitted in a conventional subdivision layout based on an alternative "yield plan."
- Primary Conservation Areas are protected as open space and may be deducted from the total parcel acreage to determine the number of units allowed by zoning on the remaining parts of the site. Primary Conservation Areas are highly sensitive resources that are normally unusable, such as wetlands, steep slopes, and floodplains.
- Secondary Conservation Areas are preserved to the greatest extent possible. Secondary Conservation Areas are natural resources of lesser value, such as woodlands, prime farmland, significant wildlife habitats, historic, archeological, or cultural features, and views into or out from the site.
- Compact house lots are grouped adjacent to the open space.
- Streets are interconnected to avoid dead ends wherever possible.
- Open space is interconnected and accessible by trails or walkways.

The Conservation Subdivision concept can be best described by looking at the following images.

Some townships have taken the additional step by including the Conservation Subdivision standard in its zoning code, sometimes adopted pursuant to ORC Section 519.021(C), the "floating cloud" provision. This process overlays the Planned Residential Conservation Subdivision standards across all land zoned FR-1. It is a permitted use with the submission and



Site before development



Typical layout with acreage lots



Identifying conservation areas



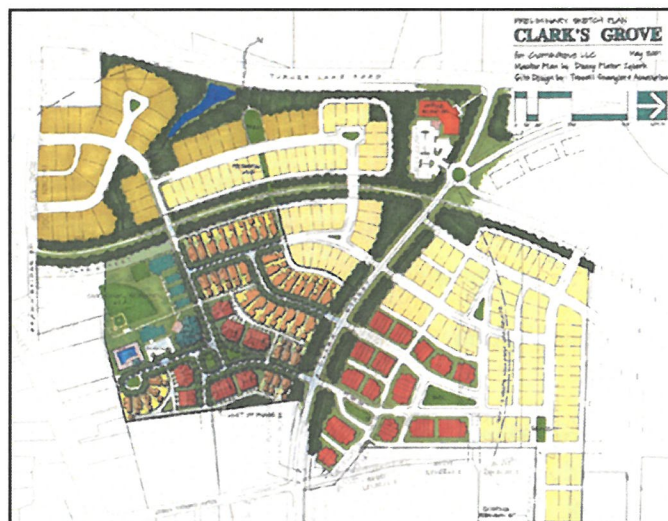
End result, same number of houses

approval of a Development Plan that meets a number of standards. The basics of these include:

- 10-acre project minimum size;
- Open space requirement of 50%, 15% of which shall be suitable for active recreation purposes;
- Density of 0.75 units per gross acre if sewer is available;
- Additional density to 0.85 units per acre if natural features make up less than 10% of the site and the developer has to create such features. Also, open space may be reduced to 40% in such cases.

### New Urbanism - Traditional Neighborhood Development

Traditional Neighborhood Development (TND) is a reaction to conventional suburban development. A school of architects and planners, led by the firm Duany, Plater-Zyberk, and Calthorpe advocates a return to traditional design. A growing group of supporters make up "The New Urbanism," a movement based on principles of planning and architecture that work together to



Clark's Grove, a development with a mixture of lot sizes in Covington, Georgia, is a small-scale TND surrounding a school and park site.

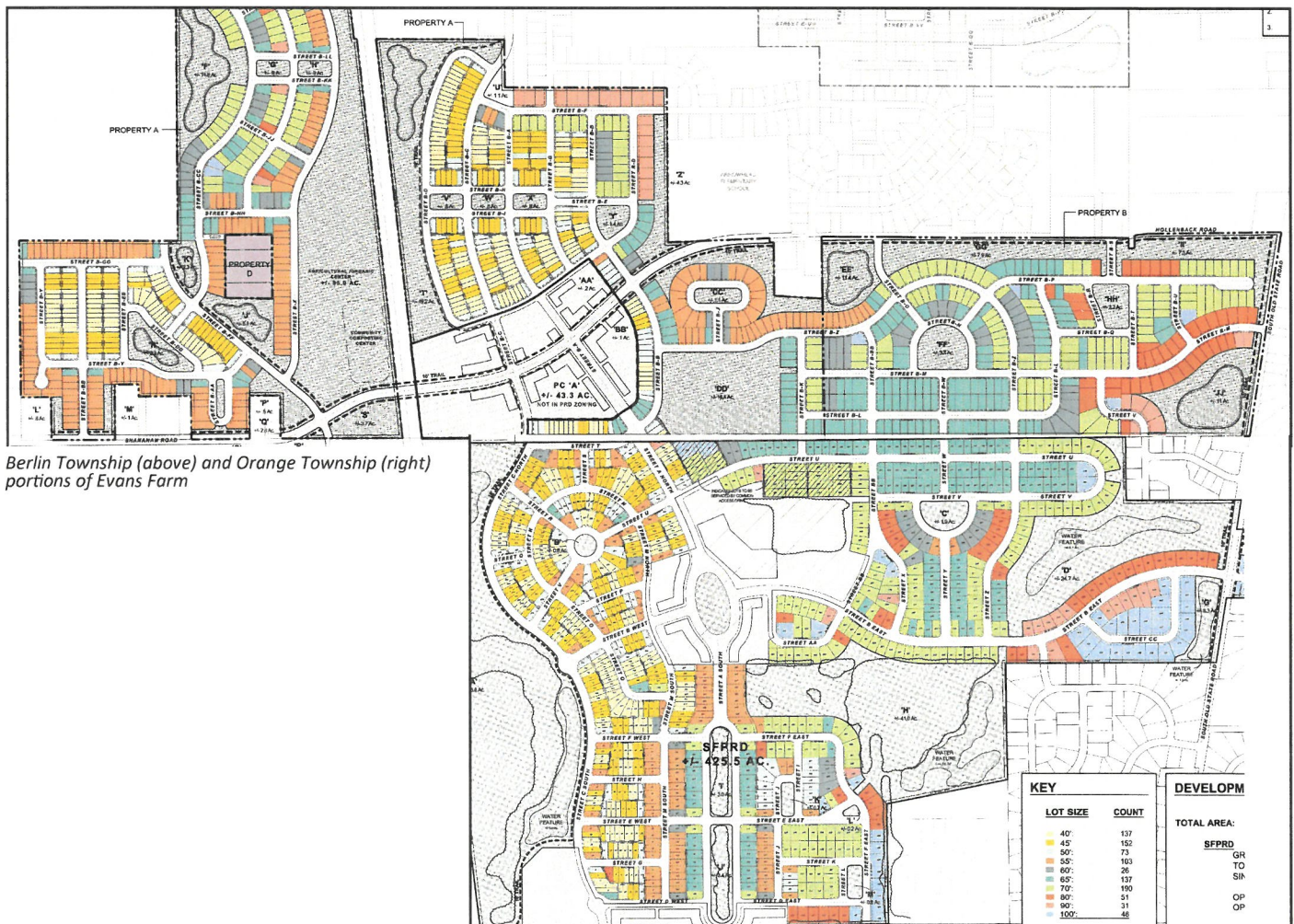


create human-scale, walkable communities similar to neighborhoods that were typical in the United States before World War II, such as Delaware's north end historic district and old Sunbury. Benefits of this type of development include reduced auto trips, more compact infrastructure, more efficient land-consumption, and potentially positive fiscal impact as values per acre tend to be much higher.



The heart of the New Urbanism can be defined by certain elements, according to the founders of the Congress for the New Urbanism. An authentic neighborhood contains most of these elements:

- The neighborhood has a discernible center. This is often a square or a green, and sometimes a busy or memorable corner. A transit stop would be located at this center.
- Most dwellings are within a five-minute walk of the center, an average of roughly 2,000 feet.





- There is a variety of dwelling types — houses, townhouses, and apartments — so that younger and older people, singles and families, the poor and the wealthy may find places to live.
- At the edge of the neighborhood, there are shops and offices of sufficiently varied types to supply the weekly needs of a household.
- A school is close enough so that most students can walk from their home.
- There are small playgrounds accessible to every dwelling — not more than a tenth of a mile away.



*Streetscape at Easton*

- Streets form a connected network, which disperses traffic by providing a variety of pedestrian and vehicular routes to any destination.
- The streets are relatively narrow and shaded by rows of trees. This slows traffic, creating an environment suitable for pedestrians and bicyclists.
- Buildings in the neighborhood center are placed close to the street, creating a well-defined outdoor room.
- Parking lots and garage doors rarely front the street. Parking is to the rear of buildings, accessed by alleys.
- Certain prominent sites at the termination of street vistas or in the neighborhood center are reserved for civic buildings. These provide sites for community meetings, education, and religious or cultural activities.

These elements combine to form the ideal form of TND as promoted by the New Urbanists.

Starting in 2016, the TND Evans Farm began to be reviewed and developed in Orange and Berlin Townships. The overall plan covers more than 1,100 acres and proposes over 2,000 single-family parcels of varying sizes, more than 500 other types of housing units, two commercial areas, a school site, parks, trails, and recreational features.

## **Best Management Practices**

Best Management Practices are visual examples that demonstrate the positive design principles in the public realm. Visuals are used because defining design elements in a text-only format can be limiting, restrictive, and can result in a bland sameness. The following general principles enhance the quality and reflect development goals within commercial and other non-residential areas.

