

BECOMING Deerfield

your voice, our future



The Deerfield Township Comprehensive Plan

2022



BECOMING DEERFIELD

The Deerfield Township Comprehensive Plan

Adopted on June 21, 2022, by the Deerfield Township Board of Trustees

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EXECUTIVE SUMMARY

Introduction

Deerfield Township, located in Warren County, Ohio, is the most populous jurisdiction within Warren County. According to 2020 Census data, Deerfield Township's population is 40,525 people. The complex issues related to operating such a populous community lend themselves to being addressed through a comprehensive plan. In 1996, when the population was around 20,000, the township undertook a first effort to prepare a land use plan and adopt township administered zoning regulations. In 2007, the township embarked into new territory by pursuing a first comprehensive plan. That plan covered more than just land use recommendations by density but delved deeper into the opportunities and challenges that face the township. In 2013, the township initiated a five-year update of that first comprehensive plan. That update retained much of the structure of the first plan, with the addition of the Community Character and Land Use Chapter. With this update, goals have been re-prioritized based on accomplishments from previous plans, and to better address the contemporary management of the township. This plan is organized into three main components.



A growing Deerfield Township is strengthened by its brand and identity.

Community Agenda

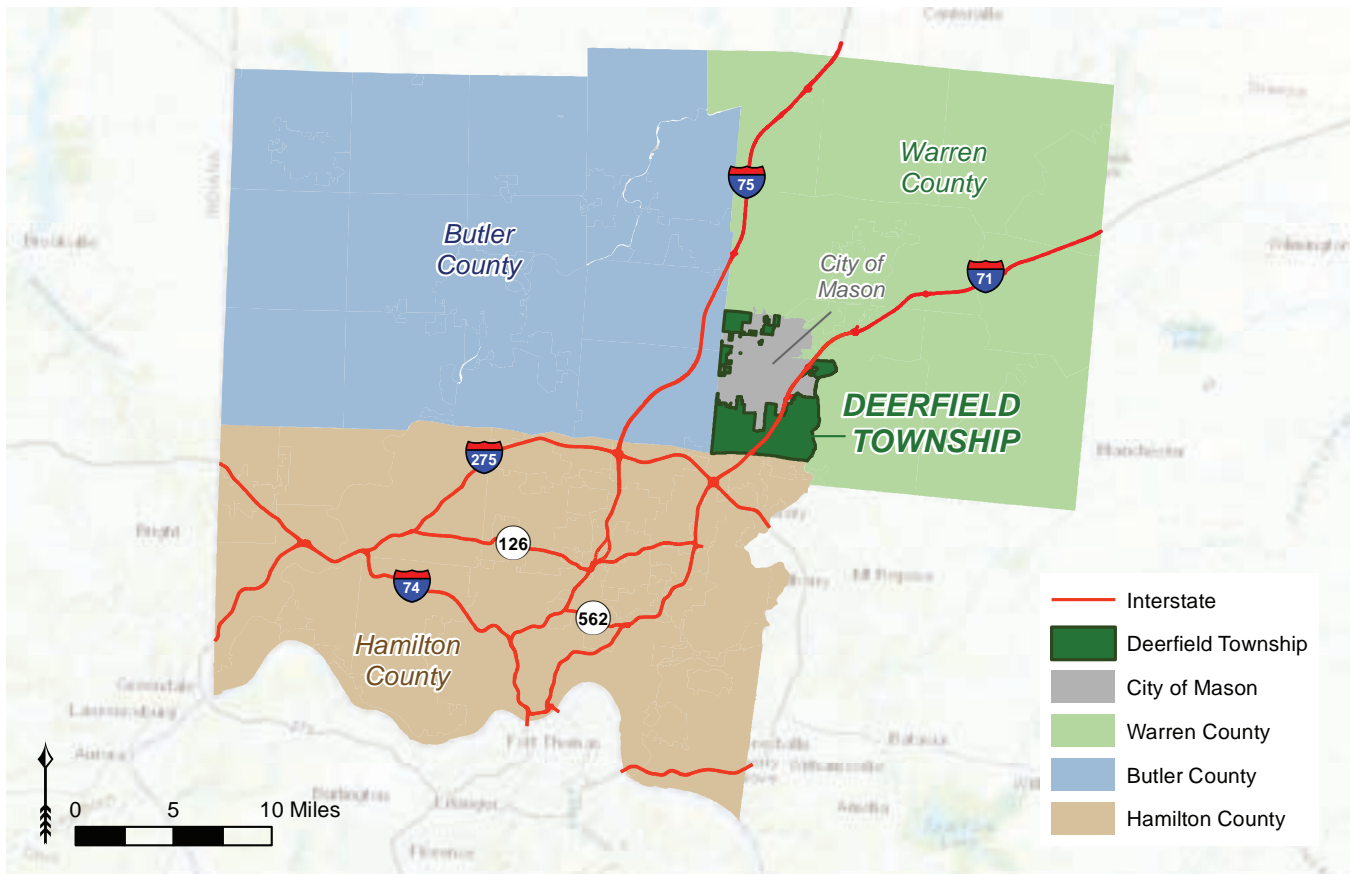
The Community Agenda is the vision or policy statements for the future of the township; the Community Agenda represents the topics of importance in the community and provides prioritization on the major issues identified through the planning process. The Community Agenda sets the framework for the following three Chapters of the plan.

Land Management Plan

The Land Management Plan includes explanations and recommendations for the township to pursue in relationship to pedestrian and trail connections, township identity, parks and open space, redevelopment, housing quality and diversity, and transportation.

Implementation Strategy

The Implementation Strategy includes guidance on how the township should carry out the recommendations and policies from the Community Agenda, the Community Character and Land Use Chapter, and the Land Management Plan.



Deerfield Township Location Map

Why do we plan?

Early in the process the committee concluded that the plan would need to:

- » Establish distinct brand and identity including place making
- » Complete transparency
- » Needs policy-based organization not just character based
- » Preservation of township borders
- » Educate the community about:
 - Value of planning
 - Cost/value of implementing the public's ideas
 - What the township can and cannot do related to land development and managing growth
 - Housing needs
 - What can be done and is being done in the places people want change



Planning Background

For this update of the comprehensive plan, the township once again retained McBride Dale Clarion (MDC) with Planning NEXT to assist in the process. This planning process included four major phases: project initiation, explore & framework, plan drafting, and plan adoption.

This update was strategic in nature. The planning team worked with township staff, a steering committee, the Zoning Commission, and the Township Trustees to identify the areas of the current plan that are working well and the areas that could be improved upon. This analysis process resulted in the decision that some fine tuning and additional detail for the future land use component of the plan would best assist the township along with re-prioritization of redevelopment efforts and ongoing implementation. A public survey was used to help identify the values and priorities of the community, and multiple public events were held as well as a series of open steering committee workshops focused on housing, the community agenda, future land use, and the final plan document.

Introduction

The township's first comprehensive plan, completed in 2008, established the baseline of the update in 2015. This plan update is focused on changes to trends and community direction to ensure that the comprehensive plan continues to support the vision for the future of the township.

Planning Background

- » History of Planning in Deerfield
- » Why the update
- » Summary of Growth in the Township

Township Services and Divisions

Deerfield Township currently has control over township roads (although limited), cemeteries, parks, township owned land, planning and zoning, and fire safety services. The following paragraphs describe these services in greater detail:

Township Roads

The Service Department oversees the maintenance of township roads. Maintenance includes clearing the roads of snow and ice in inclement weather. Most of the township roads are subdivision roads except for portions of Irwin-Simpson Road, Davis Road, and Rich Road. The township provides assistance in maintaining certain roads, though rights-of-ways are owned by Warren County. The township's primary ability to influence roadway improvements is to partner with other entities including the county and state.

Township Cemeteries

The Service Department is also responsible for maintenance of 40 acres of cemeteries including Rose Hill Cemetery on Mason-Montgomery Road, Keltner Cemetery on Western Row Road, and Unity Cemetery on Bethany Road.

Township Parks & Township Owned Land

During the early 2000s, in anticipation of continued growth and density in Deerfield, township leaders began to acquire property to maintain sufficient park land and open space to meet the recreational and quality of life needs of residents. Today, the Service Department is responsible for administration and maintenance of more than 404 acres of dedicated park and other township owned land. In both the 2008 and 2015 plans, parks were a high priority. A parks master plan was completed in 2002 with site concepts for each planned park. In 2019, the township adopted a new park master plan.

The Township continues providing robust programming through the parks, and this new plan helps manage and enhance the township's recreational offerings. The township's existing parks are listed on the next page.



Rose Hill Cemetery



Cottell Park

TOWNSHIP OWNED LAND/PARK		
Facility	Type	Status
20 Mile Stand	Green Space	Open
Bowen Park	Ponds-Paths	Open
Carriage Gate Park	Green Space	Open
Carter Park	Historic-Paths	In Progress
Cottell Park	Ballfields-Paths	Open
Fleckenstein Park	Ballfields-Paths	Open
Foster Crossing Park	Green Space	Open
Kingswood Park	Passive	Open
Loveland Park	Green Space	Open
Roberts Park	Passive	Open
Schappacher	Dog Park	Open

Township Owned Land/Park Chart, Including Facility, Type, Status



Kingswood Park

Planning & Zoning

In 1997, Deerfield adopted its first land use plan and assumed responsibility for planning and zoning within the township. The township undertook that effort to take over control of zoning from Warren County. Today the township has adopted its own Zoning Resolution, which is managed by the Planning & Zoning Department and the Zoning Commission. The township regulates development components including signs, residential construction, commercial construction, interior renovations, and use verification certificates, all which are related to zoning and land use. All building permitting and subdivision plat approval is regulated by the Warren County offices.

Fire Safety Services

Deerfield operates its own Fire and EMS service, funded by a fire levy. Deerfield Township Fire Rescue responds to over 4,600 calls for service each year from residents, businesses and guests inside Deerfield and from neighboring jurisdictions. Staffing, equipment, and facilities have been established to handle fire response, advanced lifesaving, hazardous materials, and mass casualty calls per national response standards, which Deerfield consistently exceeds. The department operates four stations including Station 56 on Snider Road, Station 58 in Kings Mills, Station 57 on US- 22 & 3/Montgomery Road and the newly constructed Station 59 on Butler-Warren Road that commenced operations in 2021.

Economic and Community Development



Fire Station 57



Deerfield Township Community Improvement Corp. Logo

The 2015 Plan recommended specific economic and community development efforts to address the need for redevelopment of some of the commercial corridor areas in the township. The township added Economic Development to its departments following that recommendation.

In May 2019, Deerfield Township approved the creation of a Community Improvement Corporation (CIC) to manage economic development activities. CICs were established by the State of Ohio General Assembly in 1961 under Senate Bill 299 and are currently defined under the Ohio Revised Code (ORC) 1724. CICs essentially are non-profit economic development corporations created for the following purposes:

Advancing, encouraging, and promoting the industrial, economic, commercial, and civic development of a community.

According to Chapter 80 of the Ohio County Commissioners Handbook, "CIC's assist with the promotion and financing of economic development by providing loans to individuals and businesses; buying, selling, and leasing real and personal property for economic development purposes; and, by entering into contracts with the state and local governments."

By creating a CIC for economic development purposes, Deerfield Township is better able to control (re) development activity throughout the township.

The Deerfield Township CIC is guided by an Economic Development Plan and the following mission:

Facilitate collaborative, strategic, and sustainable economic development in Deerfield Township that improves the lives of residents, increases business investment, and promotes the Township as a thriving and vibrant place to call home.

Other Agencies and Jurisdictions

Warren County

The county provides services to Deerfield residents and businesses including building and subdivision permitting, sewer and water services as well as planning and maintenance of select roadways. County staff also prepares and administers the Major Thoroughfare Plan for new roadways.

Warren County Sheriff's Office

Deerfield Township contracts with the Warren County Sheriff's Office for police services. Deerfield Township provides a substation for the Deputies assigned to Deerfield Township. This contract has been in place for many years and the relationship is excellent between the two agencies. The Deerfield Township Post has nearly 30 Deputies assigned to it. This includes one Lieutenant, several Patrol Sergeants, Detectives, and one D.A.R.E./ Crime Prevention Deputy, School Resource Officers, and Enforcement Deputies.

The Warren County Sheriff's Office is a service-oriented agency that supplies superior police service to the people who live, work, and visit Deerfield.

Ohio Department of Transportation

The Ohio Department of Transportation (ODOT) is responsible for planning, development, and maintenance of I-71, OH-741, and US-22/OH-3 (Montgomery Road). The list of current and planned projects is provided in the transportation element of the Land Management Plan Chapter.

Schools

Three school districts and multiple independent schools operate in Deerfield, including:

- » Kings Local School District
- » Mason School District
- » Princeton City School District
- » Kings of Kings Lutheran Schools
- » Liberty Bible Academy
- » Loveland Baptist School
- » Mars Hill Academy
- » Montessori Academy of Cincinnati
- » St. Margaret of York Catholic School
- » St. Susanna Catholic School
- » Warren County Educational Service Center



Kings Mill Elementary



Mason High School

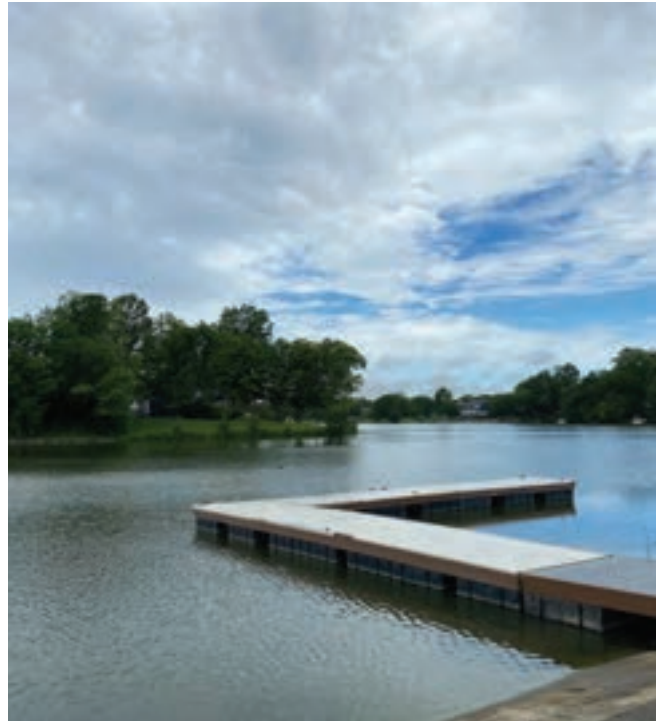
Physical Environment

This section identifies the primary features regarding the physical environment, including naturally occurring geographic features as well as man-made land use characteristics of the township. The location of natural features provides insight into locations that may be protected or create constraints to development. The existing land use inventory indicates the current development patterns of the township and indicates what land areas are available for growth. Both elements will help focus the plan in a way that addresses both the existing physical environment and preparation for future growth.

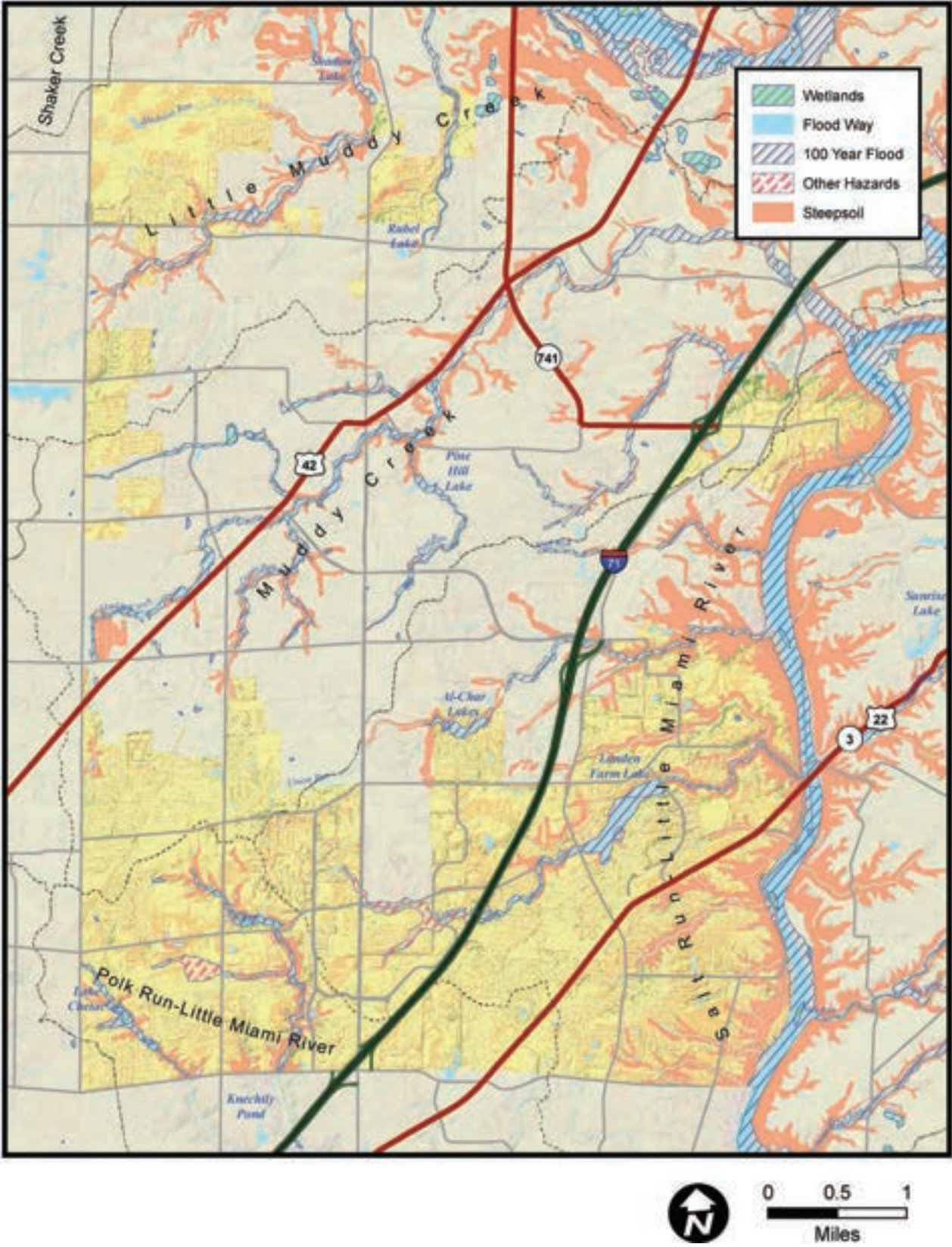
Natural Features

Burgess & Niple, in 2005, in association with LJB Inc. and OKI Regional Council of Governments, completed the Southwest Warren County Transportation Study. As part of that study they collected data on natural and environmental features including soil characteristics, floodplains, groundwater/ aquifers, wellheads and drinking water supplies, wetlands, streams, rivers and water bodies, wildlife habitats, and threatened and endangered species.