### **“Conventional” Residential Subdivisions**

Conventional developments would require densities at a maximum of 2 units per acre, unless some multi-family is mixed in the overall development. Front setbacks of 30-35', no “snout houses” (fully projecting front load garages). Narrow residential streets with limited on-street parking. Separate residential uses from all other uses but include pedestrian access. At least 10% open space in the neighborhood, with small “pocket” parks.

### **Traditional Neighborhood Design Village Developments**

Densities at 4-6 units per acre for moderate density villages and town centers with 2-3 story structures. Higher densities for town centers, with minimum front setbacks (0-15'). Houses



<b>Setbacks</b>	<ul style="list-style-type: none"> <li>- “Core” Downtown: 0' setback</li> <li>- “Center” Residential Blocks 1-3: 15' setback</li> <li>- “Center” Blocks” 4-6: 20' setback</li> <li>- “General” beyond block 7: 30' setback</li> </ul>
<b>General Residential standards</b>	Use of privacy walls on side lot lines. Brick, masonry best materials for party walls. Decorative iron fencing, or open picket wood fencing (no stockade, split rail, chain link fencing) in front court yards.
<b>When smaller lots call for alleys</b>	Garages access exclusively off alleys Setback off alley - 15' Alley width 14-20'
<b>Road Design</b>	Vertical curbs, enclosed drainage. Grid streets with an interconnecting pattern. Street widths wide enough for on-street parking, at least on one side. R.O.W. typically 60'. Traffic calming features (center islands with landscaping, eyebrow islands with landscaping), parks at block ends to divert traffic flow.
<b>Housing Styles</b>	Variety of styles and architecture. Highly detailed exteriors. Limited use of vinyl, or requirement for a higher-gauge vinyl siding.
<b>Lot Design</b>	Narrow, deep lots, that lend themselves to “shotgun” style houses with rear loading garages.
<b>Uses</b>	Mixture of residential and commercial as part of a town center, strict architectural controls and elements. At least 10% open space in the neighborhood, with many small “pocket” parks. Open space should be within direct view of at least 50% of all residential lots.

with 0-foot setback should require masonry construction. Maximum front setback - 15 feet. Lots on streets closest to the “Core” could have the shallowest setbacks, then increase setbacks as you move outward. For example:

The following images represent how some of these principles can be applied in both a formal town center development, and any setting where a quality “sense of place” is desired.

### Site Furnishings

Given the suburban environment’s preference to the automobile, developments rarely feature the site furniture that helps create a vibrant commercial destination. They can also be integrated into elements that serve to screen parking lots and adjacent uses. A consistency in furnishings can enhance the visual unity of the corridor. Such furnishings include lighting fixtures, trash receptacles, benches, and other usable structures. Furniture should be permanently installed, be



*Example of site furnishings*

vandal-resistant, have replaceable components, and be easily maintained. It should be of high quality design and “timeless” in style (image to the right). Seating should be located at logical resting points and situated so they do not block the internal walkway system.



## Buildings Form the Space of the Street

Buildings have the potential to create a shared public “room.” The character and scale of these walls determine the character of the room. Continuous building frontage with active uses on a street creates a welcome space that supports pedestrian and economic activity. In typical suburban commercial developments where the building fronts on a vast expanse of paved parking, no such room is created.

Building indentations, penetrations, and façade treatments can be used to complement adjacent structures. These features also reduce the monotonous blank walls often seen on “big-box” developments. A series of doors, windows, porches, and other projections in new construction can add value and character to a commercial development. Continuous ‘strip’ buildings should be discouraged.



*Parking is incorporated into the site and street furnishings are pedestrian-oriented.*



*Blank walls (left) should include architectural detail (right), although windows and doors are preferred.*

## Building Height/Appearance

Streets have a more cohesive, pedestrian feel when contiguous buildings are of similar height. The maximum building height is generally 35 feet, or as otherwise limited by the available emergency equipment. Though this would allow building of two stories, most commercial development has been built with only a single story. Creating a pedestrian-oriented development would likely require a mix of uses, where retail would be located on the ground floor with offices or even specific types of residential above.



*Façade treatment (left) is preferred over repetitive elements (right).*

## Roof Forms and Building Materials

Roofs on new structures should generally be pitched or hipped. Building materials may be wood frame, brick, or stone. Roof material should have a shingle look, either as asphalt shingles, slate, tile, or metal.



## Environmental Sustainability

Mixing uses can result in lower impact to the environment. “Green” buildings can cost less, improve worker productivity, enhance marketing efforts, and help to create a district identity. Structures and parking should respond to the specific building site, be efficient in water and energy use, be constructed of sustainable materials, and create a healthy environment for the occupants. The Leadership in Energy and Environmental Design (LEED) *Reference Guide for New Construction and Major Renovation, Version 2.2*, is a valuable resource for guidance on green building techniques, practices, and standards.

## Parking and Access

Where there is limited access to a major road, circulation streets should be created rather than individual entrance drives to parking lots. Secondary streets should also limit access and a coherent network of backage streets is created. Parking and access to parking should be located at limited locations along these secondary streets.

Parking lots should be screened and separated from the public right-of-way. Large expanses of surface parking should be broken up into smaller areas. These may be located beside or between buildings. Parking located directly in front of buildings should be minimized where possible. All lots should be landscaped and shading maximized.

Townships will often regulate aspects of commercial parking that have a direct impact on the appearance and quality of its commercial development. The code may include specifications on dimensions, paving, driveways, setbacks, and landscaping. Commercial zoning text can also limit the percentage of the parcel that can be covered with impervious surfaces.

Commercial zoning can require a certain number of parking spaces per square footage of commercial space. In commercial developments with multiple tenants, this can result in an excessive amount of pavement leading to a “sea of asphalt.” Retail parking requirements should be somewhere between 4 and 5 spaces per 1,000 feet of gross leasable



*Example of cohesive contiguous building heights*



*“In-line” stores, or strip centers, built with high-quality materials and architectural details*



*Example of circulation streets*



*When parking is located in a variety of places, buildings can be oriented toward the street and can be a more pedestrian-oriented streetscape.*



space. This amount can be reduced in multiple-tenant developments, where different uses demand different peak parking times, and in retail buildings above a certain size threshold (i.e. “big box” stores).

### **Pedestrian Orientation**

Even large, commercial-only areas can be tailored to the pedestrian and create a walkable environment. The first image shows the typical big-box store with inline stores and outlots. Although stores are fronted with a sidewalk, the walkway has no character and merely serves as a covered area between the building and the access driveway. Painted crosswalks are provided, but they serve a utilitarian function.

The second image adds pedestrian elements, providing connections to an existing bikeway along the existing road. That walkway also provides a focal point, ending in a communal feature between the buildings. This area also allows for outdoor dining, a feature which is becoming increasingly popular. This dining area is separated from direct contact with the parking area. Walkways are provided between various buildings on the site as well.

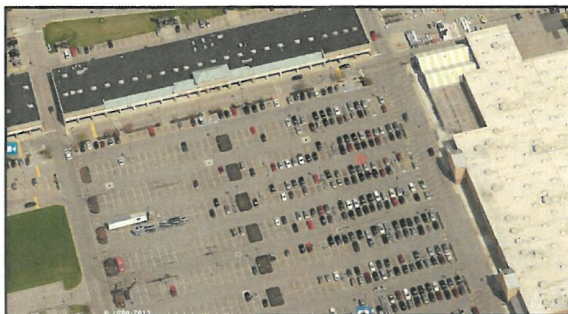
The third image shows an arrangement of buildings around a square, providing green space and a public area. Parking is provided along the storefronts, protecting the walkway from traffic. Sidewalks are wide, providing areas for outdoor dining in front of the buildings. Larger parking areas are provided throughout the site, hidden from the public street while allowing for walkways between buildings.

### **Service**

Service and delivery should be accommodated on side streets or from the rear of buildings. Dumpsters may be grouped for multiple users. All refuse collection areas should be screened from public rights-of-way (below).

### **Lighting**

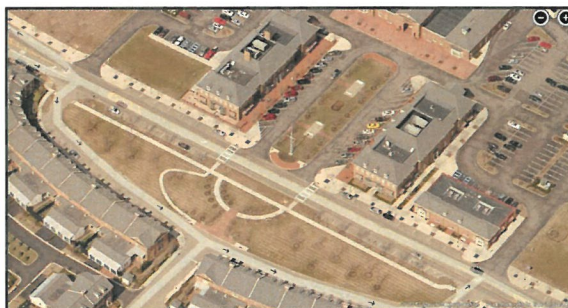
Building and site lighting is recognized as a necessity for security and visibility, and should be designed to eliminate light trespass and minimize light pollution. The best lighting schemes will maximize uniformity and eliminate glare. Lighting for pedestrians is an important consideration and should be designed to maximize visibility and comfort. These considerations can decrease initial costs, have marked value in life-cycle costs, and create a more attractive and comfortable nighttime environment.



*Example of typical big-box stores*



*Example of retail with connected pedestrian elements*



*Example of protected and connected retail with open space*



*Example of screened dumpster*



Creating a hierarchy of lighting standards is another way to unify image and identity. Lighting used to illuminate parking areas, the street, or signage should be indirect and shielded, avoiding off-site spillage of light into other properties. The amount of light that is cast upon adjacent development is often regulated by township zoning codes. Sign codes can also stipulate that signs be internally lit, or that external lighting point down from above the sign and not on adjacent property.

### Signage

Each community must address sign control appropriate to that community. Although there are legal limitations to the extent of regulations (i.e. political signs and content), townships in Ohio can regulate the number of signs allowed, their location, height, size, and materials used in construction. Some signs are allowed with no permit required. These typically include “For Sale” signs, political signs, certain temporary signs, signs approved as part of planned districts, and farm signs. Though no permit is required, the size, number, and placement of these signs may be regulated.

The second category, signs requiring a permit, includes billboards or off-premise signs and on-site commercial, industrial, and office display signs.

Prohibited signs often include portable signs, sandwich boards, revolving or animated signs, and wall-painted signs.

Finally, a sign code will define provisions for signs that already exist but do not conform to the standards when a code is adopted. These “non-conforming” regulations define which signs must be removed and which can continue. Typically, such signs cannot be improved or changed and, if a particular percentage of the sign is ever destroyed, the sign must be replaced to conform to the standards. If changes other than routine maintenance are made to a sign, it should be brought into compliance with current regulations.

Signs on awnings, in windows, and projecting from the face of the building can help create an interesting pedestrian environment. Traffic signage should have a consistent look and placement, where possible.

Natural-colored materials should be used for the base of monument signs (above). Variation of signage themes based on sign type or location should be encouraged (below). Signs should be of high quality and ‘timeless’ in style to avoid becoming outdated. Signs should be limited to one per lot or one per multiple lots if devoted to one specific use or user. Graphics should be



*Example of natural-colored materials for monument signs*



*Example of variation in signage themes based on sign types*



*A parking lot (left) is screened from the sidewalk, and landscaping blends with the streetscape.*

simple to encourage readability and increase identification. No sign should interfere with the safe movement of pedestrians and vehicles.

### **Accessibility**

Standard concrete walks should be 6 feet wide, where sufficient right-of-way exists. Along secondary streets, the walk should be located 4 feet from the back of curb. Handicap-accessible curb ramps should be used at all access drives, public streets, and private streets and shared easements that function as public streets.

### **Landscaping and Buffering**

Zoning codes often include provisions for landscaping standards and buffering between incompatible uses, or may require establishment of tree cover or other foliage as may be necessary to achieve the purpose of the open space standards. Such buffering usually includes a setback distance, but will often go farther by requiring mounding, opaque fencing, or a defined spacing of trees. Many zoning codes in the County require the following common language in non-residential uses:

*“All yards, front, side and rear, shall be landscaped, and all organized open spaces or non-residential areas shall be landscaped and shall meet the landscaping requirements of this resolution, unless a variation from these standards is specifically approved as part of the final Development Plan. A landscape plan showing the caliper, height, numbers, name and placement of all material, prepared by a licensed landscape architect shall be approved as a part of the final Development Plan.”*

The following concepts may or may not be codified, but are always worth considering when reviewing a development plan:

- Large shade trees should avoid conflicts with structures and reinforce the streetscape (assuming they do not conflict with emergency access and utility placement).
- Small ornamental trees should be used as accent plants and frame views to special architectural features. Avoid placing ornamental trees in locations that would block the view from the street to the structure and impair visibility for drivers.
- Plant materials should be native to the area when possible.
- Screen parking lots with a minimum 4-foot high continuous evergreen or deciduous hedge, low earth mounding, or stone wall. Hedge size at installation should be at least 30" in height. A creative combination of these elements is encouraged to avoid visual monotony.
- Planting, mounding, and fencing should be incorporated at the rear of commercial areas that are adjacent to residential areas. Screened planting should be 75% opacity at installation during full foliage.
- Guidance for minimum standard plant sizes at installation:

Shade Trees – 3" Caliper, 12'-14' height

Ornamental Trees - 8'-10' height

Evergreen and Deciduous Shrubs – 24" height





*Examples of “snout houses”; two-story houses on 75-foot frontage (top) and single-story houses on 50-foot frontage (bottom)*

- If landscaping is used as screening for trash receptacles, it should have a minimum opaqueness of 80% during full foliage. The height of a screen wall should be at least 6 feet.

### **Residential Garage Placement**

One issue that often arises in Planned Residential reviews is streetscape. Sidewalks, street trees, and structure setbacks all contribute to the perception of a neighborhood’s value. One factor that can impact the streetscape of a subdivision is the placement of the garage. On large lots with at least 90 feet of frontage, most garages are side-load or do not make up a large percentage of a house’s front elevation. As lots become smaller and frontage decreases, such as in TNDs and some condominium developments, garages take up more and more of the frontage. In extreme cases, the garage projects fully in front of the house. Such residential structures have been termed “snout houses” (image on following page). The result is a streetscape that is not “friendly” to the pedestrian or driver, tending to devalue the neighborhood as a whole. Planned District regulations can require that garage protrusions be limited, or that garages be flush with the front wall of the house or set back behind the front wall of the house. In TNDs and village centers, where lots may be 70 feet wide or smaller, garages can be accessed from a rear alley.

### **Conclusion – Best Management Practices**

Some of these Development Plan issues are zoning-related and may go beyond the overall recommendations of land use and density usually emphasized in a Comprehensive Land Use Plan. However, recommendations related to these issues may be included in this Plan for review by the Zoning Commission in future changes in the Zoning Resolution.

## Smart Growth

Since 1997, Smart Growth has been a topic for planners nationwide. The American Planning Association (APA) defines Smart Growth as “a collection of planning, regulatory, and development practices that use land resources more efficiently through compact building forms, in-fill development and moderation in street and parking standards.” For APA, one of the purposes of Smart Growth “is to reduce the outward spread of urbanization, protect sensitive lands and in the process create true neighborhoods with a sense of community.”

This differs from Delaware County’s stated definition of smart growth: “commercial development that helps to diversify the tax base, create jobs for residents and respect the heritage of the community.” This fits more appropriately as the definition of “good planning.”

The **broader** definition of Smart Growth from a Planner’s standpoint is encouraging the location of stores, offices, residences, schools, and related public facilities within walking distance of each other in compact neighborhoods. The popularity of smart growth has captured the interest of the press as well, though some criticism has come from developers who see it as government controlling the market. Smart growth incorporates some of the concepts of conservation subdivisions in rural areas and TNDs in urban areas.



# Chapter 12B

## Development Patterns

### *Berlin Township*

The Development Pattern information in the county version of this chapter related to general development approaches that can apply throughout the county. However, in Berlin Township, the Berlin Commercial Overlay and Berlin Industrial Overlays are a significant new feature in the future pattern of the township and will be specifically covered here.

#### **Creation of the overlays**

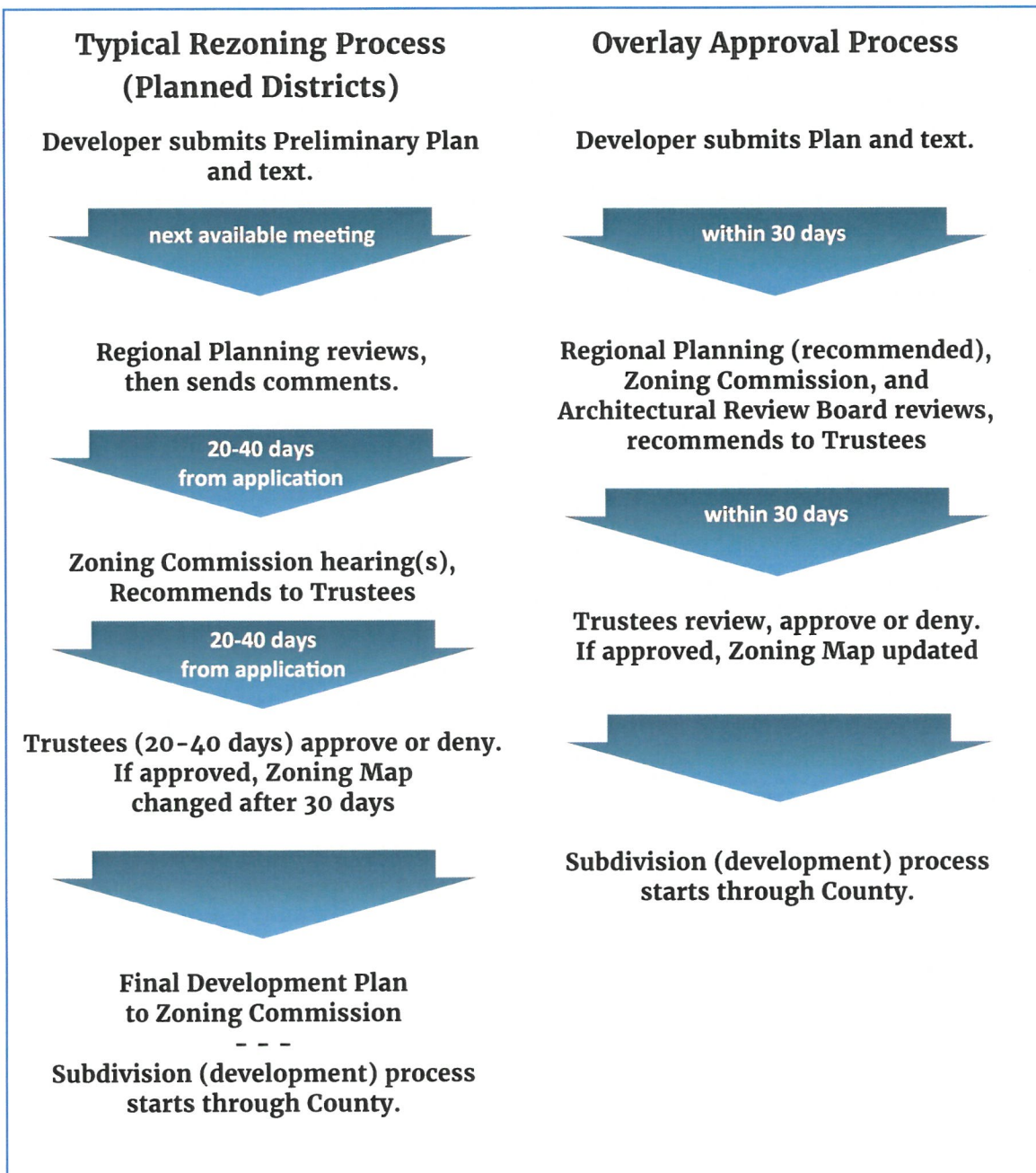
The two overlays that were established toward the end of 2020 in order to encourage the creation of the Berlin Business Park. The overlays are created pursuant to Section 519.021(C) of the Ohio Revised Code to further the purpose of promoting the general public welfare, encouraging the efficient use of land and resources, promoting public and utility services, and encouraging innovation in the planning and building of appropriate types of retail, office, and commercial development. The overlay encourages flexibility of design to promote and accommodate environmentally sensitive and efficient use of the land, thereby allowing for a unified development that:

- Preserves unique or sensitive natural resources and integrates Open Space within developments;
- Plans the appropriate amount of infrastructure, including paved surfaces and utility easements, necessary for development;
- Reduces erosion and sedimentation by minimizing land disturbance;
- Provides an opportunity for an appropriate mix of uses;
- Enables an extensive review of design characteristics to ensure that projects are properly integrated into surroundings and are compatible with adjacent development;
- Assures compatibility between proposed land uses through appropriate development controls;
- Enhances the welfare and economy of the Township by making available a variety of employment opportunities, providers of goods and services as well as providing a variety of housing options for the Township residents;
- Encourages unified development projects that exhibit creative planning and design in ways that cannot be achieved through a standard zoning district, yet are imaginative in architectural design and are consistent with applicable public plans for the area and are compatible with surrounding land uses.

## How overlays differ from rezoning

In a typical rezoning process, an applicant brings a rezoning request and related development plan to the Zoning Commission and Trustees. This development plan typically follows the regulations of one of the zoning districts within the zoning code. The development plan usually proposes divergences from the written requirements that suit the site or desires of the applicant. The Zoning Commission votes and sends a recommendation to the Township Trustees. Trustees then vote for the rezoning with a majority decision. That decision is subject to referendum.

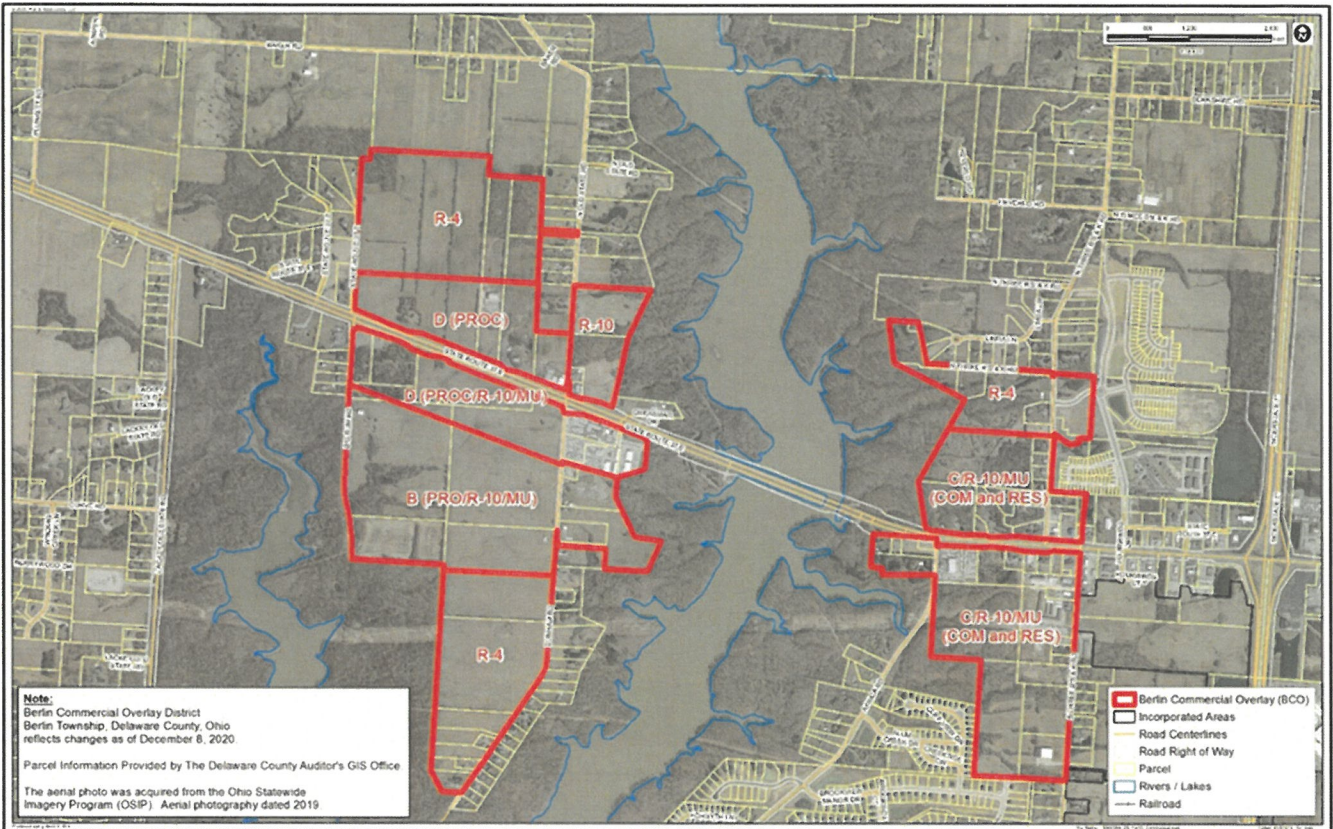
In an overlay in accordance with ORC 519.021(C), the township adopts a more stringent “district,” specifically targeted at the uses it would like to encourage at specific locations. Applicants file Individual projects with a detailed development plan that strictly follows the standards in the code. Additional review steps are put in place since the referendum was available at the point of code adoption.



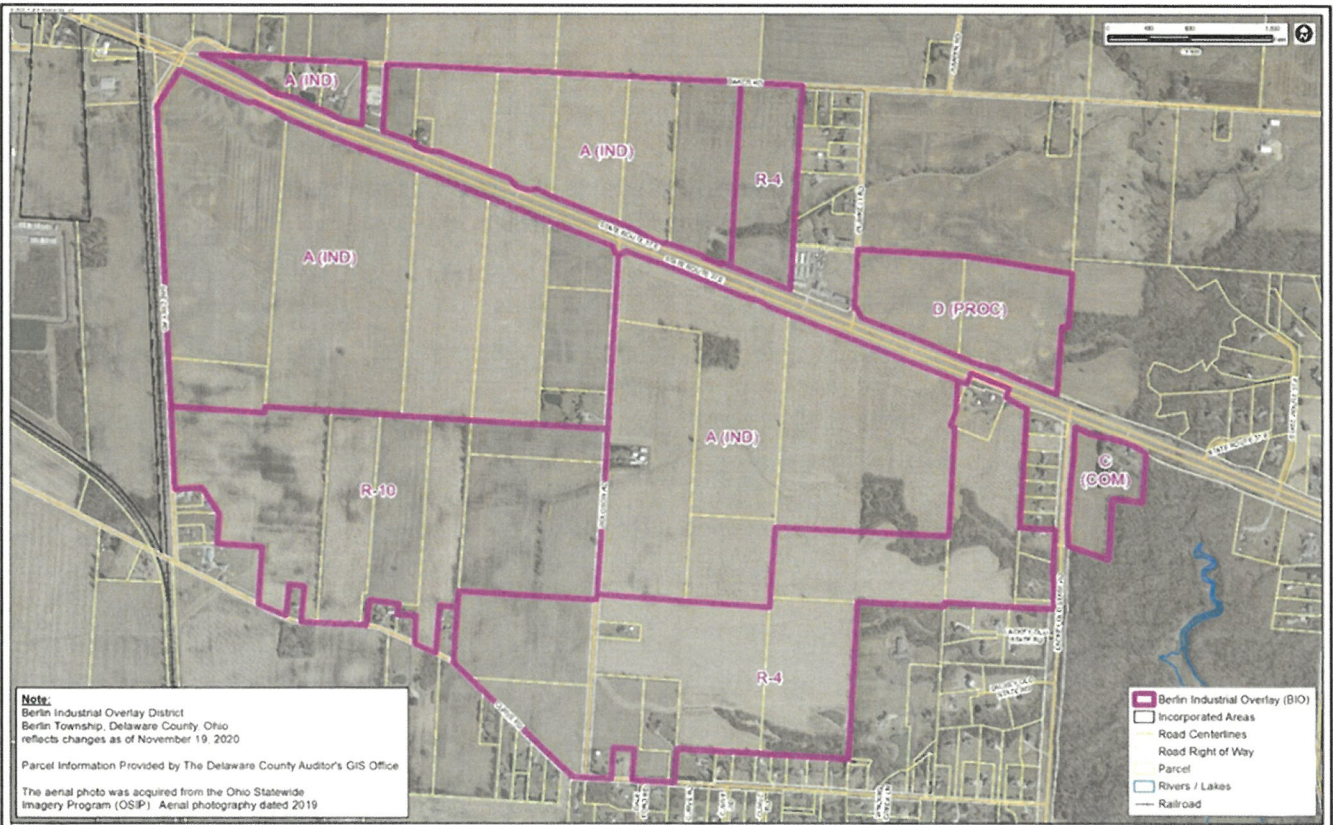


## The two Berlin Business Park overlays

The overlays were adopted in two segments, The Berlin Commercial Overlay is located east of Big Run Road (below).