Rather than recreate this information, the Southwest Warren County Transportation Study Existing Conditions Section can be referenced. However, some mapping specific to the township has been created to help illustrate the location of the features that may have the greatest impact on the development of the remaining land in the township. The Natural Features Map shows the location of wetlands, soils with frequent or occasional flooding potential, and areas with steep slope. Land with the potential of flooding and steeply sloped land generally coincides with the larger creeks and the Little Miami River. However, there are several wetlands distributed throughout the township. The locations of these features are addressed in the capacity analysis.



Natural environment is featured throughout Deerfield Township in places such as Landen Lake.



Natural Features Map

Water and Sewer Services

Water and sewer services are provided by Warren County. The vast majority of development in the township is serviced by water and sewer lines, with a few exceptions including portions of Loveland Park. Loveland Park does not have sewer service and is serviced by two inch water mains, which are smaller than most in the system. The Warren County water and sewer system is interconnected with the Butler County and Mason/Cincinnati Metropolitan District. If shortages occur in any of the systems, the others can provide back up. The township is served by Warren County's southern system which has current water treatment capacity of 12 million gallons per day. As growth continues, Warren County is planning on linking the north and south systems to provide even more water quantity. New service is provided as development occurs with tap fees and an interconnection of the network. The township is well rated for pressure and volume for adequate fire protection.

Sanitary sewer is slightly more constrained by topography because of the depth at which the lines must be run and the need to use gravity flow when possible. Almost all of Deerfield benefits from access to sanitary sewer. The area's sewage is treated at the Lower Miami Sewer Plant which was expanded in 2008 to add another 7.2 million gallons per day treatment capacity. Historically, Warren County has upgraded existing service and provided new sewers when requested and paid for by new development.



Loveland Park water is served by 2" water mains

Key Findings

The following are the updated critical and key findings from the analysis and engagement conducted for this planning process. This information was presented in the Trends and Forces presentation in August 2019, and at the Joint Meeting of the Board of Trustees and Steering Committee, and Zoning Commission in October 2019.

Community Values

At the launch of the project, the planning team conducted a survey of the community to identify the most commonly held values and ideas about the township. This effort helped to solidify the topics and themes that were most important to guide our research and update to the plan's goals and objectives and recommendations. The results of these efforts are displayed in the following word clouds. Words that appear at a larger scale represent themes and topics that are of greater value to the community.

The things people love about the township include the good schools, the sense of community, and convenient location, and access to jobs, retail, and dining.

The things people saw as the biggest opportunities for the township include the sense of community, the available land, maintained open spaces, and parks; businesses growth and redevelopment; and the mobility provided by the township's network of streets, trails, and sidewalks.

The things people felt were the biggest challenges to address include issues related to traffic volume and travel times, new development, and building (growth), and maintaining adequate infrastructure to support the community.



What the community loves about Deerfield.



What the community feels are Deerfield's biggest opportunities.



What the community feels are Deerfield's biggest challenges.

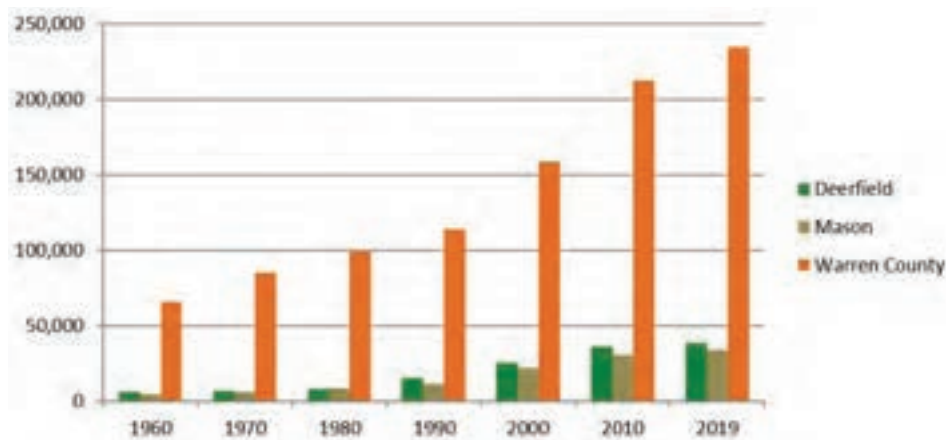
Growth Trends and Forces

How the township addresses growth, development and new buildings is a high priority for the community. The township currently has several policies and practices in place to manage growth. These policies and practices are guided by the previously adopted comprehensive plan and updated by the Board of Township Trustees in real time as adjustments are deemed necessary. These policies and practices include:

- » Zoning & Development Review—current future land use plan
- » Park Residential Zoning Standards
- » Redefined Gross versus Net Density for residential developments
- » Warren County/ODOT Transportation Plans and Projects
- » Ongoing projects

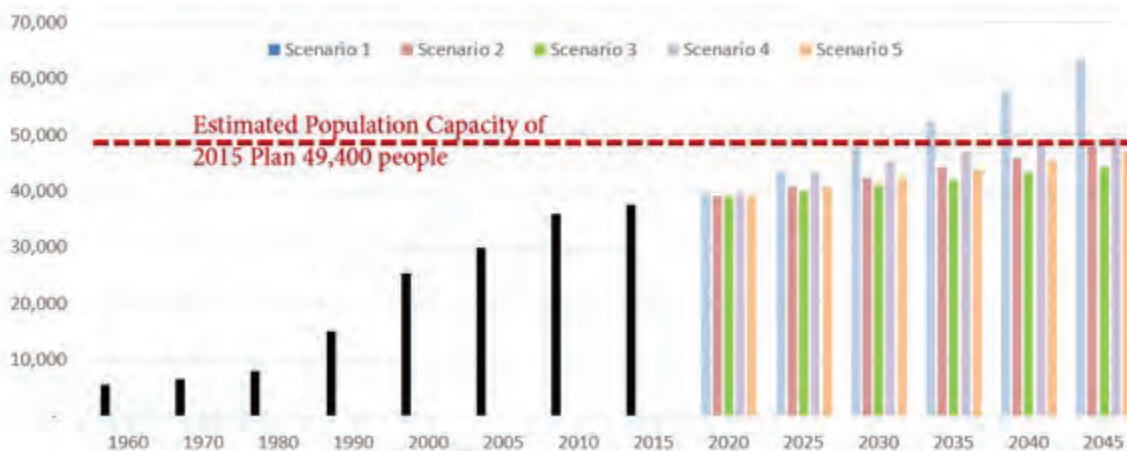
To better understand the types of pressures that the township is facing the planning team reviewed the historic population growth trends, estimated growth demand (future population forecasts), and trends in the township's daytime population flux related to commuter traffic and employment centers in the township and City of Mason.

- » In 1960 Deerfield Population accounted for 9% of the County population.
- » Since 1990 Deerfield's population has been higher than Mason's.
- » By 2015 the township was 17% of the county's population while Mason accounted for 14%
- » In 2019, Deerfield Township had a population just under 40,000 people. Mason is just under 34,000, and Warren County is now at about 235,000 people.
- » Deerfield has an estimated 15,915 housing units by April 5, 2021, and an estimated population of 40,265 at an average persons per housing unit of 2.53. This is calculated using residential zoning permit data for 2018-2021 and the 2019 ACS population and housing unit data.
- » As both Deerfield Township and Mason have limited land available for development, growth is moving elsewhere in the region. From 1980-2010 Deerfield Township experienced an average annual growth rate of 5%. That has varied over the years with the 1980s being the period of most rapid growth for the township (6% annually).
- » By 2010 the township had reached 36,000 people and the rate of growth slowed even though the number of new homes being built continued to be significant during the last 8-9 years. Since 2010 the township's population has increased by about 315 people every year, or about 110-130 new households annually.
- » The township's most rapid period of growth was between 1995-2006, with more than 1,000 people each year.



Historic Population Growth

Township Population Growth Scenarios



Township Population Growth Scenarios

Estimated Growth Scenarios

In both the 2008, and 2015 Plan updates growth scenarios were calculated to examine the potential rate of future growth and then estimate the timeline for housing and non-residential development demand to accommodate this growth, and how that compared with the planned capacity for growth in the township. This is common practice in long-range planning processes to help gauge the types of land use and development policies the township will need to guide growth and development in a manner that is suitable for the community. Changes in land use and development policies can significantly impact the capacity of the township, and are the primary means the township has to shape the future character of the community.

Because of the slowing rate of growth and the significant decline in numbers and rate since the peak of 1,000 people a year (since 2010 the township has grown by only 315 people annually) as noted above, the five population forecasts from the 2015 plan have been adjusted as follows.

- » Scenario 1 is the most aggressive growth rate of 1.9% from 2019 to 2045.
- » Scenario 2 assumes .8% growth.
- » Scenario 3 assumes .5% annual growth.
- » Scenario 4 assumes 1.9 to 2025, .8 from 2025-2035, and .5 from 2035 to 2045.
- » Scenario 5 assumes 315 new people annually from 2019 to 2045.

- » The planning analysis identified a population capacity of the township under the 2015 Comprehensive Plan at between 49,000 and 50,000 people.
- » Growth Rate Scenario 1 far exceeds the townships 2015 planned capacity for population assuming average household sizes remain consistent around 2.6 persons per household.
- » Scenarios 2, 4, and 5 all reach about 49-50 thousand people by 2035-2045.

How the township plans for housing development and redevelopment in this plan will influence the population capacity, but other factors such as multi-generational households, and the number of households with children will continue to drive the actual population growth and trends for the future.

Commuter Traffic's Impact on Perceived Growth

One issue of concern that was expressed by the public is the increase in traffic in the township, it was also evident in the responses that most were attributing this traffic increase to the residential growth in Deerfield Township. To better understand this issue and how residential growth effects traffic flow in the township, the planning team reviewed commuter data for the combined Deerfield/Mason/Northern Symmes Township Area. This area was selected because of the symbiotic relationship related to I-71 and the major exits, and county roads in the area, as well as the employment concentrations found in this area.

Deerfield Township residents account for only about half of the outgoing commuter traffic on the township roads, Mason residents make up the other half with Symmes Township contributing a small amount. More than 43,300 people a day travel into the Deerfield/Mason region from other places, and 18,000 of those trips are destined for places in Mason. Only a small portion (less than 15%) of employment in the area is held by people who live within the township or City of Mason. A net import of daytime population of 13,000 people puts significant traffic on the roads during the AM/PM peaks that is neither generated by township residents nor destined for places within the township.

Based on this assessment, the township has only marginal ability to manage traffic volume increases through land use planning policies for housing. See additional information on this topic under Transportation and Mobility Trends. The township is impacted by people traveling through the township to other places and people drawn to the employment centers in Mason and the Township.



Commuter Traffic Map, Source: On the Map



A sense of community was the strongest asset identified by plan process participants.

Community Character

Community Character has been a long-standing focus for Deerfield Township since the 2008 Comprehensive Plan. That plan included guidance on development types and characteristics, as well as special considerations for the identity and character of signs, landscaping, and buildings along major gateways and corridors. Deerfield has evolved into a series of distinctive neighborhoods and business districts but has not yet fully realized a unified singular community character or identity.

The current policies and practices the township is using to help manage the creation and maintenance of community character includes:

- » Identification and definition of distinct Neighborhoods and Districts.
- » Zoning Standards.
- » Use of Planned Unit Development to create unique well-designed new neighborhoods with a variety of housing options, open spaces, and destination districts like the Deerfield Towne Center and the District at Deerfield.
- » Park Residential Zoning and changes from net density to gross density to better protect rural/agricultural lands.
- » Gateway and corridor sign and design guidelines.

- » Improved standards for parking, signs, architecture, and landscaping for business/commercial uses.
- » Expansion and enhancement of the Township's parks and recreation areas and adoption of a new Parks and Recreation Master Plan.
- » Planning & Zoning Department and Economic Development Department focusing on supporting redevelopment and reinvestment in the township.

Some of the concepts that are emerging as trends in the township related to community character and design include:

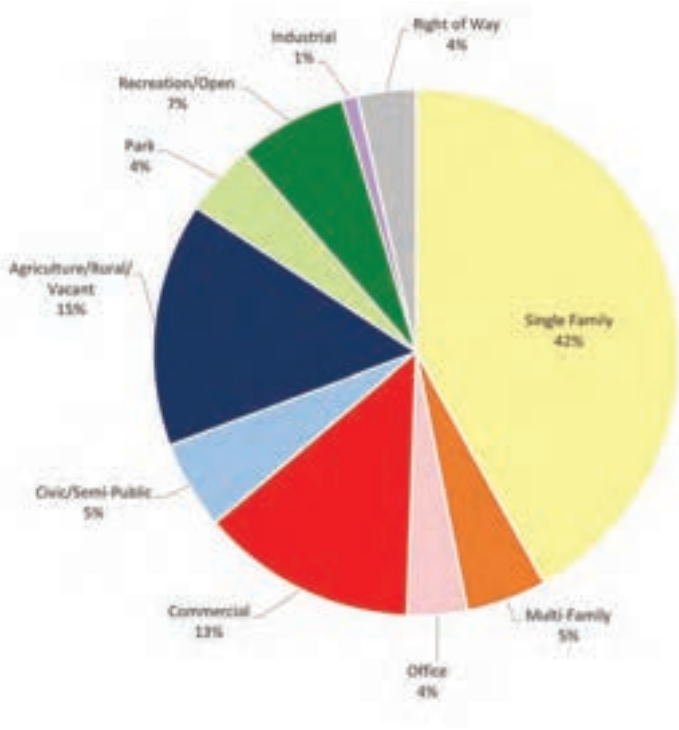
- » Mixed housing type neighborhoods
- » Increased walkability in neighborhoods and to destination districts
- » Establish desired architectural styles/character
- » Consistent streetscapes, lighting, and sign design throughout the community
- » Increase in community spaces, green spaces, recreation, and entertainment spaces where people can gather.
- » Energy efficient design
- » Green Infrastructure
- » Enhanced Land and Resource Conservation Efforts

Existing Land Use

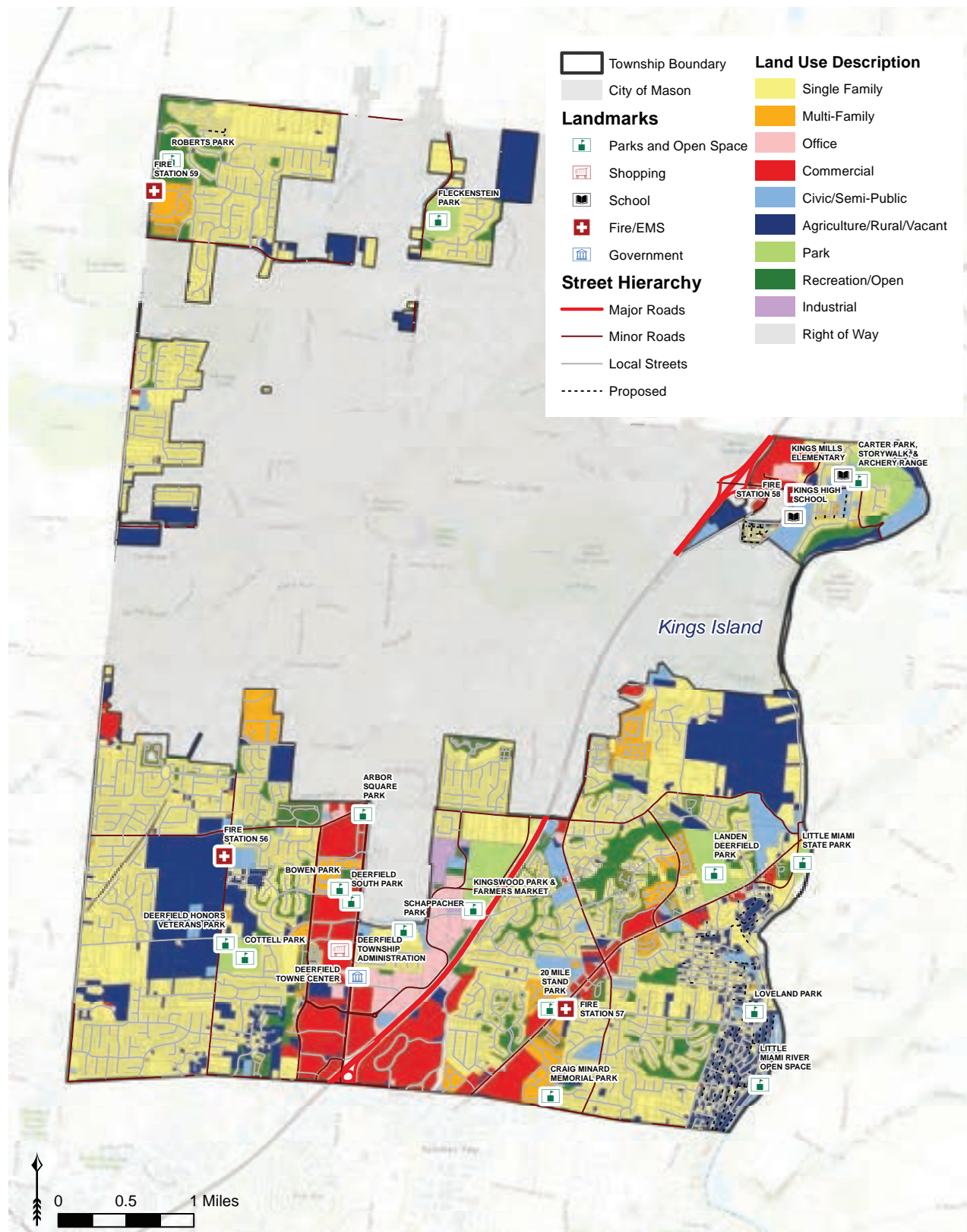
The existing land use composition in the township is primarily Single-Family Residential neighborhoods with character inherit the era in which they were developed. Each neighborhood has a slightly different character.