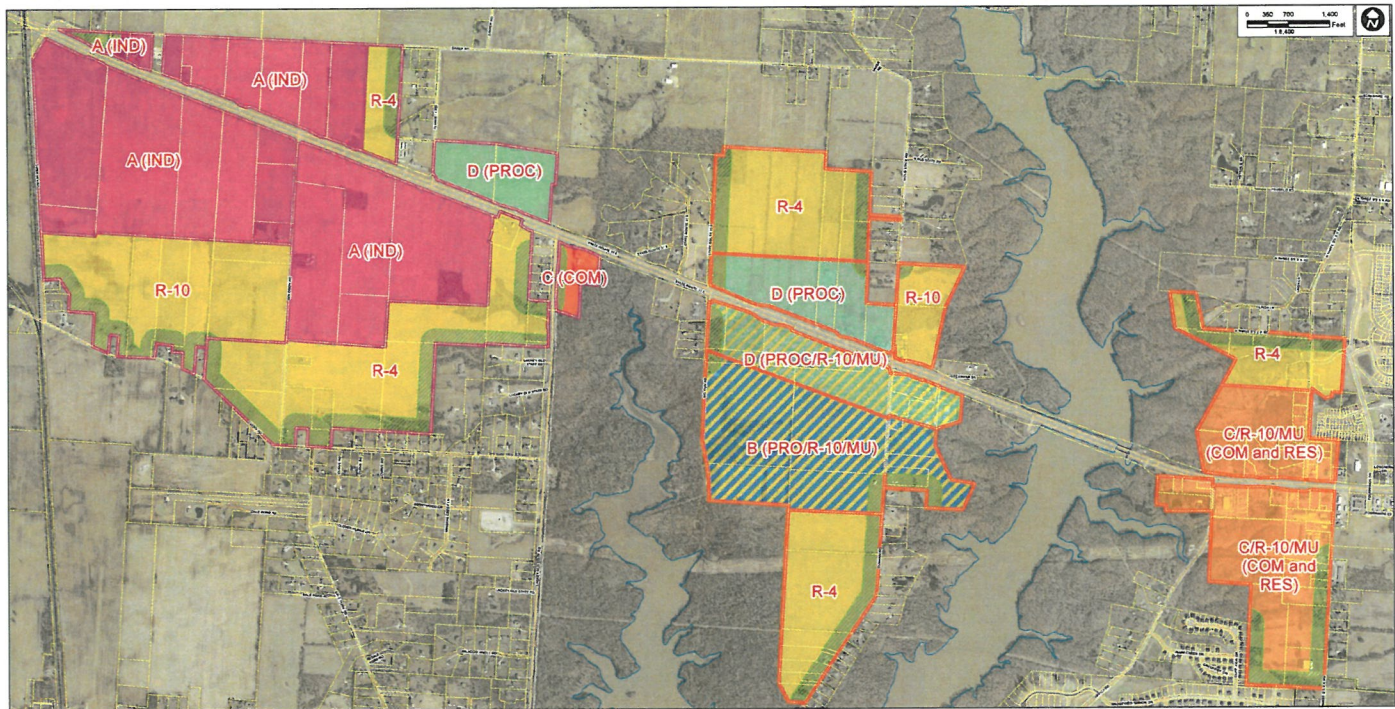
The Berlin Industrial Overlay is located between Sweeney Road and Big Run Road (below).





## Berlin Business Park overlay uses

The following exhibit is intended to show the various uses that are provided in each subarea. It is not part of the adopted overlays but is intended to visually indicate where certain uses can be located.



	R-4 and R-10	Residential, either at 4 units per acre or 10 units per acre
	C/R-10/MU	Commercial or Residential at 10 units per acre
	PRO/R-10/MU	Professional/Research/Office and Residential/Mixed Use
	PROC	Professional/Research/Office/Commercial
	PROC/R-10/MU	Professional/Research/Office/Commercial/Residential/Mixed Use
	IND	Professional/Research/Office/Commercial/Light Industrial

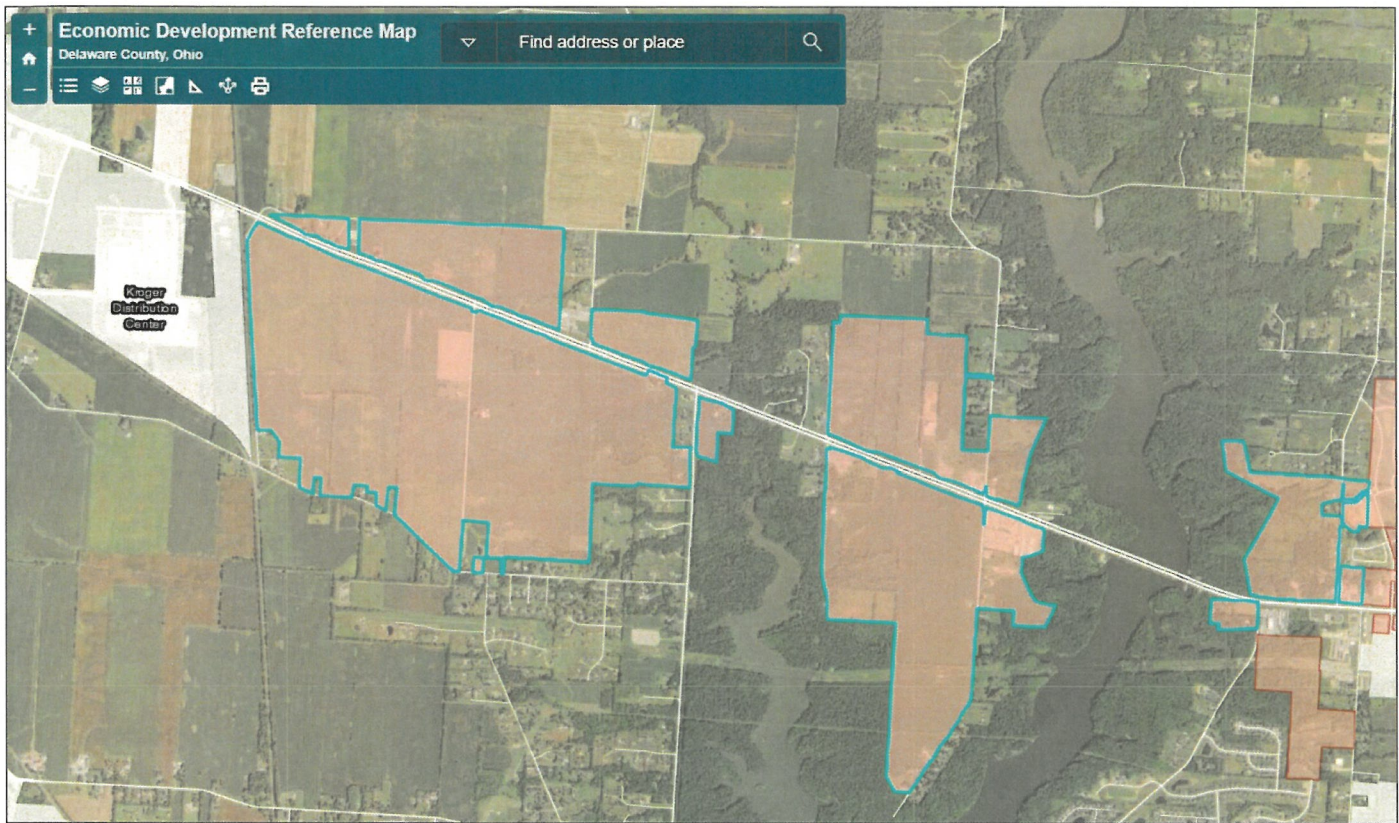
Actual uses are defined within the overlay code through a table of uses. This table references the 5-digit numbering system of the North American Industrial Classification System (NAICS). This system was utilized to specifically define the allowable uses:

2017 U.S. NAICS CODE #	PERMITTED USES	PR OC	PR O	CO M	RES
	<i>Use map reference</i>				
	<i>Subarea on zoning map</i>	D	B	C	R
4234	Professional and Commercial Equipment and Supplies Merchant Wholesalers				
423410	Photographic Equipment and Supplies Merchant Wholesalers	X	X		
423420	Office Equipment Merchant Wholesalers	X	X		
423430	Computer and Computer Peripheral Equipment and Software Merchant Wholesalers	X	X		
423440	Other Commercial Equipment Merchant Wholesalers	X	X		
423450	Medical, Dental, and Hospital Equipment and Supplies Merchant Wholesalers	X	X		



## Tax Increment Financing

Tax Increment Financing (or TIF) is used to redirect the taxes based on an increase in value of a project to a specific set of improvements. More additional general information about TIFs is located in the County Economic Development chapter.