Land Use Description	Total Acreage
Single Family	3638
Multi-Family	429
Office	319
Commercial	1150
Civic/Semi-Public	475
Agriculture/Rural/Vacant	1299
Park	384
Recreation/Open	587
Industrial	82
Right of Way	312
TOTALS	8,675

Existing Land Use Breakdown Table



Existing Land Use Breakdown Chart



Existing Land Use Map

Commercial Areas

The Commercial and office business areas are also notable in five primary areas: the Mason-Montgomery Road Corridor, Kings Automall/Waterstone Area, the Kings Mills Exit, the Columbia Road Corridor, and US 22/3 Corridor.

The Steering Committee also reviewed the plan recommendations for the commercial areas, primarily in anticipation that some of these areas may be subject to redevelopment and the impacts of change is important to manage. These areas are included as redevelopment focus areas.



An example of commercial uses and their associated design details.

Agricultural, Rural, and Vacant Land

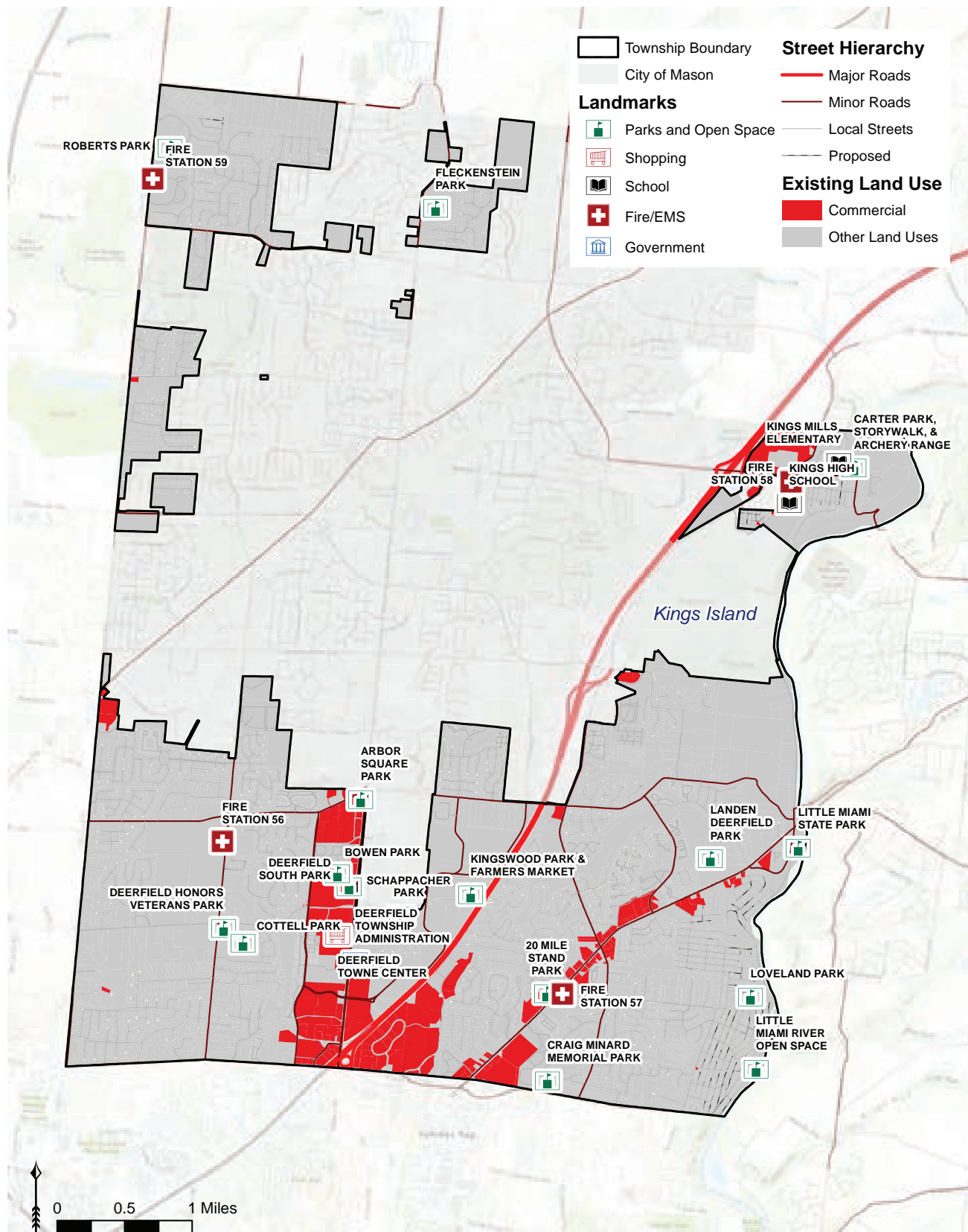
There is also a significant area of the township which still has a semi-rural appearance because of remaining large parcels with some of them still being actively farmed, this land along with some smaller vacant parcels are the areas most likely to experience development pressure and if they are developed their character would significantly change and change the appearance of the area.

These are the areas that were assessed during the planning process and are the subject of the focus areas workbook presented as an appendix. The steering committee spent 3 meetings reviewing the current zoning, 2015 Plan recommendations, and possible alternatives for these areas during the plan drafting. Their final recommendations for future land use in these areas was presented for public review and resulted in the future land use plan and focus area recommendations in this update.

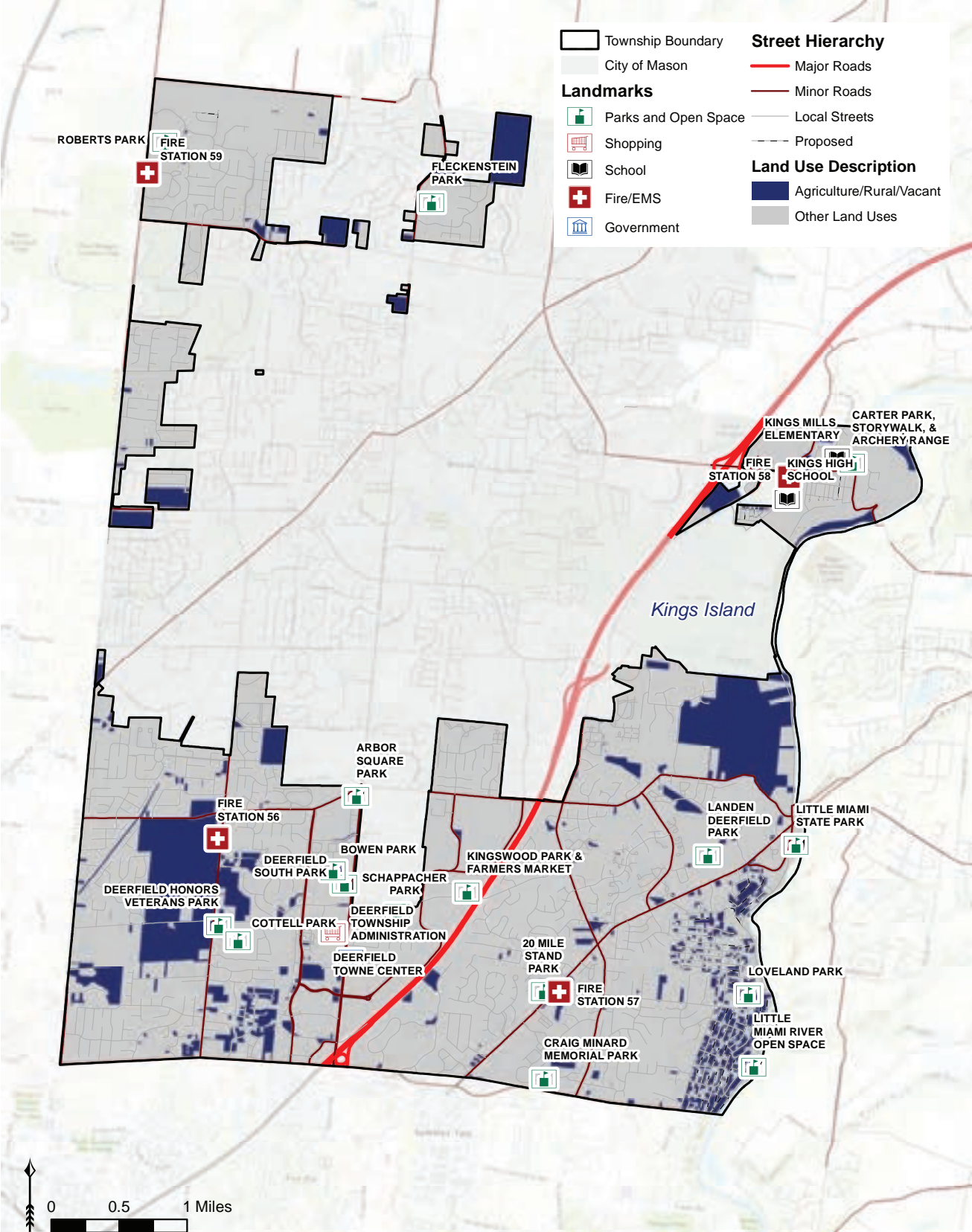
The detailed review of the agricultural/rural/vacant land use and zoning and the commercial area land use and zoning resulted in some refinements to the 2015 Character Areas, and the addition of detailed maps and recommendation for a handful of areas which required additional guidance for development or redevelopment to ensure compatibility and predictability if they change. The results of this effort are presented in the Land Management Plan section of this update.



An example of agricultural land and rural residential.



Commercial Areas Map



Agricultural, Rural, and Vacant Land Map

Density, Walkability, and New Residential Development

Density is usually the first and only way the public thinks about new residential development. The number of new homes that can be developed on this parcel of land is only one factor of community character. Other things play into the character, walkability, and livability of an area. Many suburban communities like Deerfield Township are experiencing a shift towards higher-density housing developments as land becomes scarcer. This can result in new development that feels out of place or context with its surroundings.

Character of the community is about more than land use. It is about the design of neighborhoods and business districts in the streets and public spaces, how close buildings are to each other, and whether lots are narrow and deep, wide and shallow, very small with lots of common open space, or relatively large with individual private green spaces. The best communities have some of each to provide variety and choice as people age in place, start a family, live alone, or just want a low maintenance home near services and work.

Deerfield Township has a broad mix of housing options and significant business development in the community. Compared to surrounding communities, Deerfield has a much more sustainable and adaptable mix that responds to the modern housing market.



The top image is an example of traditional village style residential development. The bottom image is of a neo-traditional development that clusters the open spaces into common areas rather than on individual lots.

Architecture

Character is also influenced by local architecture. The look of new buildings in Deerfield is important. High quality brick and stone construction is prevalent, modern neo-traditional styles are dominant, and this seems to be the preferred model for future development.



An example of contemporary architecture in Deerfield Township

Streetscaping/Green Infrastructure

Incorporating green space into public spaces can serve multiple benefits. Many communities are moving towards including “green infrastructure” in common space, parking lots, rights-of-ways and other found spaces to help manage stormwater runoff and provide additional green cover in the communities. Reduction of impervious surface is beneficial across the board and is something to consider in new development and retrofitting existing spaces. Also, cohesive streetscaping, signs, lighting and plantings can lend to the identity and character of the township.

Stormwater management continues to be a priority for the township and these options provide additional methods to help reduce surface runoff.



Examples of green infrastructure in developments.

Transportation & Mobility

Transportation and mobility in the township are a multi-jurisdictional topic that is complex. On many matters with the primary transportation corridors, Warren County, and Ohio Department of Transportation are the responsible agencies. Local roads and bike and trail connectivity fall under the jurisdiction of the Township, however regional collaboration on bike trails is important. Current features of the township's transportation and mobility network include:

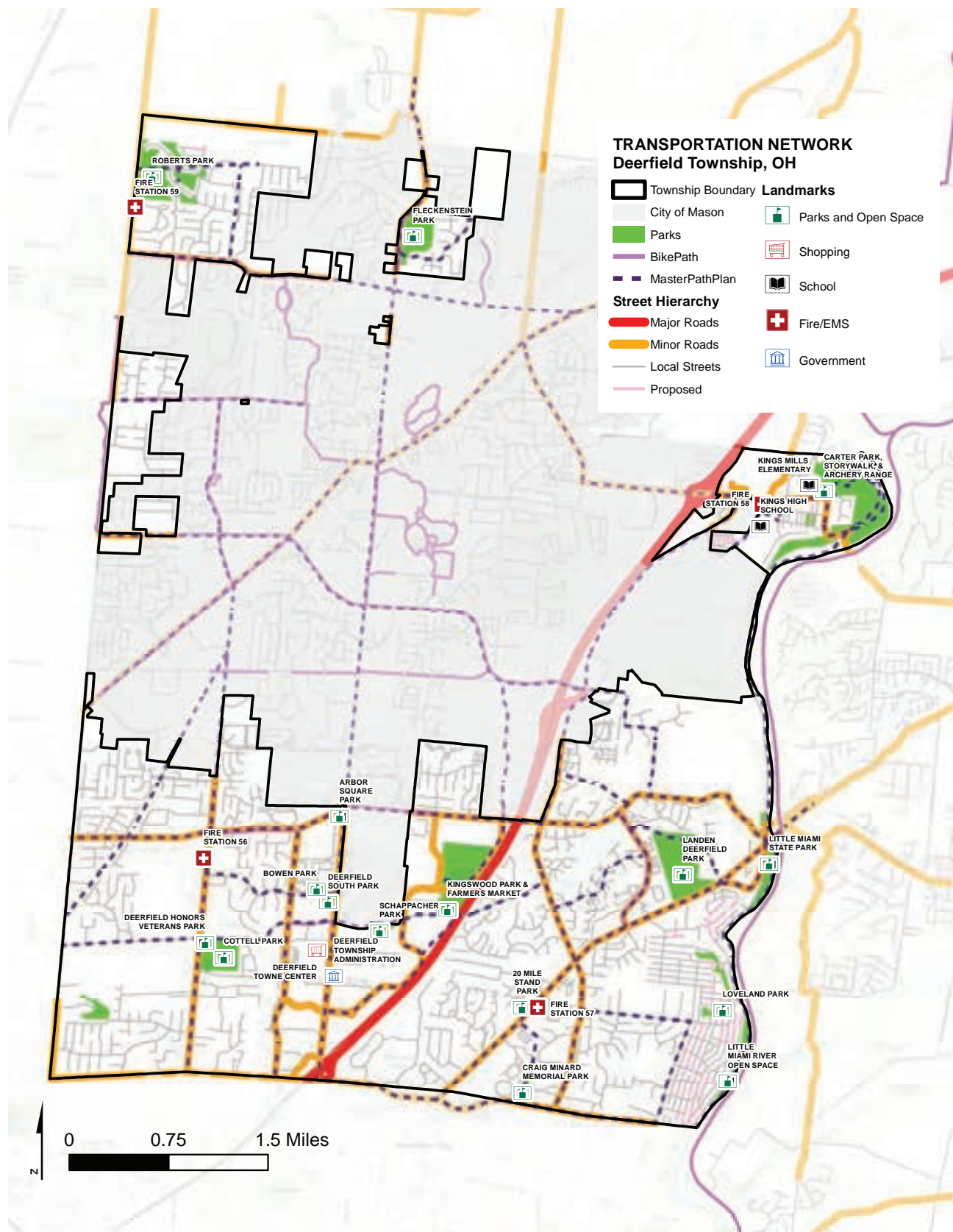
- » A gridded network of major county roads, state routes, and local township roads.
- » A prevalence of limited connectivity subdivisions- limited connectivity from neighborhood to neighborhood for people on foot, bike or in cars.
- » Heavy pass through traffic volumes (neither originating nor destined for Deerfield Township) during AM and PM commute peaks.
- » Significant improvements completed with additional planned improvements of the Fields-Ertel/Mason-Montgomery/I-71 interchange redesign.
- » The township is reliant on the Warren County Engineer for approvals and design of transportation improvements.



Deerfield Township sees heavy passthrough traffic volumes.



Single connection point subdivision limit connectivity for people on bicycle, on foot, or in car.



Transportation Map

Trends and Forces

What other communities are doing, ideas for the future.

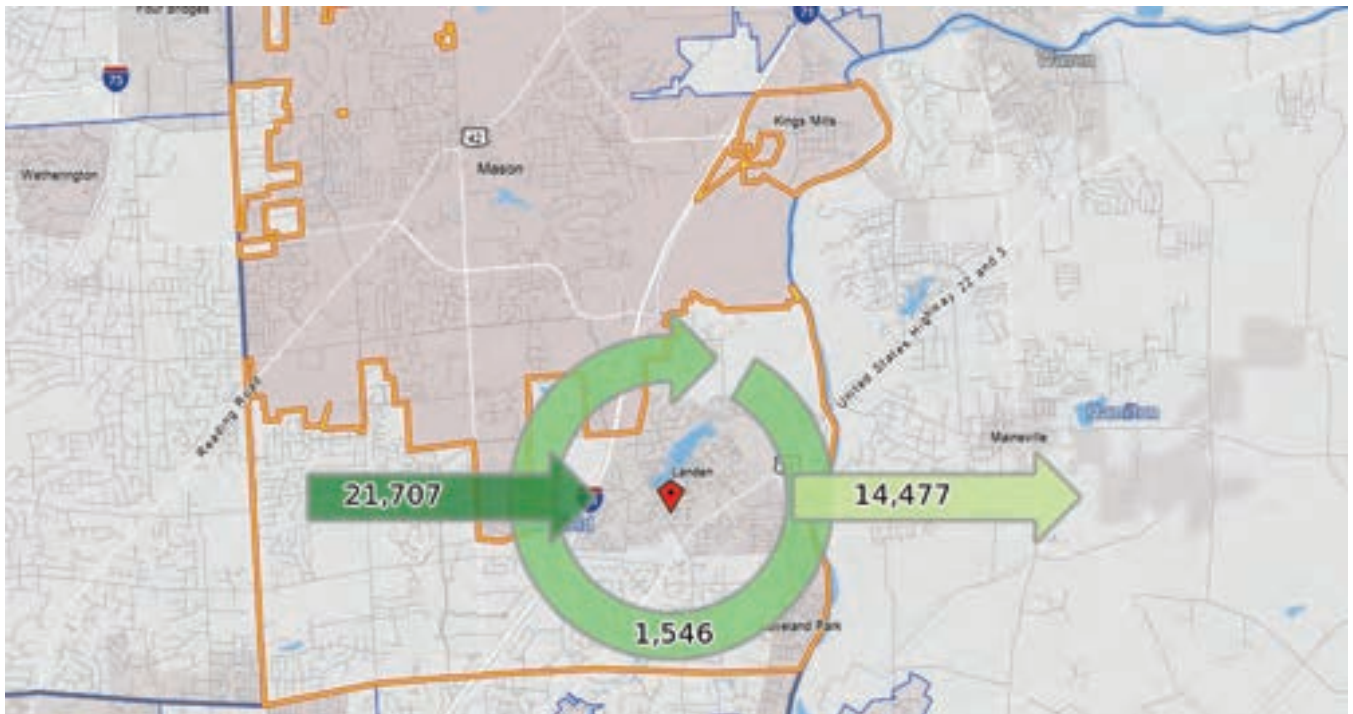
- » Improved connectivity
- » Complete Street Design
- » Alternative intersection design
- » Roundabouts
- » Flyovers
- » More/Better Recreational Trails
- » Regional Bike Trails, street markings, dedicated trails etc.
- » Integrated uses, mixed uses to reduce daily household car trips



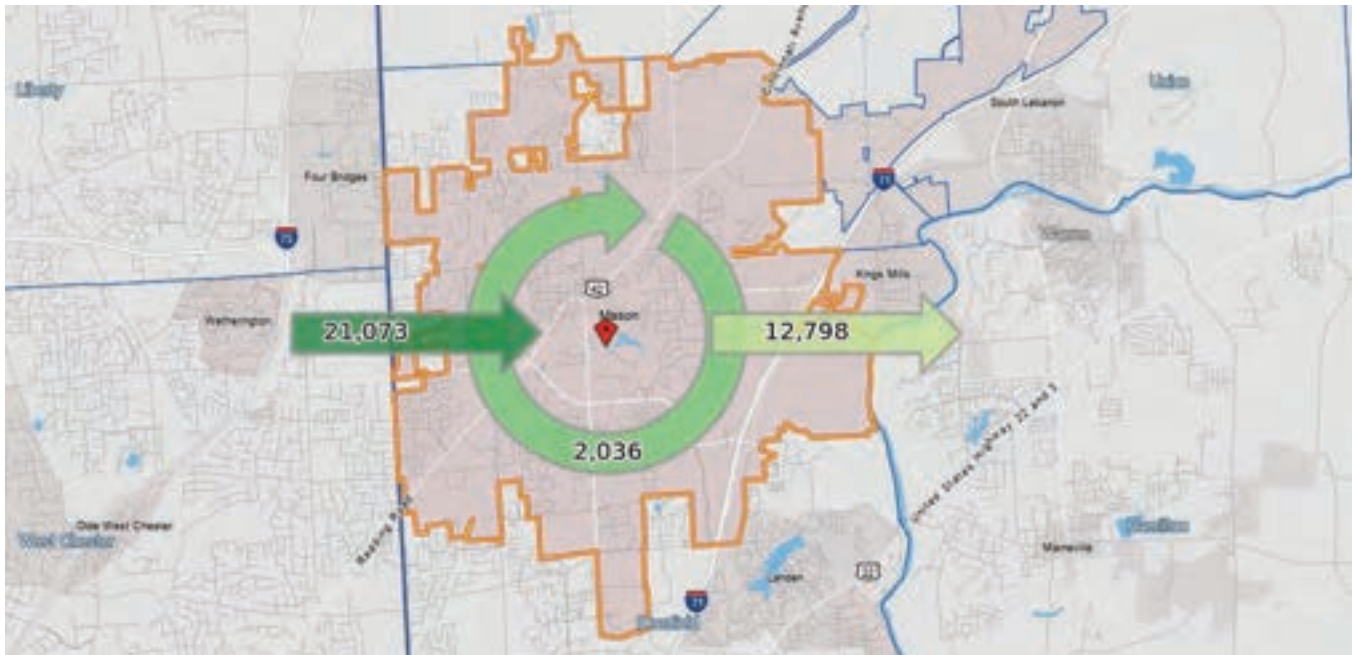
Other than Wilkens Blvd there are not many alternative collector/major thoroughfares, so all the traffic loads onto the major mile grid of county roads.



Improved connectivity is emerging in the northwest, but a predominance of cul-de-sacs still doesn't provide for true arterials at a frequency more than every mile. Citizen opposition, and Warren County's final approval have led to some planned connections being truncated at the time of development.



This map shows the trips traveling out of the township, staying in the township, and entering the township on a daily basis.



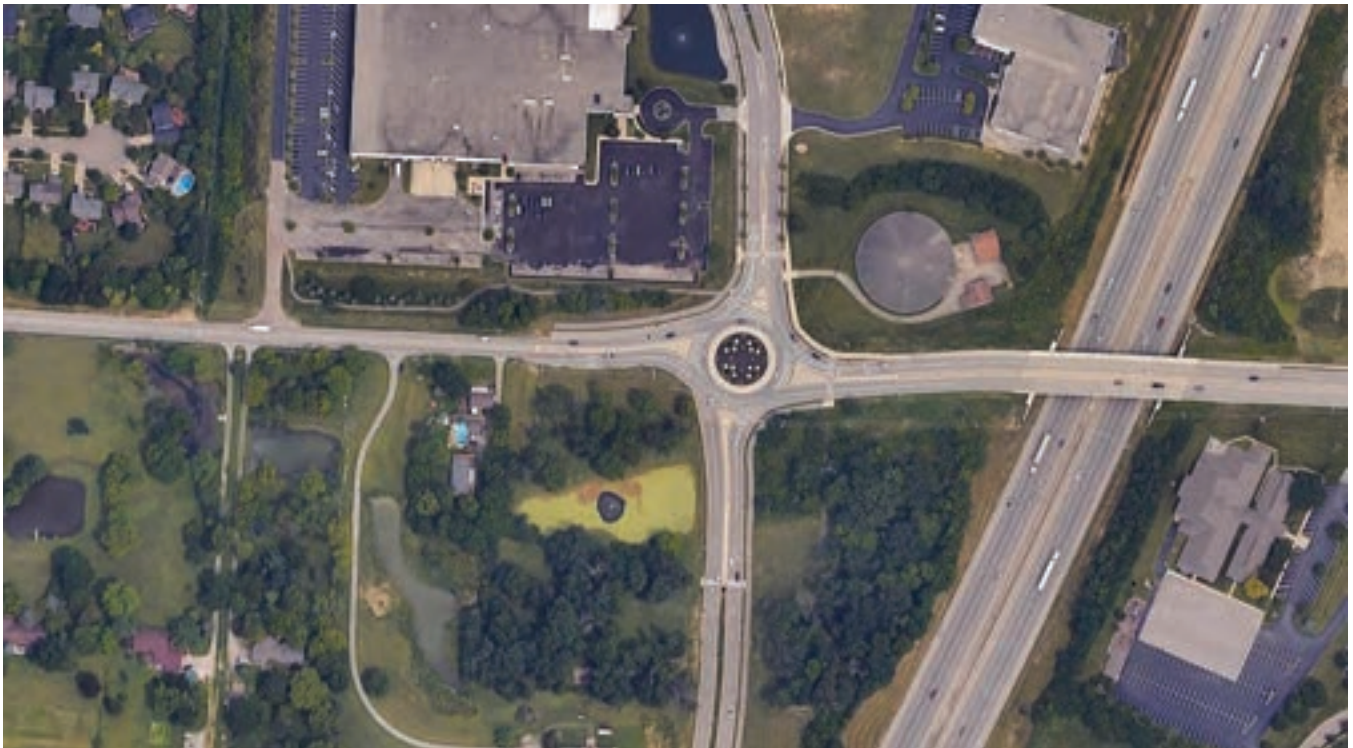
This comparable map shows the same figures for the City of Mason. A significant portion of this traffic comes through Deerfield Township.



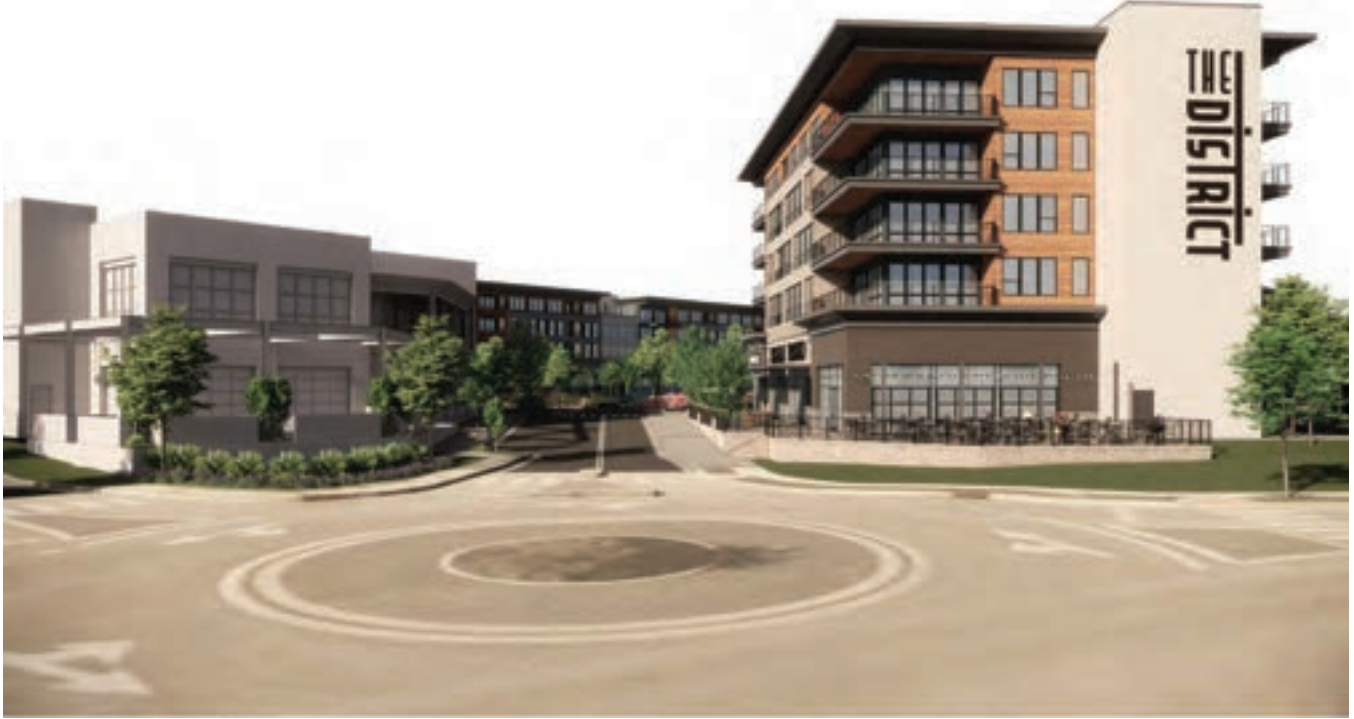
Deerfield Township residents account for only about half of the outgoing commuter traffic on the township roads. More than 43,300 people a day travel into the Deerfield/Mason region, and 18,000 of those trips are destined for places in Mason. Only a small portion (less than 15%) of employment in the area is held by people who live within the township or City of Mason. A Net import of daytime population of 13,000 people puts a lot of traffic on the roads that is neither generated by township residents nor destined for places within the township.



Complete Street Design one option many communities are exploring is making the major thoroughfares complete streets so that they accommodate people moving by different means besides just a personal car. In theory a network of these roads provides people with alternative ways to meet daily trip needs and makes it possible/safer, and more feasible to ride a bike, walk, or take some form of transit.



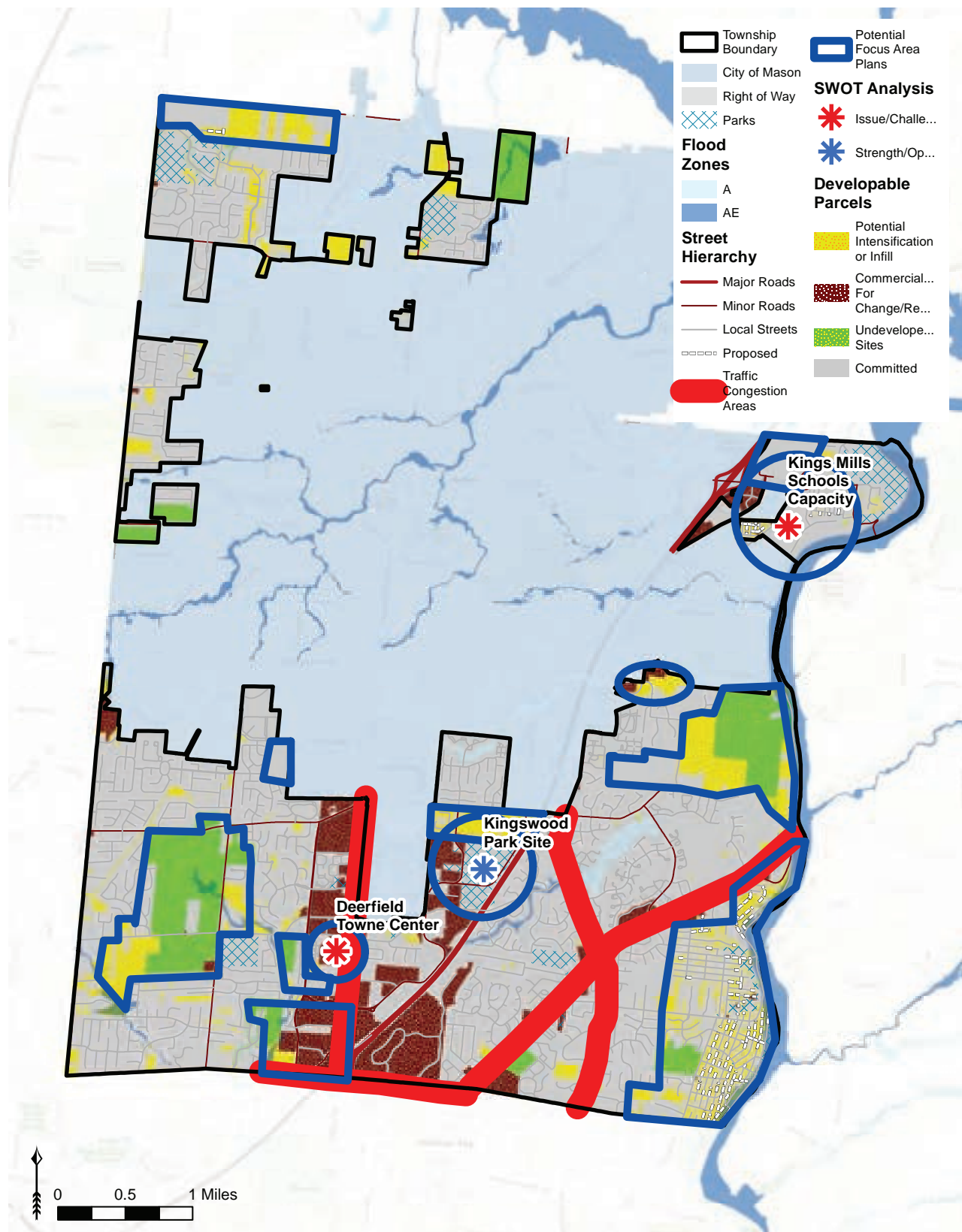
Alternative intersection design like roundabouts and flyovers of heavily traveled routes, can reduce congestion and delay times, and improve connectivity from one part of the township to another.