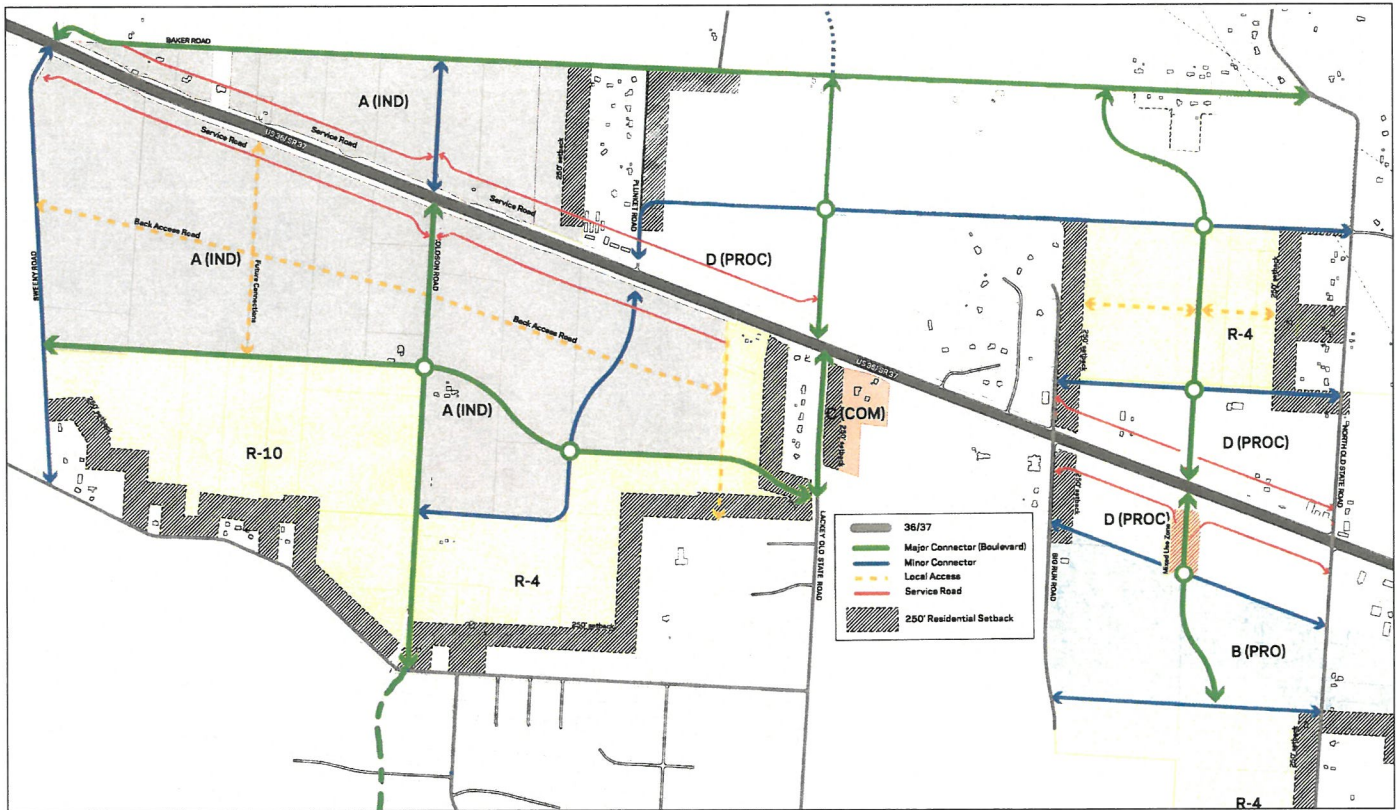
A 20-year/75% TIF was created for the Berlin Business Park on June 28, 2021. It will apply to commercial and industrial uses within the overlay areas noted above. Residential uses are required to be designed in buildings with at least four units, which are taxed at the commercial rate.

Improvements that can be paid for with the funds include improvements to the following roads: Sweeney, Curve, Roloson, Lackey Old State, Big Run, Dunham, Africa, Three B's and K, existing or future interchanges at Interstate Route 71 and US36/SR37, Baker, Plunkett, N. Old State, and other County and Township transportation and sewer public improvements benefiting the TIF district as determined in the Delaware County Board of Commissioners. Improvements can include constructing, reconstructing, extending, opening, widening, grading, draining, curbing, paving, resurfacing, and traffic signage and signalization, bridges or tunnels, public utilities, including water, sanitary sewer, storm sewers, storm water improvements, burial and/or relocation of utility lines, gas, electric and communications service facilities (including fiber optics), street lighting, business signage restoration or improvements, landscaping, aesthetic improvements, sidewalks, bikeways, acquisition of interests in real property, erosion and sediment control measures, and acquisition of related equipment, each together with all other necessary appurtenances thereto, which improvements will benefit the Parcels. With the exception of any public infrastructure improvements made to Interstate 71 and US36/SR37, Improvements shall be made within the jurisdictional boundaries of the Olentangy School District.



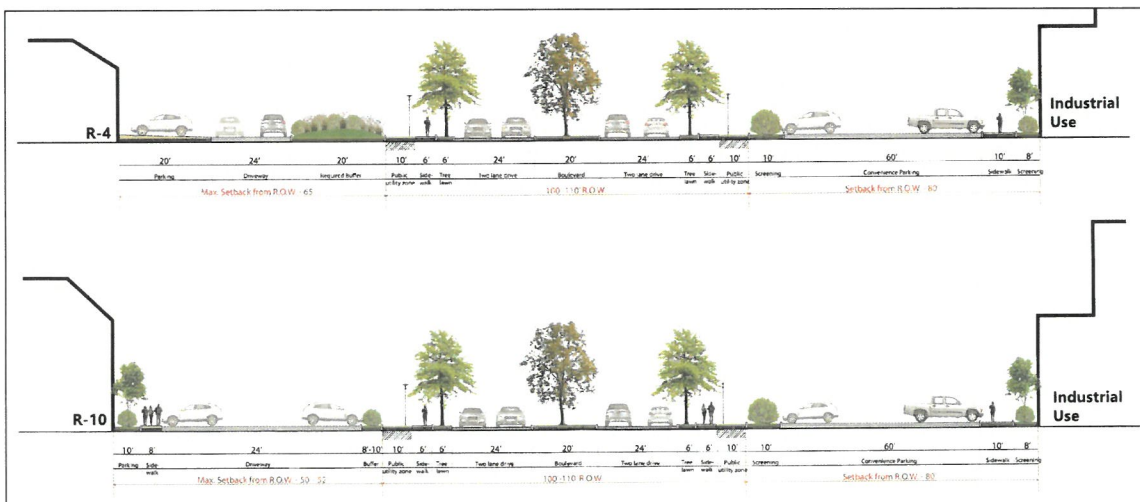
## Potential Road Layout

A conceptual street layout needed to be created for several reasons. End users are unlikely to be attracted to an industrial park if they are responsible for their “share” of a road network. Such an expectation would lead to a piece-meal approach. Individual developers will benefit from a conceptual plan or such a plan may be used by the county as a public project, built in a phase approach and paid for as a Capital Improvement Project.