Mixed Use development like the District helps reduce daily trips for people who live in the development by putting them in walking distance to groceries, entertainment, shopping, and dining. But these districts also draw traffic as a destination for the larger community or even region. Examples like Liberty Town Center, Easton, and The Greene in Beavercreek all have this design. The problem comes in that not all neighborhoods have shopping, dining, and entertainment so people drive to locations like this to enjoy the walkable environment.

Redevelopment & Infill

As the township matures, one of the themes that has been a priority is redevelopment and infill. In the second round of public engagement, we asked the steering committee and citizens to help identify areas they felt needed to be addressed for changes in their existing uses. We combined that information with the land use assessment that identified vacant and agricultural lands that may be available for infill development, and commercial areas in need of reinvestment or redevelopment.



Preliminary Situation Map

The Redevelopment Process

THE KEY PLAYERS

- Property Owner
- Developer
- Potential Tenants/Occupants
- Township
- County
- Community Improvement Corporation
- Surrounding Property Owners

Just because there is a plan for redevelopment doesn't mean it will happen that way. . . Factors that need to be in place

- ✓ Profitability for owner and developer
- ✓ Tenants/occupants (demand)
- ✓ Support from surrounding residents
- ✓ Land Use and functionally appropriate
- ✓ Infrastructure to support it

The Redevelopment Process Chart

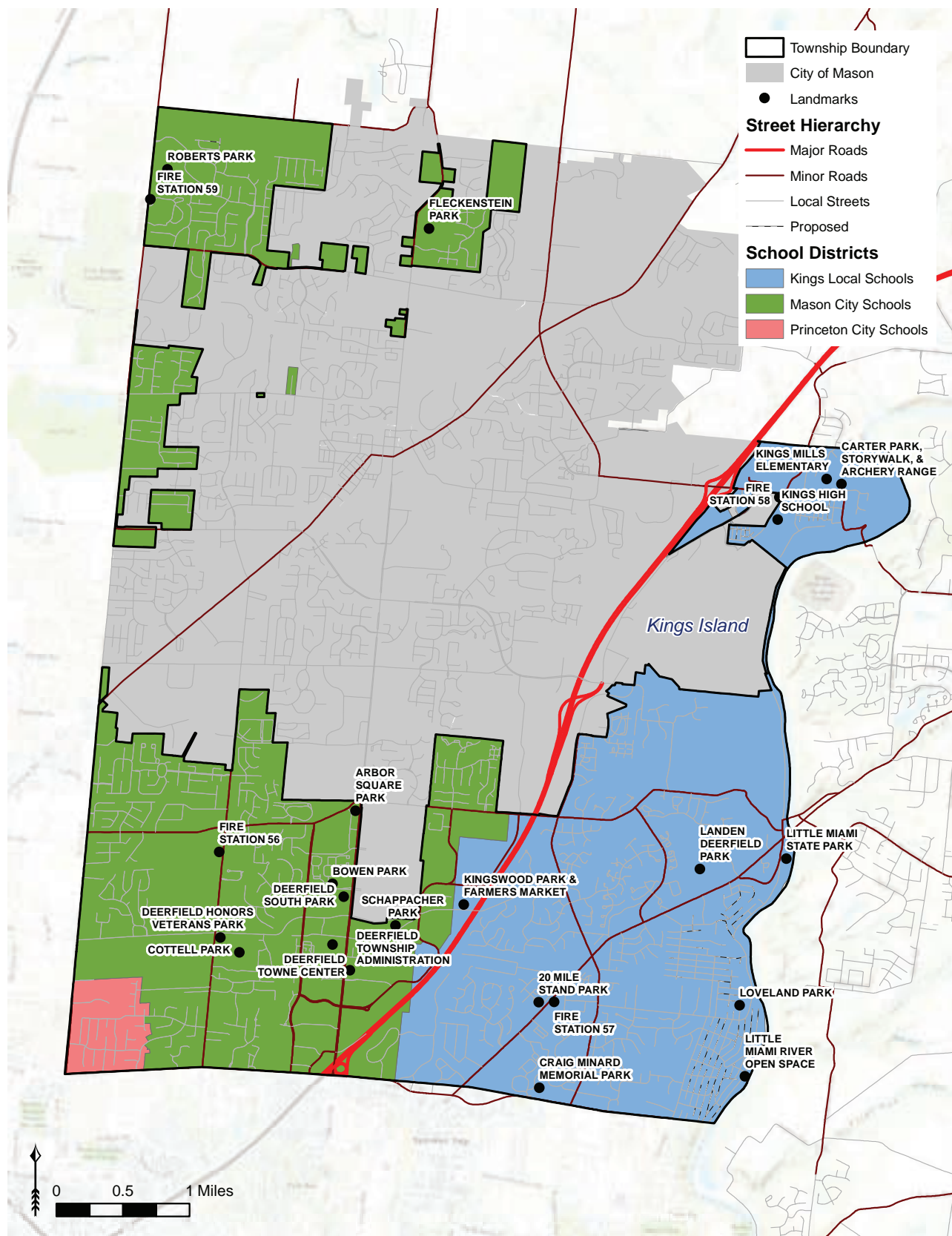
Quality of Life & Accessible Services

Existing Conditions and Policies

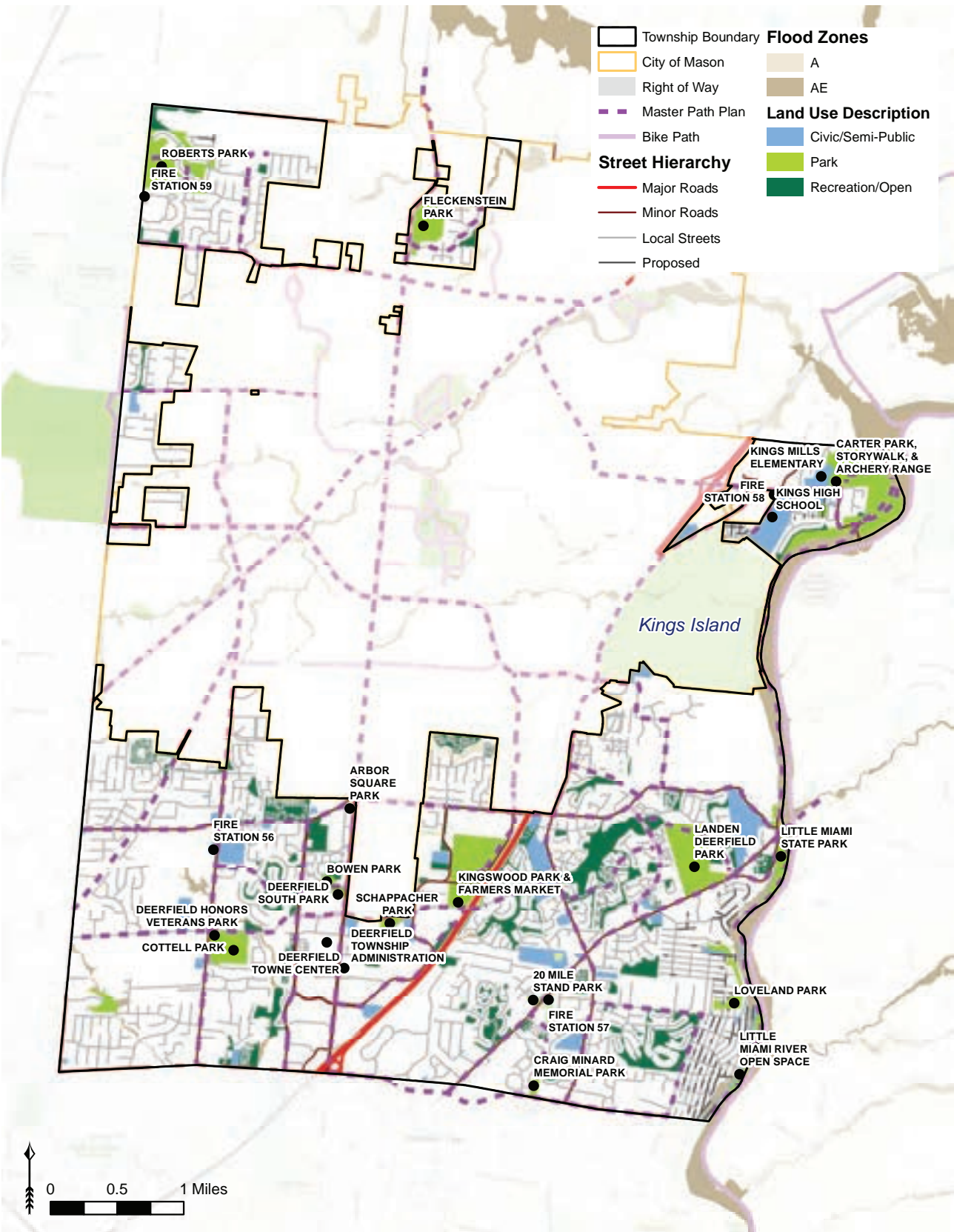
- » High Level of Service from Township
- » Balanced Budgets with a focus on long term financial stability. Township successfully paid off all debt on outstanding Tax Increment Financing (TIF) districts and achieved becoming completely 'Debt Free' in 2020.
- » Schools are not township specific
 - » Township doesn't have control over the schools
 - » Most of the growth in the King's school district is outside of Deerfield Township
- » Parks and Recreation are evolving and improving according to past planning efforts
- » Using partnerships with Warren County and surrounding jurisdictions to provide safety services with significant cost savings

The trends for the future include:

- » Increasing demand for permanent open space/parks
- » Increasing cost of land
- » Demand for greater walkability in neighborhoods and destination districts
- » Desire to maintain safe/family-friendly community level services
- » Need for a true Township Center and destination



School Districts Map



Parks & Open Space Map

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PART 1: COMMUNITY AGENDA

The community agenda lays out the framework for the comprehensive plan by stating what is important to the township, what the long-term goals are, and establishing objectives to achieve those goals. This is an update to the community agenda from the 2008 Comprehensive Plan, which was the result of an extensive planning process with the Citizen's Planning Forum. The same goals and objectives are carried through due to the extensive public involvement that went into creating the community agenda in 2008. This update accounts for the township's accomplishments, along with the goals and objectives that are on-going and still relevant, and the goals that have yet to be completed. The township has successfully concluded many of the objectives from the 2008 plan. Those objectives have been removed from the community agenda, while some new objectives have been added to reflect the recommendations set forth in this plan. The goals and objectives are organized under the following categories:

- Growth Management
- Pedestrian and Trail Connections
- Parks and Open Space
- Redevelopment
- Township Identity
- Housing Quality and Diversity
- Transportation and Mobility
- Long-Term Financial Stability for the Township
- Intergovernmental Coordination

The goals and objectives establish the direction for each of the elements of the Land Management Plan and the Implementation Strategy. The recommendations for each of these elements are in accordance with the intent of the goals and objectives.

Township Goals

Growth Management

The township will manage the rate of growth and quantity of development to ensure the desired development pattern, compatible neighborhood characteristics, and the availability of adequate public facilities and services.

Objectives

- » Regularly review the zoning resolution to ensure its continued conformance with the recommendations set forth in this plan or in conjunction with future updates.
- » Work with partner agencies such as the Warren County Water, Warren County Regional Planning Commission, schools, and other agencies which provide services to the township to identify capacity limits and improvements needed to manage growth.
- » Work with Warren County, Mason, Mason City Schools, and Kings Local Schools to develop adequate public service and facility standards for the joint service areas.
- » Update the land use plan to provide more specific guidance for identified target redevelopment and infill locations.
- » Provide more specific guidance for the development patterns and land uses in identified greenfield locations.
- » Use the Community Improvement Corporation (CIC) to catalyze redevelopment and infill as a major component of the township's growth management and development efforts.
- » Continue the promotion of sustainable development and building practices and alternative forms of energy production.
- » Adopt green infrastructure standards for township and local roads and public spaces.
- » Work with interested property owners to identify key agricultural or natural habitat areas to protect through conservation easements or other methods of permanent protection.
- » Use development regulations to guide the quality, character, and physical form that buildings take on a site to ensure quality developments within the township.

Parks, Recreation, and Open Space

PEDESTRIAN AND TRAIL CONNECTIONS

The township will have an interconnected network of trails and paths that allow travel by pedestrian and bicycle throughout the community with focus on the Miami to Miami Trail connections.

Objectives

- » Finalize the connections to complete the Deerfield Township portion of the Miami to Miami Trail connection.
- » Follow the 2019 Park Master Plan to acquire and improve identified trail connections to increase pedestrian and bike connectivity off-road especially between neighborhoods and township parks, and destination districts.
- » Support trail links which match up with plans and design standards of adjacent communities including the City of Mason, Symmes Township, and West Chester Township.
- » Work with Warren County and ODOT to prioritize and pursue opportunities to upgrade local thoroughfares with sidewalks and bicycle lanes to accommodate network connections and support alternative modes of travel, i.e. Complete Street Design.
- » Support easements dedicated through private development that link into a network of sidewalk, paths, and trails.
- » Establish trail location and design standards which promote safety through separation from vehicular traffic but provide visibility from public areas to instill a sense of security rather than isolation.
- » Encourage trail networks within riparian corridors and dedicated open spaces through the subdivision and/or planned unit development process to create a double benefit of protection of resources and improved pedestrian and bicycle accessibility.
- » Continue to require sidewalks, paths, and trails in the planned unit development standards.
- » Continue working with Warren County and ODOT to facilitate safe pedestrian crossing of Interstate-71, Mason-Montgomery Road, U.S. 22/3, and other large surface road intersections including installation of crosswalks, overpasses, signs, signals, and improvements to highway crossings.

PARKS AND OPEN SPACE

The township will have adequate parks and open space to provide recreation opportunities to the residents and will maintain open spaces to enhance the quality of life in the township.

Objectives

- » Implement the recently adopted Parks and Recreation Plan to continue providing a high level of public recreation services and adequate parks and open space.
- » Maintain the township operated parks at the plan recommended levels of functionality and quality.
- » Strive to provide park land in an equitable manner in the four quadrants of the township in accordance with the Park and Recreation Plan recommendations.
- » Continue to promote pedestrian and bicycle paths along riparian and road corridors to connect neighborhoods and parks to improve accessibility to these areas.
- » Continue using development regulations that require retention of open space which can be used for active or passive purposes in the private development process.
- » Work with churches and schools to provide private recreation areas, facilities, and programming to increase recreational opportunities within the township.
- » Establish new public or semi-public open spaces through redevelopment of obsolete commercial development.

Redevelopment and Economic Development

The township will actively facilitate compatible redevelopment of areas that become obsolete to maintain a vibrant community.

Objectives

- » Complete a market study.
- » Prepare redevelopment plans for targeted corridors such as Fields-Ertel Road, Route 22 & 3 and Mason-Montgomery Road as well as other specific sites as identified in the Focus Areas.
- » Promote redevelopment to sustain commercial and retail development.
- » Provide strategic land use recommendations for targeted redevelopment locations to facilitate redevelopment in a manner that is consistent with community character and identity that will create community focal points.
- » Create a strategy, utilizing the Community Improvement Corporation (CIC), to facilitate targeted small-scale localized redevelopment that would provide valuable services to markets within walking distance (1/4 mile) of neighborhoods to reduce auto dependency.
- » Develop a reinvestment strategy for the Loveland Park neighborhood to address issues associated with non-conforming lot configurations, potential redevelopment pressures, and public access to the Little Miami River.
- » Actively facilitate redevelopment and reinvestment in targeted areas under the guidance of an Economic Development Strategy and this Comprehensive Plan.

Township Identity

The township will have a strong and clear identity enhanced by the quality and character of neighborhoods, regional destinations, gateways, corridors, and community focal points.

Objectives

- » Promote planned development through the community character and land use guidelines and the zoning resolution to create new neighborhoods with distinct identities.
- » Include neighborhood profiles on the township's webpage and in various marketing materials to instill the connection between these neighborhoods and the township.
- » Adopt special design overlay standards for the treatment of key gateways and gateway corridors through the zoning resolution.
- » Update and improve the township's PUDs and development standards on permitted residential conservation-type uses such as Mixed Residential and/or Park Residential subdivisions to maintain open areas and aspects of the rural character throughout the township.
- » Work with interested property owners to permanently conserve agricultural and rural landscapes using voluntary conservation easements.
- » Strongly encourage redevelopment of older commercial areas with mixed-use developments (residential, commercial, civic uses) that provide community gathering spaces, open spaces, and add focal points for community identity.
- » Continue installing unified signage design and inclusion of the Deerfield logo on street signs.
- » Continue encouraging inclusion of the Deerfield logo on private signs.
- » Protect and enhance the environmental quality of the Little Miami River corridor through maintenance of township owned land and development regulations to support the identity of the eastern portions of the township.
- » Create a scenic gateway at Old 3C Highway, Kings Mills Road, and Socialville-Foster Road celebrating the Scenic Little Miami.
- » Collaborate with Warren County and ODOT to improve the safety and capacity of Old 3C Highway across the Little Miami and along Kings Mills and Socialville-Foster Roads, without over designing and losing the rural character of this area of the township.
- » Promote the Deerfield Towne Center and The District at Deerfield development as the heart of the township and continue encouraging the area as an interconnected, walkable network of streets and paths.
- » Encourage creation of public/community gathering spaces within the Towne Center and District to reinforce the Township's identity.

Housing Quality and Diversity

The township will be a community where individuals and families of different demographic and economic backgrounds can find quality and diverse housing options.