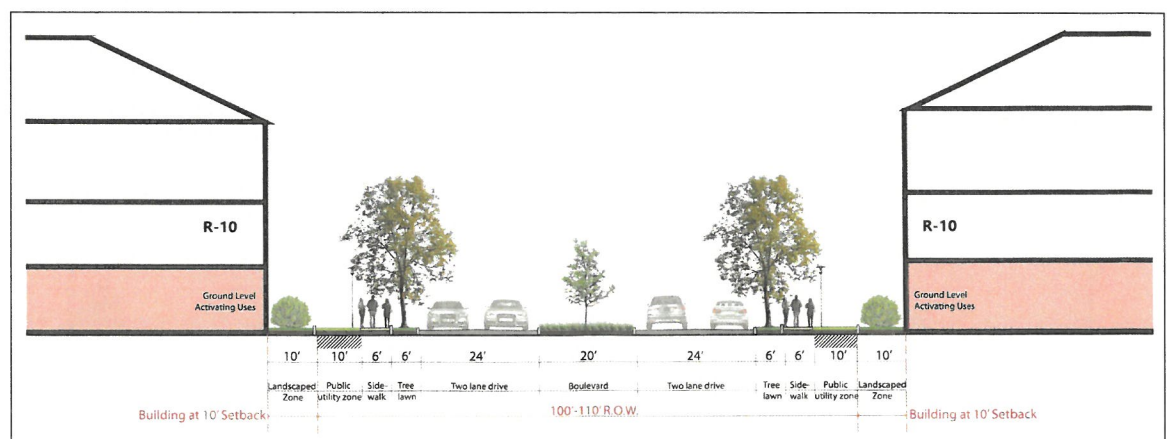
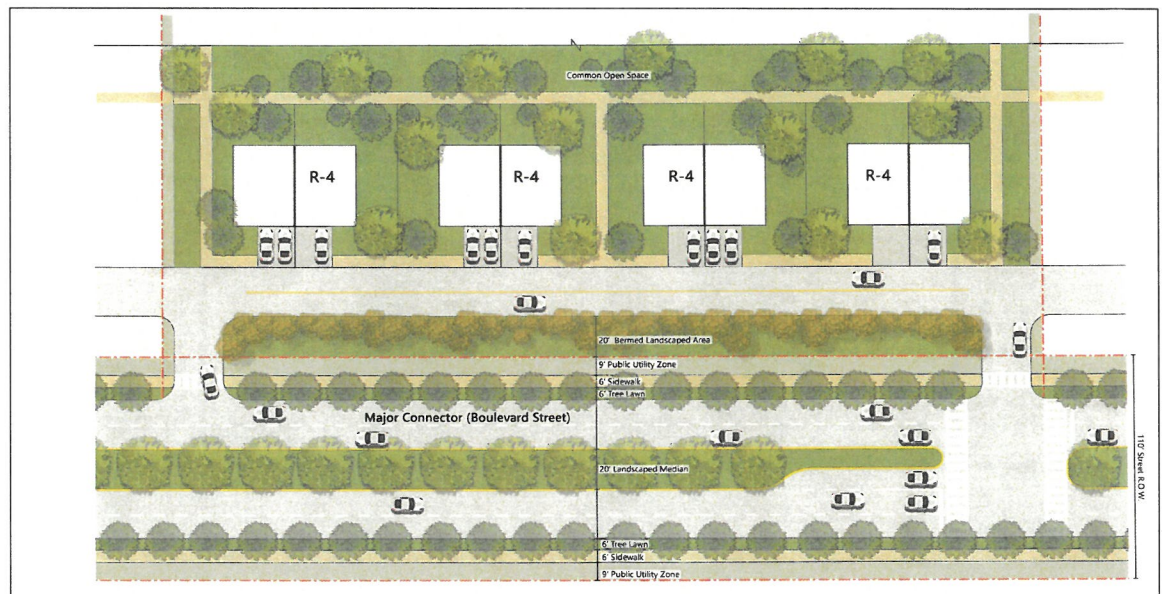
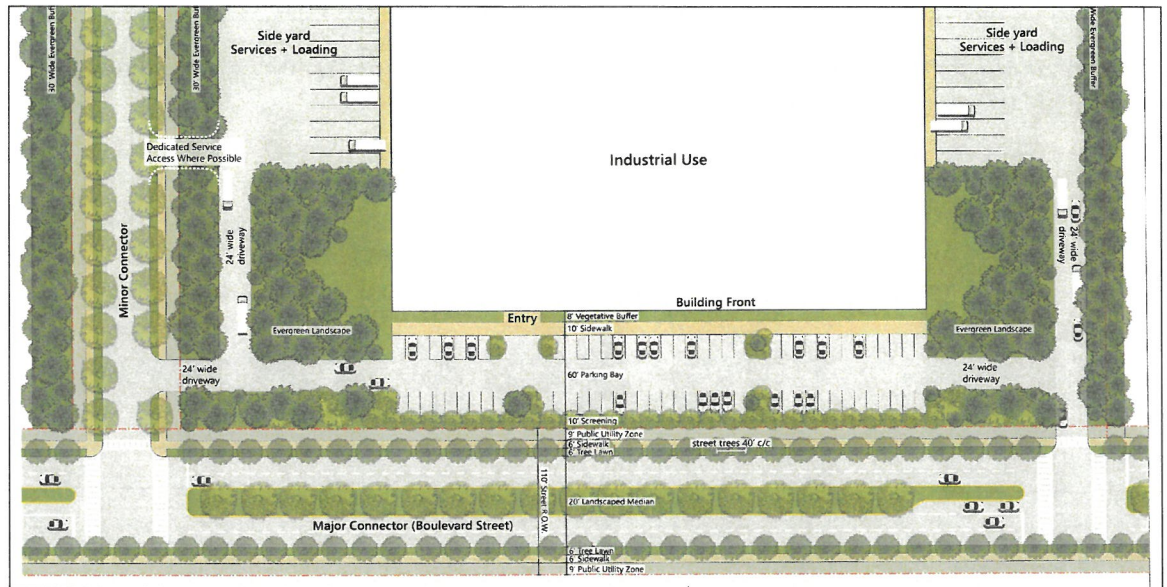
## Road Hierarchy

The road types noted above are defined by their purpose. The following graphics are illustrative of how they may be applied as development occurs. The specific standards of each road type, as well as the arrangement of the adjacent uses, are defined within the overlay zoning codes.





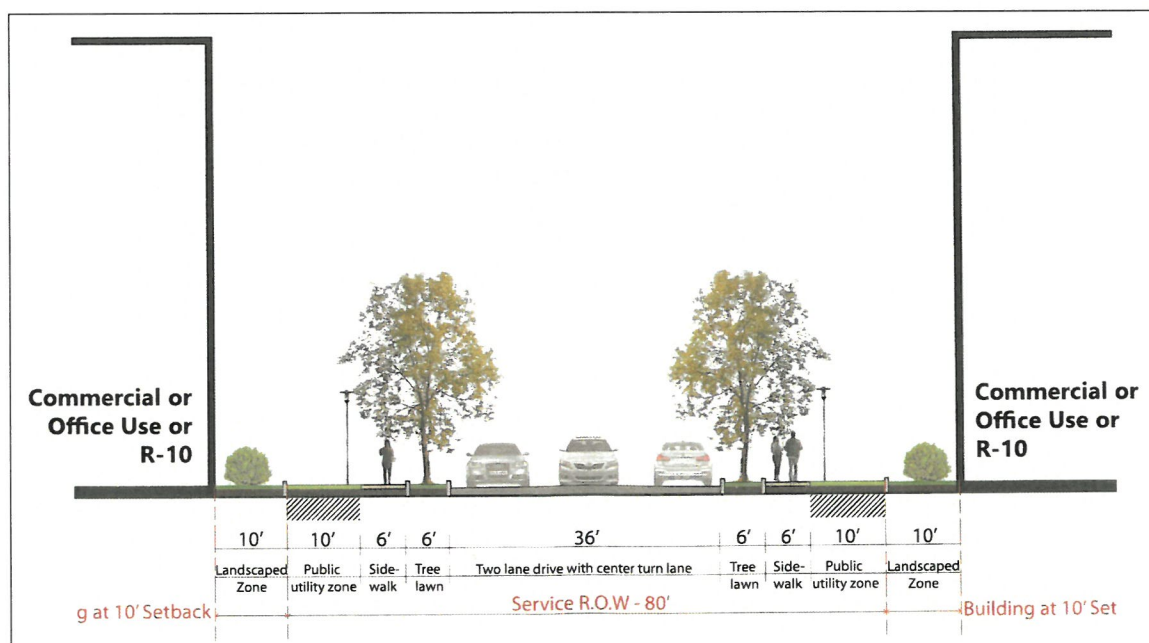
## Major Connector layouts.



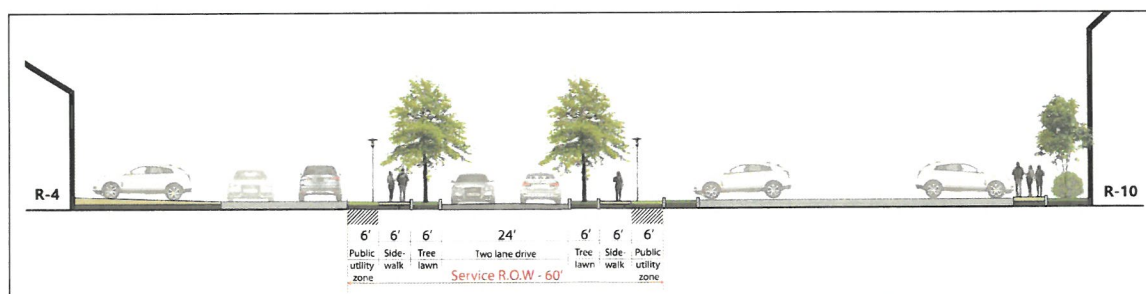
The **Minor Connector** connects major/minor collectors (arterial roads) and 36/37 with a right-of-way of 80 feet. (Blue on road layout map.)



**Minor Connector** between less intense uses.

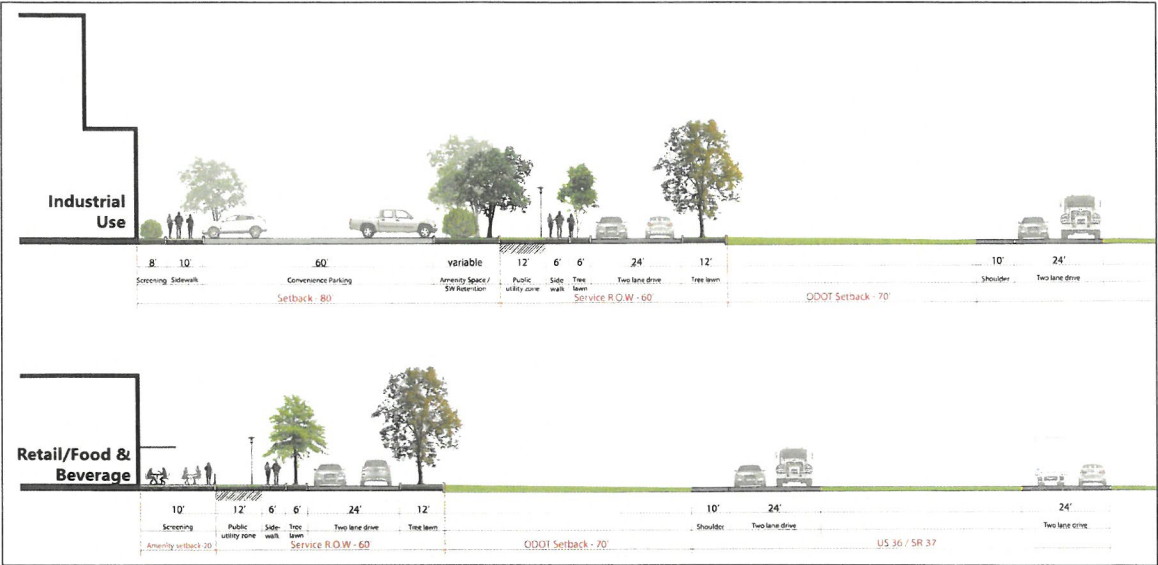


**Local Access Roads** provide local access to developments with a 60-foot right-of-way. (Yellow dashed on road layout map.)