Objectives

- » Encourage a mix of residential building types to promote a variety of housing options within a neighborhood to attract families of different economic and demographic backgrounds.
- » Promote housing types (smaller detached homes, multi-family) in mixed-use developments that are attractive to older adults near groceries, retail, and health care facilities to increase mobility options outside of auto dependency.
- » Promote development of a variety of homes suitable for one and two person households, traditional families, and multi-generational extended families in mixed-use developments as part of redevelopment efforts to accommodate evolving household types. Consider incentivizing missing middle types of housing that fit in with traditional single-family neighborhoods but provide different sized units.
- » Preserve the viability and character of established larger lot single-family neighborhoods.
- » Closely coordinate with the School Districts and utility providers to ensure services are being managed at appropriate levels to serve growing populations.
- » Recognize that changing lifestyles are consistently making rental and higher-density/lower maintenance housing more attractive for families with children.
- » Require provision of large usable open spaces in residential and mixed-use development to adequately off-set increased housing density with suburban or rural character open spaces.
- » Consider modified lot coverage and scale standards for smaller lot developments to maintain adequate open spaces.

Transportation and Mobility

The township will coordinate with the various agencies that influence transportation options in the community to provide safe and efficient access and multi-modal mobility options to residents and businesses in the township.

Objectives

- » Identify locations for potential local thoroughfare connections and propose amendments to the Warren County Official Thoroughfare Plan in accordance with these recommendations.
- » Recognize the township has limited ability to influence the conditions associated with the interstate system.
- » Recognize the township has limited ability to influence the design and construction of roads associated with private development which are regulated by the Warren County Subdivision Regulations.
- » Work as a partner with ODOT and Warren County in the construction and improvements to Phase 2 of the Fields-Ertel/I-71 interchange.
- » Collaborate with Warren County, OKI, Hamilton Township, and ODOT to explore alternative routes for increased commuter traffic coming from Hamilton Township via Old 3C Highway across the Little Miami and along Kings Mills and Socialville-Foster Roads.
- » Collaborate with Warren County to replace the Old 3C Highway Bridge across the Little Miami River.
- » Support efforts to identify additional access from I-71 between Fields-Ertel Road and Western Row Road exits.
- » Promote bicycle and pedestrian facilities to increase travel options.
- » Identify potential improvements to regional transit to reduce impacts from commuter traffic.
- » Investigate the potential of localized transit to improve mobility in the township.
- » Promote mixed-use developments to reduce the need for auto dependency.
- » Encourage a balance of residential, office, and commercial growth so more needs can be met locally to reduce auto trips in and out of the township.
- » Work with the City of Mason to provide multiple routes between the four quadrants of the township.

Long-Term Financial Stability for the Township

The Township will continue to ensure that the community holds a strong financial position. While this position will evolve overtime, it is imperative that there is focus to ensure long-term financial stability, to maximize revenues, justify expenditures, and ensure sufficient reserves for those unforeseen financial circumstances; while maintaining a reasonable real estate tax rate for the community.

Objectives

- » Ensure financial transparency is prevalent.
- » Safeguarding of assets against unauthorized use or disposition.
- » Long-term financial planning in conjunction with the Township's goals and objectives from a capital planning perspective.
- » The Township's financial reporting systems shall be maintained in conformity with generally accepted accounting principles (GAAP), and the standards of the Governmental Accounting Standards Board (GASB).
- » The Auditor of State or an independent public accounting firm will perform an annual audit, and its audit opinion will be included in the Township's published Comprehensive Annual Report (CAFR).
- » Financial systems shall be maintained to monitor revenues and expenditures.
- » Seek out alternative funding sources, such as grants or low interest loans to help fund capital projects.
- » Ensure that capital improvements have adequate and stable funding sources, especially for infrastructure maintenance and replacement.
- » The Capital Improvement Program (CIP) is a fundamental management document that outlines projected capital needs, funding estimates and sources and timeframes for completion. This program shall be evaluated by the Board of Trustees on an annual basis.
- » The Township will continue to monitor and ensure fiscal accountability in undertaking all of its responsibilities.
- » Monitor cost recovery programs for Township programs/services.
- » The annual budget forecasts shall serve as the foundation for the Township's financial planning and control.
- » Newly created operating expenditures or projects that are ongoing in nature will only be considered if funds are available to maintain the project and after careful consideration by the Board of Trustees.
- » Enterprise funds should remain self-sufficient and not rely on general fund support. The Township shall set fees and user charges for each enterprise fund at a level to support the direct and appropriate indirect cost of the activity.
- » Charges for services may in part help offset the cost of providing a specific service. The cost may be recalculated periodically and the fees may be adjusted accordingly.
- » The Township's budget shall be prepared on an annual basis. The revenue and expenditure forecasts will be prepared for ten years, and updated annually.
- » Prior to applying for and accepting intergovernmental aid, the Township shall examine the program to determine if it is consistent with the Township's mission and financial policies. Grants that require a matching commitment of Township funds shall be evaluated on the availability of funding sources and on the merit of the grant program.
- » Continue to review /update relevant Financial Policies.

Intergovernmental Coordination

The township will have strong partnerships and coordination with the other jurisdictions and agencies that affect the quality of life in to promote positive growth and identity in Deerfield Township.

Objectives

- » Continue to collaborate with the Warren County Water and Sewer Department and understand the availability of treatment capacity available in Deerfield Township to accommodate growth.
- » Work with Warren County to update the Warren County Official Thoroughfare Plan particularly in the transitional areas between Union, Hamilton and Deerfield Townships to better address the pass-through commuter traffic generated by growth in adjacent communities.
- » Coordinate with Tri-State Trails, the Warren County Park District, Butler County, and West Chester Township in the creation of a green network of pedestrian and bike trails that link the neighborhoods to the regional trails, and regional and township parks.
- » Increase collaboration and coordination between the Deerfield Township Board of Trustees and the School Boards for Kings Local Schools and Mason City Schools to ensure all parties understand the capacity and impacts of development within the township on the Schools.
- » Collaborate with the Warren County Port Authority to promote commercial development within Deerfield in coordination with this plan.
- » Continue to collaborate with the Warren County Sheriff's Office to ensure safety and welfare of Township residents and businesses.

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PART 2: LAND MANAGEMENT PLAN

This chapter contains recommendations and guidance on the character of future development and redevelopment projects within the township. Through the identification and description of seven (7) character areas. The character areas are comprised of similar development forms, scale, architecture, or other characteristics that distinguish them from other areas of the township. This existing form provides the context for how each area is envisioned to develop in the future. Some areas include successful, stable developments that are not envisioned to change much. Other areas are in transition wherein new uses and building characteristics are encouraged. The information provided for each character area lays out this existing context, provides the specific vision for the area, the land uses that are appropriate or provisional, and the general development guidelines that should apply to all new and redevelopment projects.

Each character area is comprised of multiple land uses. For example, within the Neighborhoods Character Area there are Suburban Single-Family Residential, Mixed Residential, and Multi-Family land uses currently present. Each land use description is comprised of unique development guidelines that will shape the character of future proposals.

Character Areas

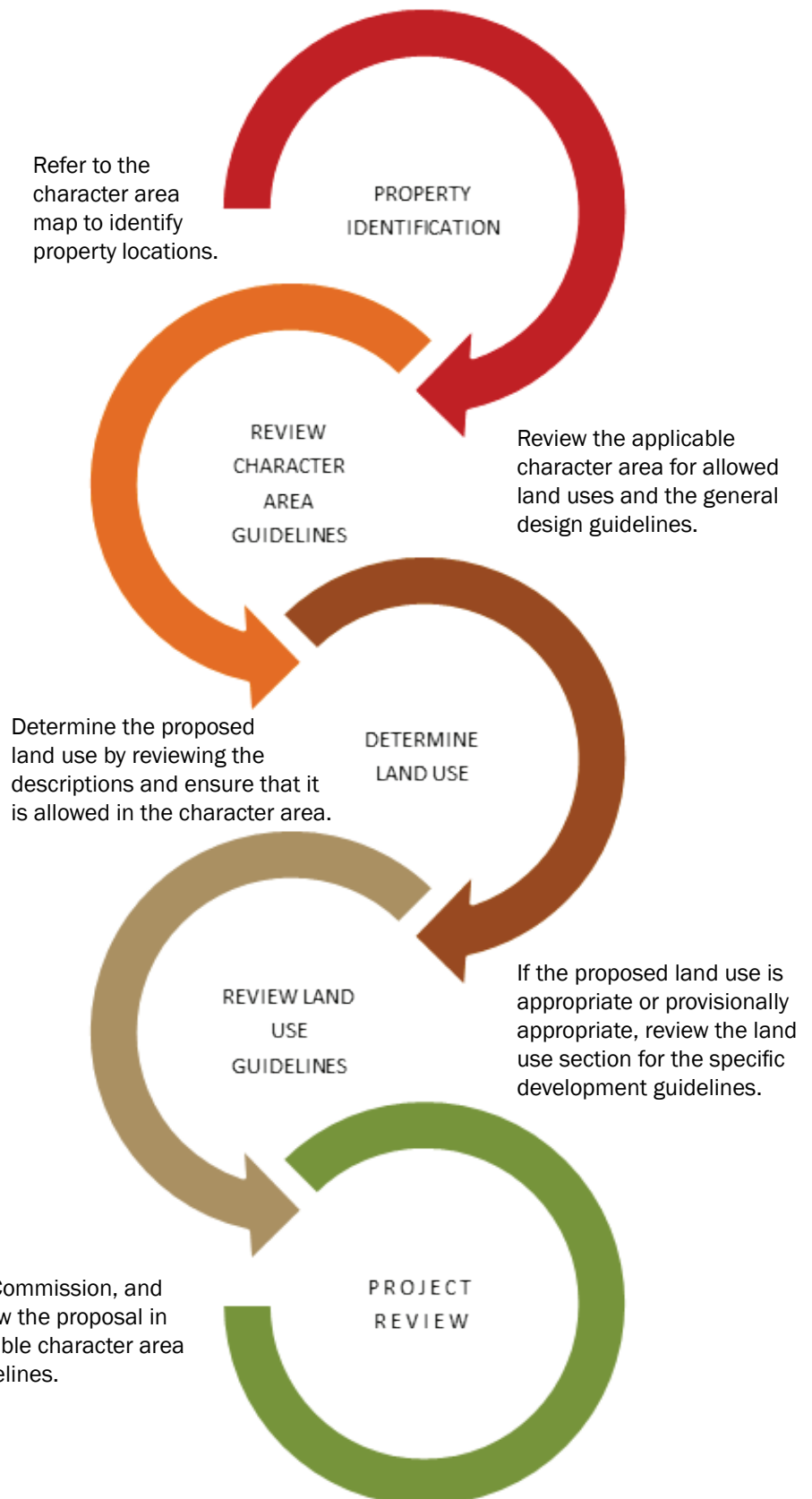
In this section, our vision for the future of Deerfield is defined in terms of character areas. A character area is a group of real properties with diverse owners that have similar characteristics including street widths, lot sizes, levels of tree cover, uses and building types.

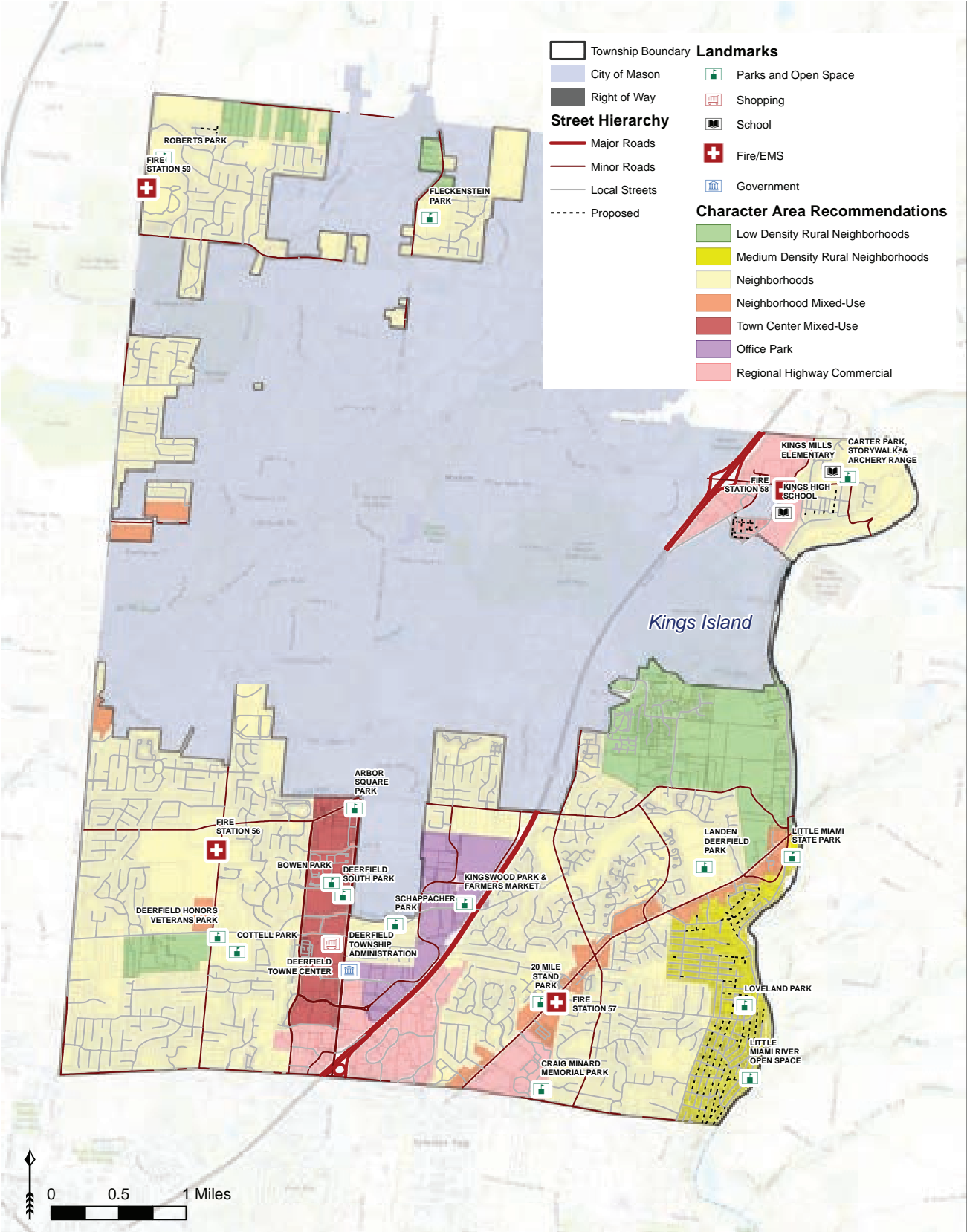
Each area represents a unique character, development pattern, and scale with its own needs and expectations. The vision and general development guidelines vary for each area and provide direction for how future development is envisioned in that area. The seven character areas are as follows:

1. Low-Density Rural Neighborhoods
2. Medium-Density Rural Neighborhoods
3. Neighborhoods
4. Neighborhood Mixed-Use
5. Office Park
6. Regional Highway/Commercial
7. Town Center Mixed-Use

Character Area Map

The Character Area Map illustrates the boundaries of these seven areas and will provide the framework for development and infill for new projects in Deerfield Township.





Character Area Map

Low-Density Rural Neighborhoods

VISION

The vision for the Low-Density Rural Neighborhoods Character Area is to protect the existing rural character, to an extent, while allowing for reasonable residential use of the land. Conservation subdivisions that cluster development, while maintaining large areas of open space to protect natural and rural features, may be appropriate in this area, along with open spaces and agricultural uses.

EXISTING CONTEXT

The Low-Density Rural Neighborhoods Character Area is unique from the rest of the township. This area possesses some difficult topography and natural features that deter major development and encourage large lot single-family homes, mini-farms, open spaces, equestrian operations, and historic farmsteads. The form of the Low-Density Rural Neighborhoods Character Area is rural and largely undeveloped. Compared to other areas in Deerfield, these areas have fewer access roads and existing residences and uses within the area utilize long driveways or shared drives to access their properties. Many sites have multiple structures including barns, stables, or large garages.

APPROPRIATE LAND USES

These land uses are appropriate for new development and redevelopment projects:

- » Rural Single-Family
- » Recreation & Open Space

PROVISIONAL LAND USES

These land uses may be appropriate for new development and redevelopment projects if the proposal meets the general guidelines and land use development guidelines:

- » Suburban Single-Family

GENERAL DEVELOPMENT GUIDELINES

As property within the Low-Density Rural Neighborhoods Character Area develops and/or redevelops, it is crucial that these new projects are compatible and complementary with adjacent uses. To support achieving the vision for this Character Area, the following general development guidelines are provided:

District Character

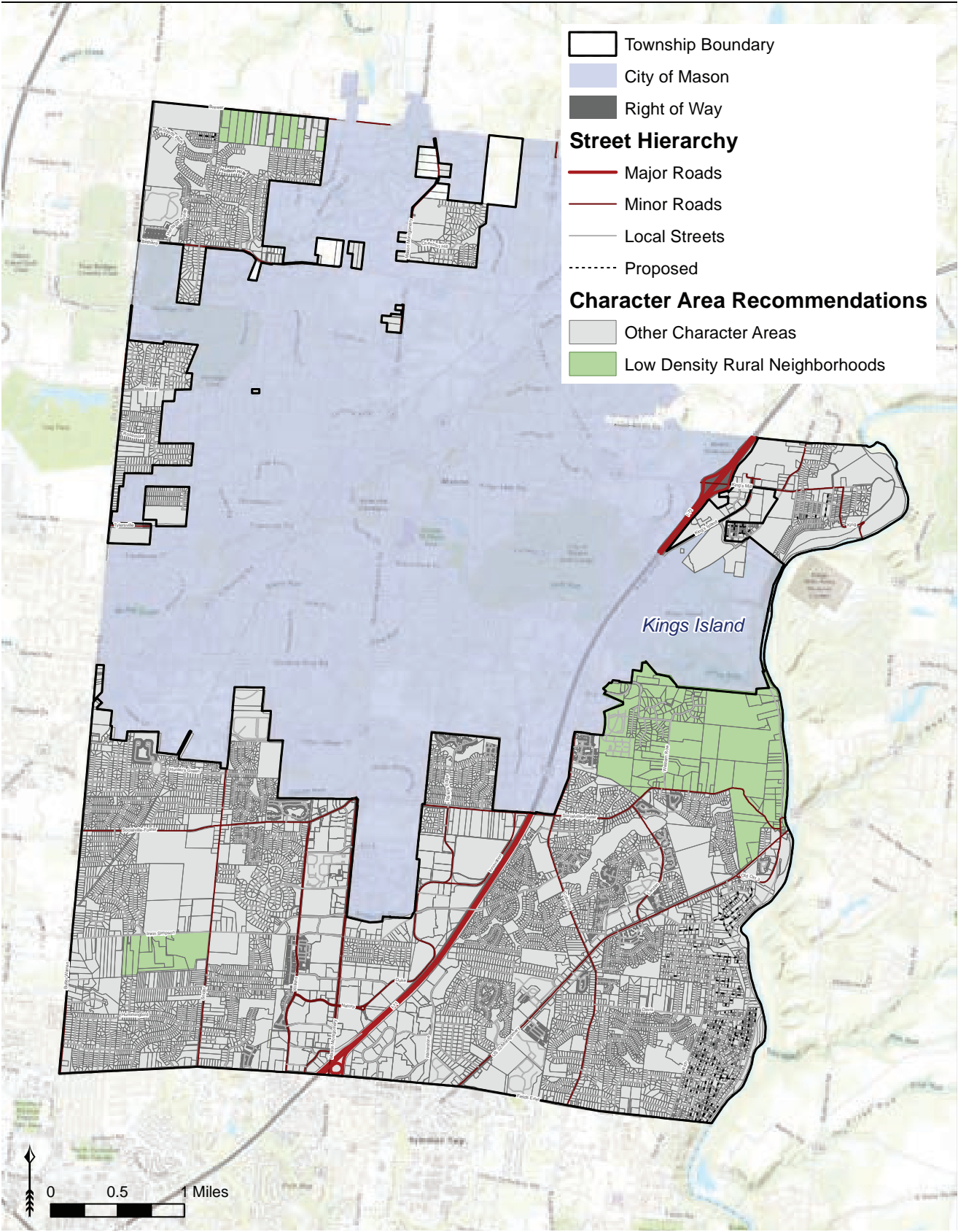
- » Open spaces and parks should be an integral part of each development.
- » Agricultural uses should be encouraged to remain in the area.
- » New development should respect the existing character of the district.
- » Residential yield is calculated based on net density to maintain a low-density, large lot environment reflective of the rural character.

Circulation and Connections

- » Pathways within open spaces and/or sidewalks along roadways should be provided to connect to surrounding pedestrian/bicycle networks.

Transitions

- » Infill, new, and redevelopment projects should be compatible with adjacent land uses in terms of size, height, scale, materials, and design elements.
- » Landscape buffers, fences, and/or walls should be used between existing or planned adjacent developments of different land uses.



Low-Density Rural Neighborhoods Map

Medium-Density Rural Neighborhoods

VISION

The vision for the Medium-Density Rural Neighborhoods Character Area is to encourage the consolidation of small lots to create buildable single-family parcels. Health and building code violations should be addressed to ensure that existing structures do not cause harm to residents or visitors to the area. New development should be residential, primarily single-family, and should facilitate connections to the adjacent neighborhoods. Due to existing conditions, much of the area may not meet current zoning regulations, therefore variances are necessary for many of the residents to add on or replace garages, decks, sheds, and other similar amenities. Consideration should be given to the creation of a new zoning district for this area that would accommodate appropriate redevelopment and new development projects on these challenging lots.

EXISTING CONTEXT

The Medium-Density Rural Neighborhoods Character Area is comprised of an older neighborhood in the southeast corner of the township. The area was platted long before county or township regulations were put in place. Therefore, the neighborhood has an obsolete layout which causes challenges for landowners and the township in regulating development and redevelopment in the neighborhood. The extremely small lot sizes require multiple lots to be combined to create a buildable site. Sewer and water service to the area is also limited. The road configuration in this area is obsolete in that there are many “paper” streets which were platted but never built. The form of the Medium-Density Rural Neighborhoods Character Area is mostly made up of winding, dead-end, narrow roads with no curbs, gutters, or sidewalks. There is challenging topography due to the neighborhood’s close proximity to the Little Miami River. The quality of housing stock varies along with the sizes of the houses and lots. There are newer suburban single-family neighborhoods, typical of the Neighborhoods Character Area, located to the west of this area, but these developments are isolated from this district.

APPROPRIATE LAND USES

These land uses are appropriate for new development and redevelopment projects:

- » Suburban Single-Family
- » Rural Single-Family
- » Recreation & Open Space

PROVISIONAL LAND USES

These land uses may be appropriate for new development and redevelopment projects if the proposal meets the general guidelines and land use development guidelines:

- » Mixed Residential

GENERAL DEVELOPMENT GUIDELINES

As property within the Medium-Density Rural Neighborhoods Character Area develops and/or redevelops, it is crucial that these new projects are compatible and complementary with adjacent developments. To support achieving the vision for this Character Area, the following general development guidelines are provided:

District Character

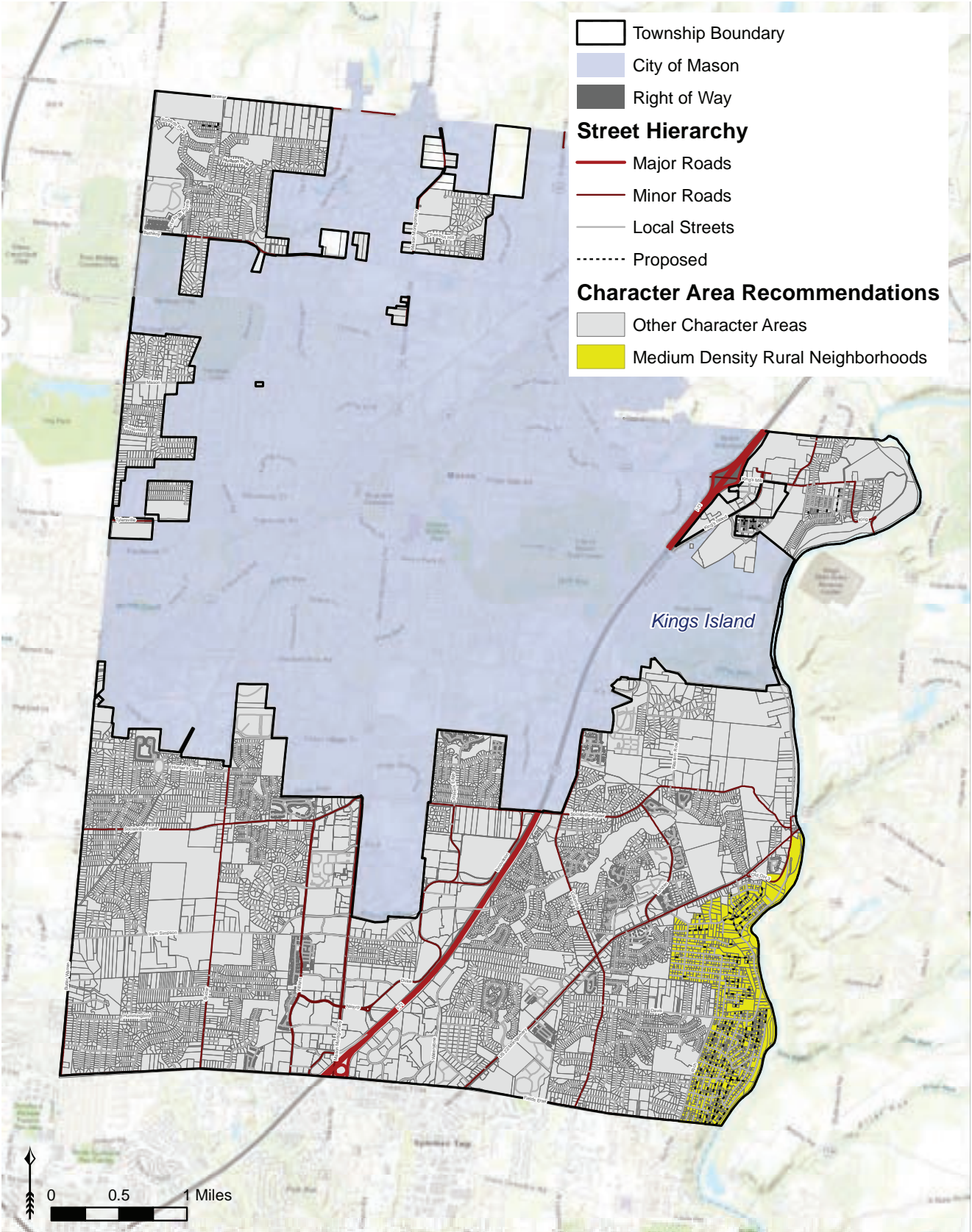
- » Open spaces and parks should be an integral part of each development.
- » Small lots should be consolidated into larger tracts of land for the purposes of zoning conformance.
- » Properties that are in violation of the health code, building code, or zoning resolution should be identified, and property owners encouraged to remedy the violations.
- » Residential yield is calculated based on net density.

Circulation and Connections

- » Vehicular and pedestrian connectivity should be provided between existing neighborhoods and adjacent developments.
- » Adjacent neighborhoods, schools and other amenities should be connected with pedestrian and bicycle access.

Transitions

- » Infill, new, and redevelopment projects should be compatible with adjacent land uses in terms of size, height, scale, materials, and design elements.



Medium-Density Rural Neighborhoods Map

Neighborhoods

VISION

The vision for the Neighborhoods Character Area is a safe and thriving residential area that includes a variety of quality housing options and amenities that serve the neighborhood. Subdivisions should connect so residents can walk or bike to adjacent neighborhoods, recreation facilities, and commercial developments located outside of the area.

EXISTING CONTEXT

The Neighborhoods Character Area covers a range of residential housing types. Most of the area is comprised of single-family subdivisions, with some multi-family, townhome, and attached single-family developments occurring on the fringes. Similar housing types are typically concentrated in sub-districts such as apartment complexes or subdivisions. Much of the development occurred individually, resulting in subdivisions that lack connections to each other. The form of the Neighborhoods Character Area is built around a framework of irregular blocks and curvilinear local streets. The existing neighborhoods are stable and should be preserved and protected as new development occurs.

APPROPRIATE LAND USES

These land uses are appropriate for new development and redevelopment projects:

- » Suburban Single-Family
- » Rural Single-Family
- » Recreation & Open Space

PROVISIONAL LAND USES

These land uses may be appropriate for new development and redevelopment projects if the proposal meets the general guidelines and land use development guidelines:

- » Multi-Family
- » Civic/Institutional
- » Mixed Residential

GENERAL DEVELOPMENT GUIDELINES

As property within the Neighborhoods Character Area develops and/or redevelops, it is crucial that these new projects are compatible and complementary with adjacent developments. To support achieving the vision for this Character Area, the following general development guidelines are provided:

Circulation and Connections

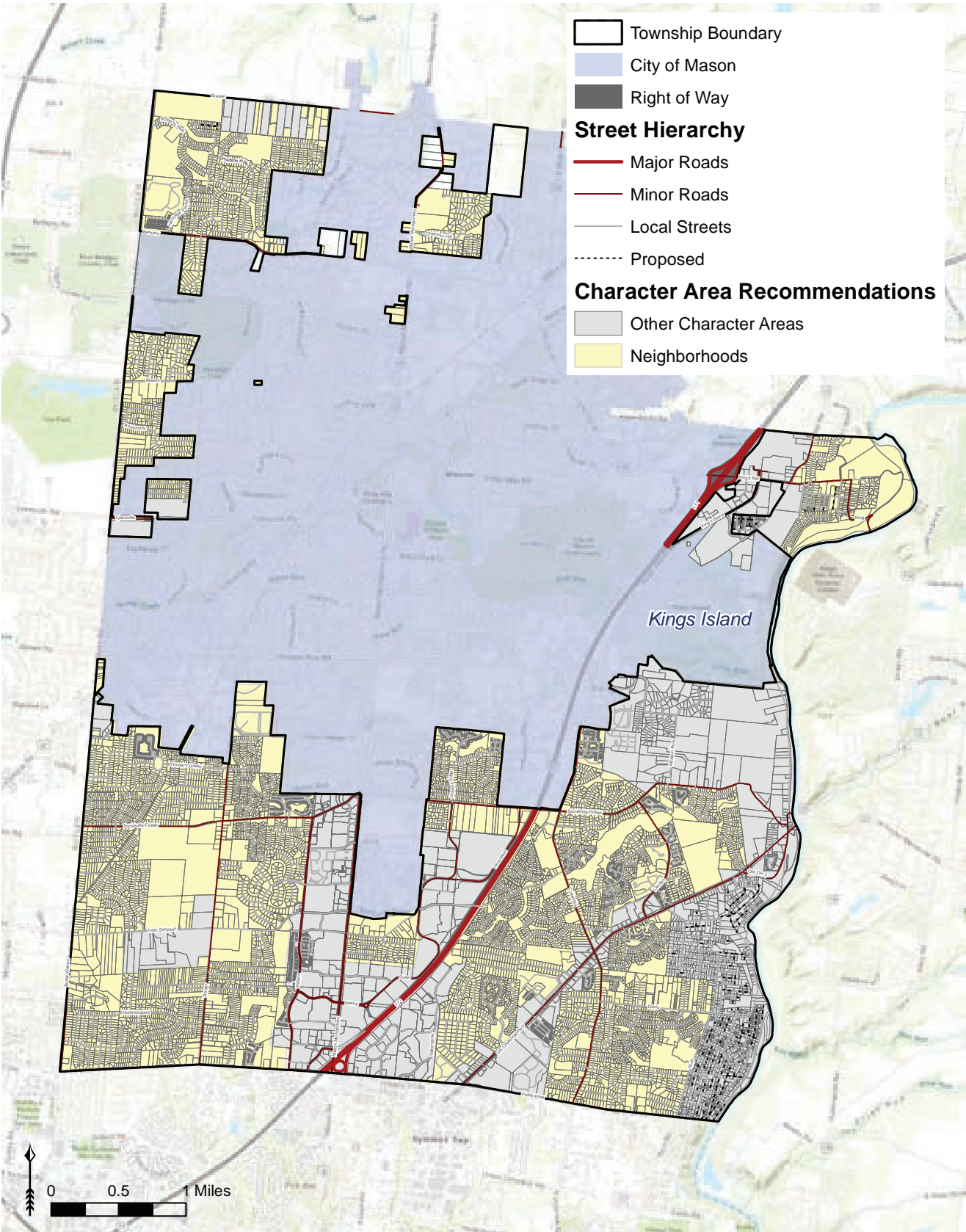
- » Projects should emphasize vehicular and pedestrian connectivity between existing and new developments to avoid the creation of isolated islands of development.
- » On-street parking should be allowed on local streets.

Transitions

- » Infill, new, and redevelopment projects should be compatible with existing or planned adjacent land uses in terms of size, height, scale, materials, and design elements.
- » Landscape buffers, fences, and/or walls should be used between adjacent developments of different land uses, including single-family developments that are adjacent to a higher density residential product.
- » Residential yield is calculated based on net density.

Corridors

- » When new neighborhood commercial, civic/institutional, or multi-family developments are adjacent to arterial or collector roads, buildings should face outward toward those roadways instead of facing interior streets, unless a significant landscape buffer is provided. Single-family and two-family developments should be oriented towards interior streets and/or local roads to prevent too many curb cuts on arterial or collector roads.



Neighborhoods Map

Neighborhood Mixed-Use

VISION

The vision for the Neighborhood Mixed-Use Character Area is a district with a mix of commercial, office, service, and residential uses that complement each other. Redevelopment and new developments should be compatible with their surroundings and should provide adequate buffering to adjacent residential developments. Developments should be connected with pedestrian, bike, and automobile options. Common streetscape elements should be utilized to provide a cohesive nature to the area. Lighting, signage, and other similar elements should be designed to the pedestrian scale to reflect the desired neighborhood feel and scale of these areas.

EXISTING CONTEXT

The Neighborhood Mixed-Use Character Area consists of a highly traveled auto-oriented corridor that includes a mix of big box retail, small commercial strip centers, multi-family and single-family residential developments, mini warehouses, and convenience retail such as drug stores and drive-thru restaurants. Many of the aging commercial developments are anticipated to redevelop over time. The form of the Neighborhood Mixed-Use Character Area varies depending on the use. The commercial developments typically have large parking lots in the front, adjacent to the road, while the residential developments are set back from the street with large landscape buffers.