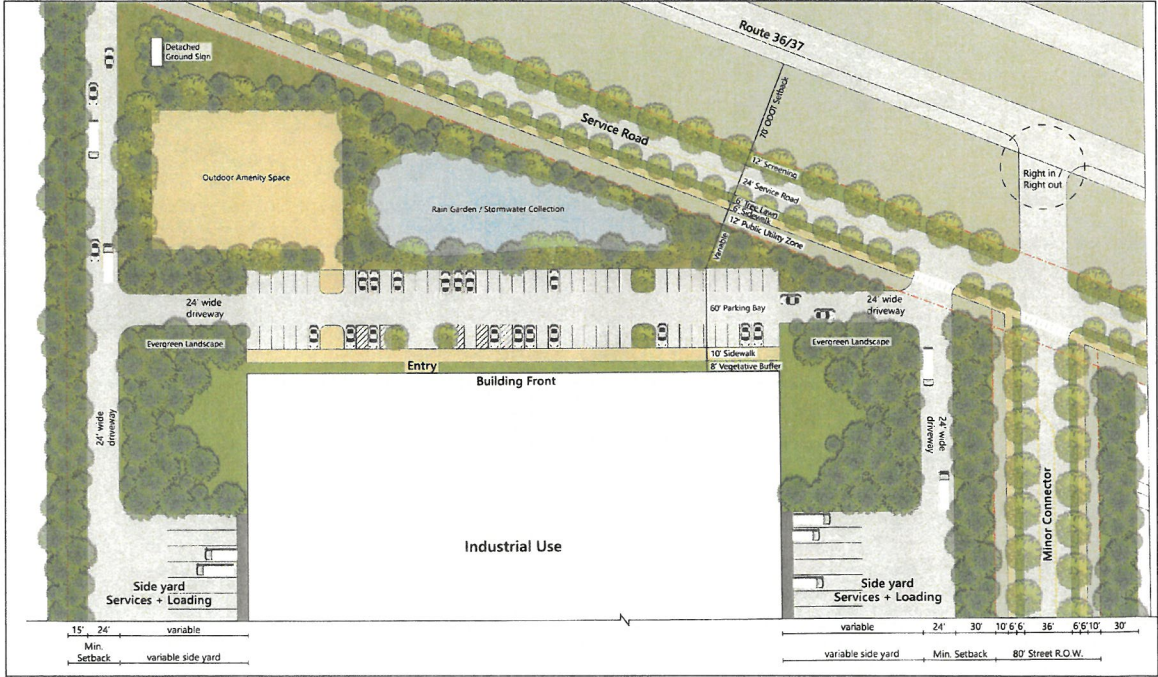




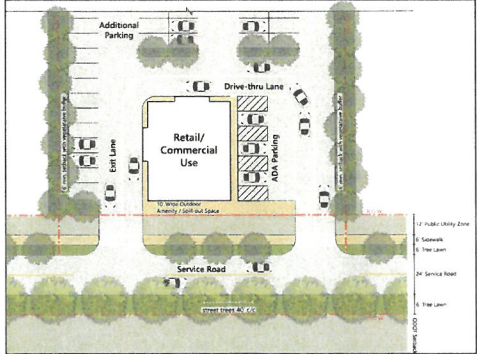
**Service Roads** are frontage roads adjacent to 36/37, also with a 60-foot right-of-way. (Red on road layout map.)



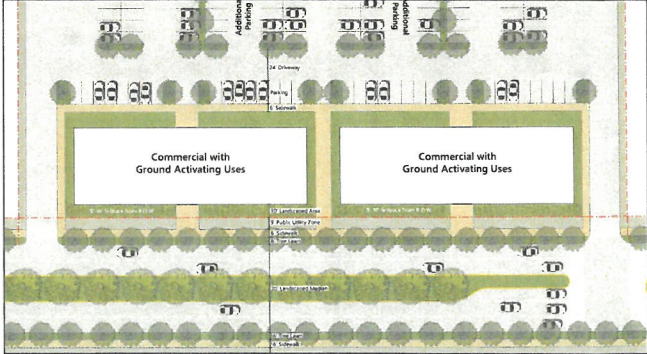
**Sample Industrial uses along 36/37**



**Retail/Commercial use**



**PROC uses**



## Potential Town Center

Although not specifically described in the overlay text, the commercial and retail aspects of the 1A (IND) area and the residential nature of 1D (Residential at 10 units per net developable acre) could be utilized to create a town center near existing Roloson Road. Commercial is allowed in the overlay along the east side of Roloson while the west provides for residential. This mix could be utilized for a town center with local commercial uses, providing economic development opportunities as well as providing an activity and community gathering center for the larger area.

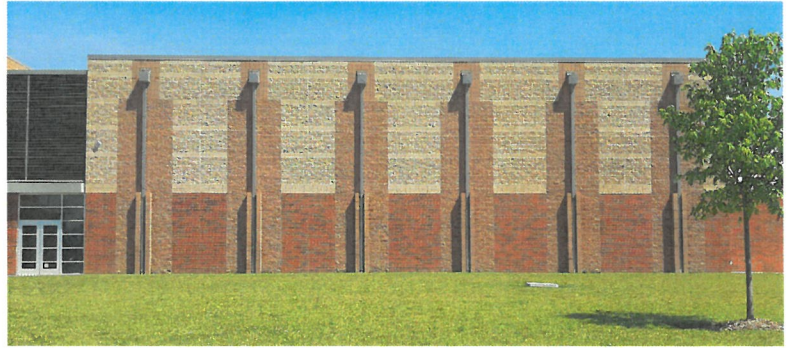




# Chapter 13

## Goals and Objectives

### Berlin Township



#### Community Vision Statement

When Berlin Township is built out, we would like to be a community with a rural feel and character. Rural roads would have a rough edge, with fencing that reminds us of the rural past, and mature landscaping to replace fence/tree rows that are removed. We would like areas with low-density, large lots, as well as areas with greater density and diversity of housing.

We would like planned, commercial and industrial uses, with attractive landscaping in commercial corridors and at entrances to neighborhoods. We would like useable green spaces throughout the community. We would like to retain historic and agricultural structures that give a sense of our heritage. We would like to preserve unique scenic views and our critical natural resources such as ravines, floodplains, wetlands, and forests.

We would like to see a center of the township, perhaps at Historic Village of Cheshire, where a traditional village with neighborhood shops would be an attractive destination. We would like to retain the small town feel in the human scale of structures, the use of natural materials and traditional structural colors. Roads should remain as narrow as possible, but safely carry the traffic.

#### General Goals

- Preserve the rural, scenic character of the Township through preservation of natural resources, open spaces, agriculture, and low density, single-family, diverse housing. This includes maintaining wildlife corridors, preserving rural look along township roads, and dense landscape buffering between incompatible uses.
- Create a heart of the township at Historic Village of Cheshire with mixed uses.
- Promote passive/active recreational activities including linking developments with green spaces and paths.
- Encourage commercial and light industrial development in planned districts to broaden jobs and tax base while limiting land use and density to suitability, utility availability, and carrying capacity of land infrastructure.
- Determine and implement an appropriate land use mix while discouraging overdevelopment or pre-mature development and maintaining services needed for predominantly rural/low density communities and management controls to limit key access points to minimize highway congestion.
- Implement and maintain the land use plan and enforce zoning regulations.
- Expand township services at a rate to ensure public health and safety.
- Acquire suitable land for the township and school future needs.

## Objectives

- Continue to utilize the Berlin Township Parks Committee;
- Fair signage rules for the community;
- Trails to areas like adjoining township trails, Alum Creek, new Delaware shopping plaza, schools, recreation;
- Actively pursue the types of industry that would decrease the tax burden to residents;
- Township enforcement of zoning violation to ensure neighborhoods remain clutter free;
- Increase commercial areas especially in the Berlin Business Park;
- Continue to work to preserve and protect township boundaries from annexation;
- Require developers to donate land for recreational areas (example: Mariner's Watch has a great deal of open space, but it's passive and underutilized).

## Other issues to address

- Zoning should be utilized to prevent annexation;
- Keep large lot sizes and preserve the right mix of housing density by utilizing zoning restrictions and controlling growth to minimize impact on schools;
- Develop more recreational opportunities such as a recreational center with a pool, library, paths/parks for family use, sports fields, playgrounds (perhaps in the Historic Village of Cheshire area to create a town center), bike trails;
- More green space is needed;
- Update the home occupation regulations and signage standards to promote businesses;
- Encourage retail centers and commercial use in appropriate areas as well as affordable housing;
- Ensure farmland preservation and maintenance of a local food source;
- Work towards extension of sewer services;
- Address high tax issues.