APPROPRIATE LAND USES

These land uses are appropriate for new development and redevelopment projects:

- » Neighborhood Commercial
- » General Commercial
- » Office
- » Mixed-Use
- » Civic/Institutional
- » Recreation & Open Space

PROVISIONAL LAND USES

These land uses may be appropriate for new development and redevelopment projects if the proposal meets the general guidelines and land use development guidelines:

- » Multi-Family
- » Mixed Residential

GENERAL DEVELOPMENT GUIDELINES

As property within the Neighborhood Mixed-Use Character Area develops and/or redevelops, it is crucial that these new projects are compatible and complementary with adjacent developments. To support achieving the vision for this Character Area, the following general development guidelines are provided:

Circulation and Connections

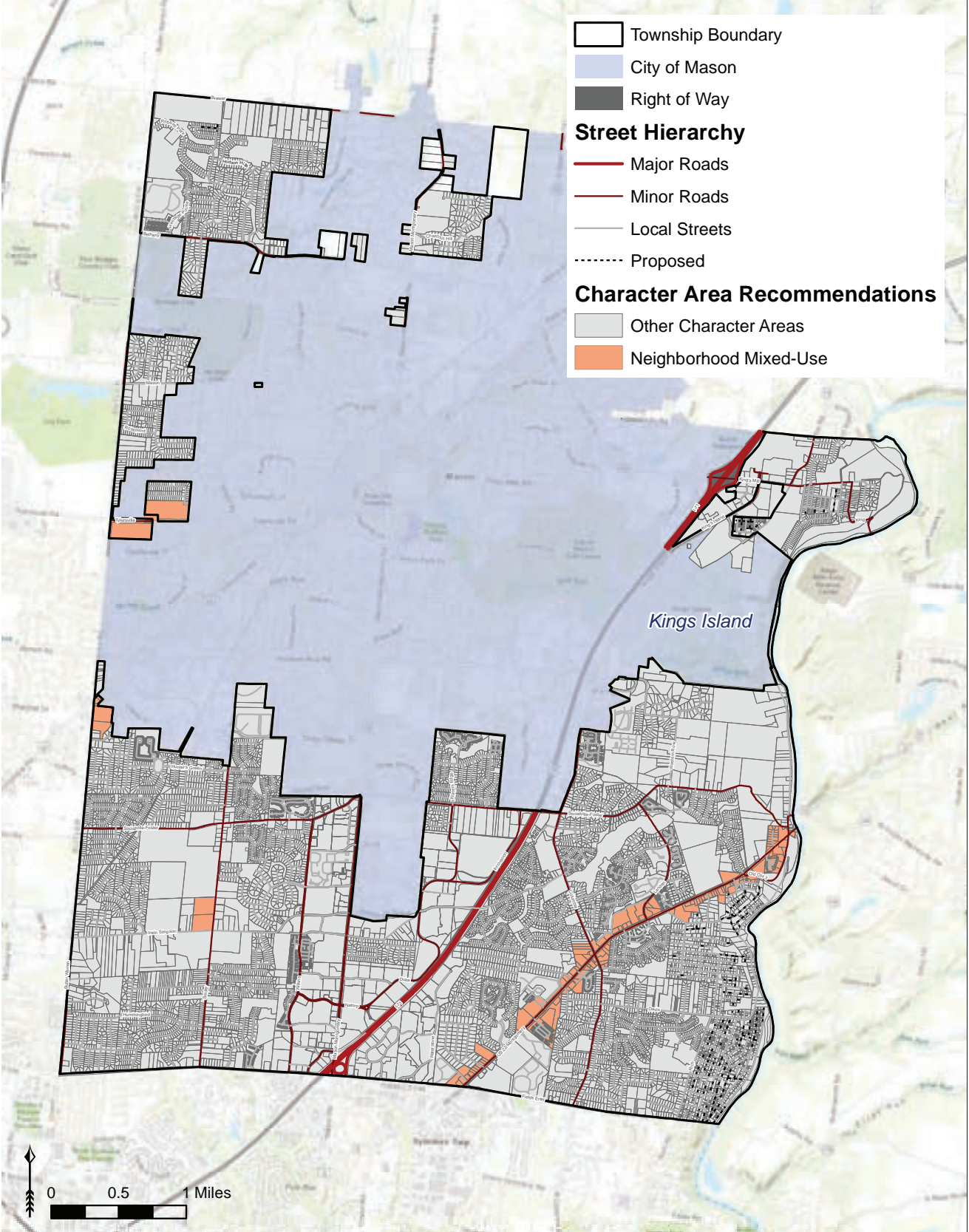
- » Vehicular and pedestrian connectivity should be provided between existing and new developments to avoid the creation of isolated islands of development.
- » Developments should re-analyze access points, signage, building materials and other similar features to ensure that projects function efficiently and effectively.

Transitions

- » Infill, new, and redevelopment projects should be compatible with existing or planned adjacent land uses in terms of size, height, scale, materials, and design elements.
- » Landscape buffers, fences, and/or walls should be used between adjacent developments of different land uses.
- » Mixed-use developments should be used as transitions between commercial and residential uses.
- » Residential yield is calculated based on net density.

Corridors

- » Consistent streetscape and landscape elements should be utilized for visual cohesion including, but not limited to, landscape buffers along arterial or collector roads with developments set back from the street.
- » Buildings adjacent to arterial or collector roads should face outward, instead of facing interior streets.



Neighborhood Mixed-Use Map

Office Park

VISION

The vision for the Office Park Character Area is a district comprised primarily of attractive office buildings and complementary support services such as parks, conservation areas, corporate offices, medical or professional offices, hospitals, medical research facilities, office suites, office condos, non-polluting manufacturing, distribution, warehousing, support services, restaurants, day cares, dry cleaners, and sports clubs. As new properties develop, or existing properties redevelop, missing pedestrian and vehicular connections should be made. Employees should be able to safely walk to nearby restaurants and commercial uses, as well as travel to and from work by bicycle or other alternative modes of transportation. Employees should also have comfortable, relaxing, and tranquil places to enjoy lunch breaks or to take a walk.

EXISTING CONTEXT

The Office Park Character Area consists of large-scale offices and light industrial uses that are located in planned developments which incorporate large buildings in a park like setting with open spaces and support services. The form of the Office Park Character Area is single developments of large office buildings with large parking lots. This area is auto-oriented and developments include interior sidewalks, but they are not linked together. Alternative modes of transportation such as mass transit and bicycles are not prevalent in this area.

APPROPRIATE LAND USES

These land uses are appropriate for new development and redevelopment projects:

- » Office
- » Civic/Institutional
- » Recreation & Open Space

PROVISIONAL LAND USES

These land uses may be appropriate for new development and redevelopment projects if the proposal meets the general guidelines and land use development guidelines:

- » Neighborhood Commercial
- » General Commercial
- » Mixed-Use

GENERAL DEVELOPMENT GUIDELINES

As property within the Office Park Character Area develops and/or redevelops, it is crucial that these new projects are compatible and complementary with adjacent developments. To support achieving the vision for this Character Area, the following general development guidelines are provided:

District Character

- » Landscape amenities including parks, picnic benches, sitting areas, and shade trees should be provided.
- » A variety of architecture and building materials should be incorporated into the design of developments.

Circulation and Connections

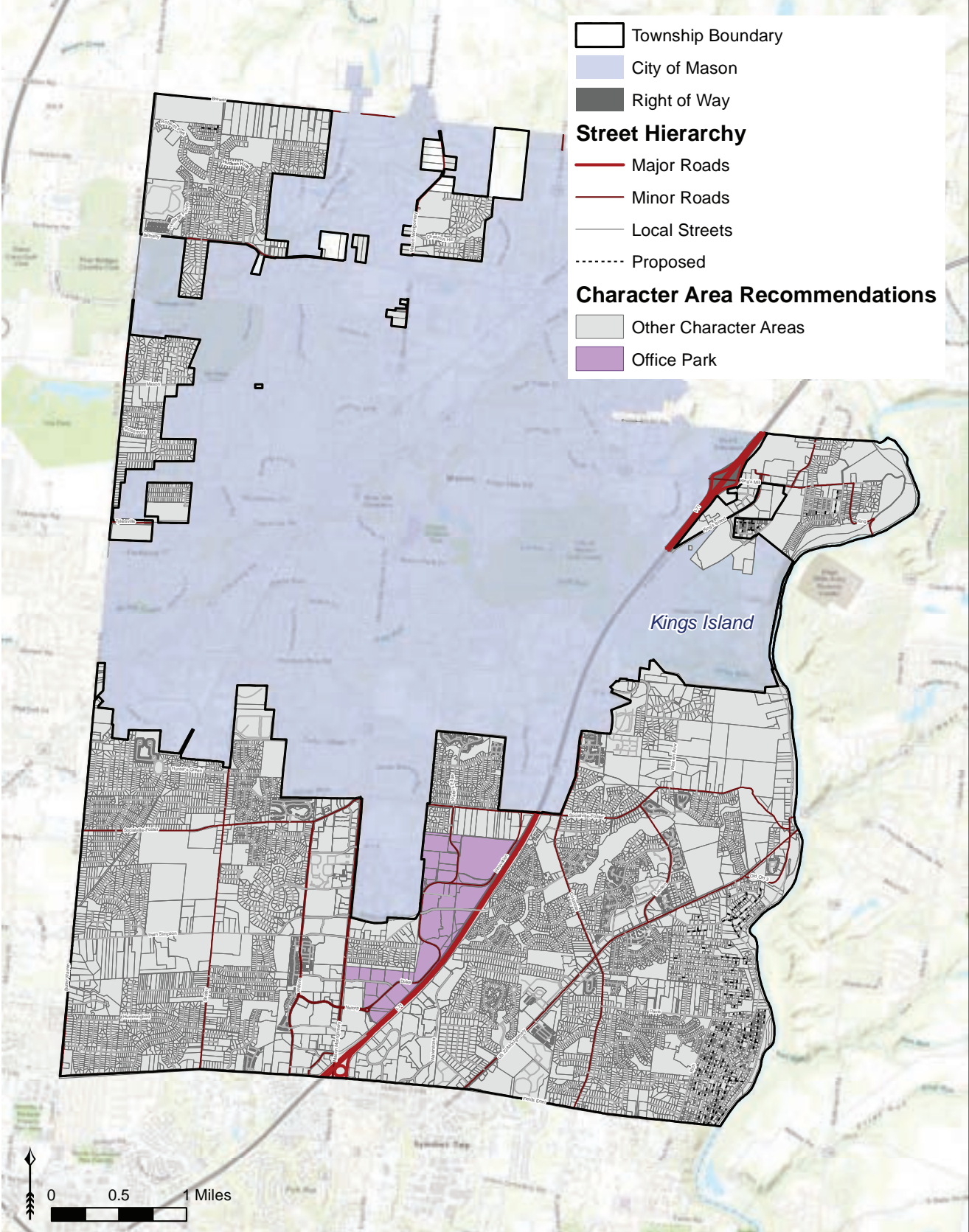
- » Vehicular and pedestrian connectivity should be provided between existing and new developments to avoid the creation of isolated islands of development.
- » Internal circulation and new roads should be designed to connect to existing infrastructure with large green areas to buffer surrounding neighborhoods.
- » Adequate infrastructure levels need to be determined and should be provided due to the high traffic demand generated by these uses at the morning, noon, and evening traffic peaks. New developments should accommodate the additional traffic generated.

Transitions

- » Infill, new, and redevelopment projects should be compatible with existing or planned adjacent land uses in terms of size, height, scale, materials, and design elements.
- » Landscape buffers, fences, and/or walls should be used between adjacent developments of different land uses.

Corridors

- » Buildings adjacent to arterial or collector roads should face outward, instead of facing interior streets.



Office Park Map

Regional/Highway Commercial

VISION

The vision for the Regional/Highway Commercial Character Area is to provide convenience retail and service needs for the surrounding area as well as travelers along the interstate. Developments should be attractive with increased levels of landscaping and architectural elements, while minimizing unattractive site features such as parking lots. The street network, development entrances, and pedestrian crossings should safely accommodate pedestrians along with the large number of vehicles that travel to and from this area daily.

EXISTING CONTEXT

The Regional/Highway Commercial Character Area is the first impression of the township from the interstate. The area consists of a variety of convenience retail including fast food restaurants, gas stations, and drive thru coffee shops, along with numerous hotels, a large auto mall, office developments, and big box retail. The highway visibility and regional market make these areas auto- oriented and not pedestrian friendly. Many of the developments within this area are prime for redevelopment, providing an opportunity for additional landscaping, connections, and higher-quality developments. The form of the Regional/Highway Commercial Character Area is individual auto- oriented developments that typically have large parking lots adjacent to the street. There is a wide range in the size of developments. Despite this range in size, the auto-oriented theme is continuous. Sidewalks do exist within some of the newer developments, but crosswalks and other pedestrian amenities are rare.

APPROPRIATE LAND USES

These land uses are appropriate for new development and redevelopment projects:

- » Mixed-Use
- » General Commercial
- » Office
- » Multi-Family
- » Recreation & Open Space

PROVISIONAL LAND USES

These land uses may be appropriate for new development and redevelopment projects if the proposal meets the general guidelines and land use development guidelines:

- » Civic/Institutional
- » Mixed Residential
- » Neighborhood Commercial

GENERAL DEVELOPMENT GUIDELINES

As property within the Regional/Highway Commercial Character Area develops and/or redevelops, it is crucial that these new projects are compatible and complementary with adjacent developments. To support achieving the vision for this Character Area, the following general development guidelines are provided:

Circulation and Connections

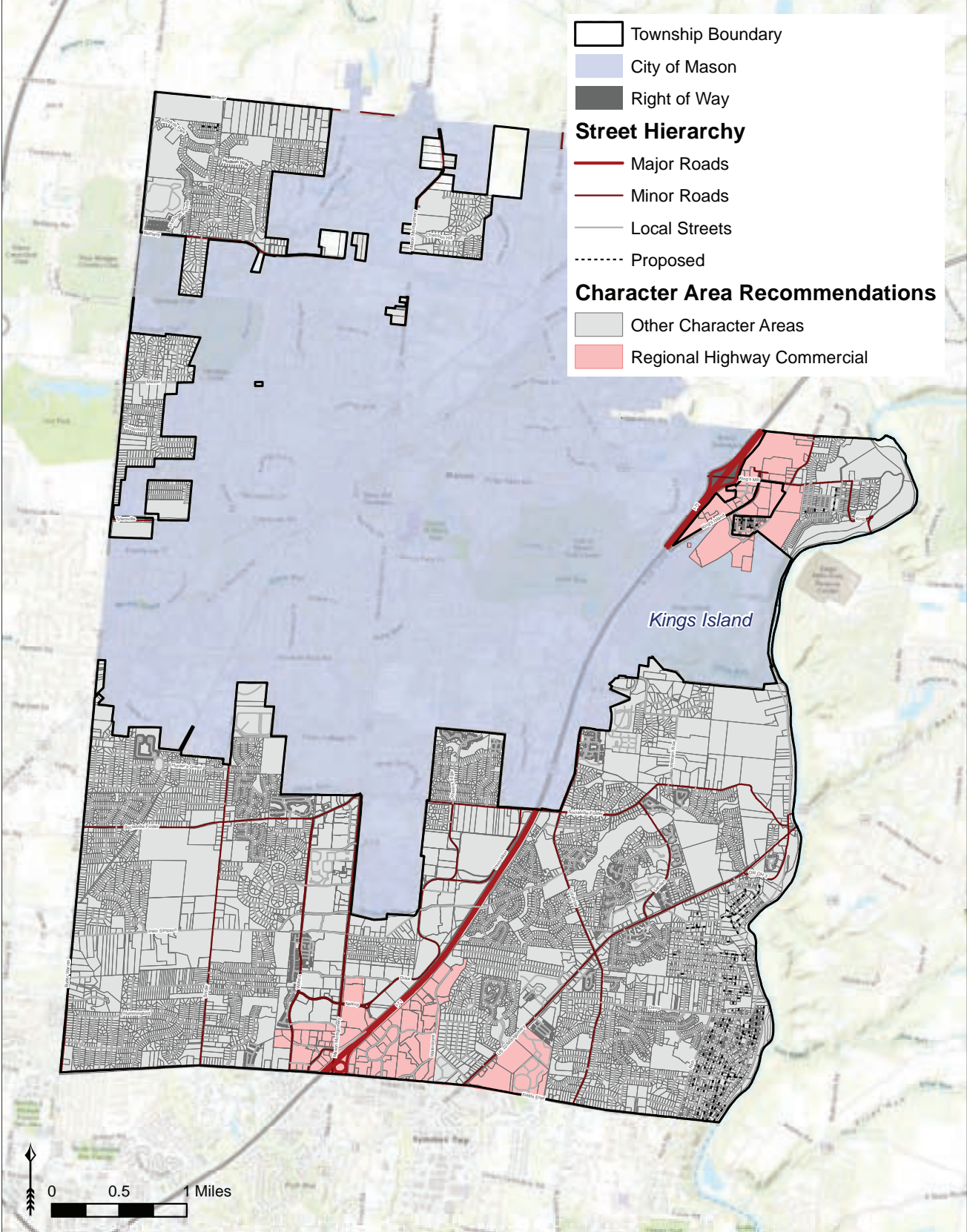
- » As sites redevelop, access points and signage should be reviewed to ensure that projects function efficiently and effectively.
- » Pedestrian and bicycle access should be provided to developments and along roads to allow for safe passage of pedestrians and bicyclists.

Transitions

- » Infill, new, and redevelopment projects should be compatible with existing or planned adjacent land uses in terms of size, height, scale, materials, and design elements.
- » Residential yield is calculated based on net density.

Gateways/Corridors

- » Streetscape and landscaping elements should be utilized where feasible to soften the look of some of the stark developments.
- » Taller signage adjacent to the highways may be appropriate, but properties further away from the highway interchanges should utilize low-scale monument signage.
- » Buildings adjacent to arterial or collector roads should face outward, instead of facing interior streets.
- » A special Highway Commercial Overlay Zoning district is recommended to provide appropriate land use and design guidance for these areas.



Regional/Highway Commercial Map

Town Center Mixed-Use

VISION

The vision for the Town Center Mixed-Use Character Area is for this district to become a gathering place for the township. It should be walkable, accessible, cater to a variety of needs and clientele, and continue to evolve to meet customer demands. Developments should be connected and have a consistency between them regarding signage, streetscape elements, and design amenities. The Town Center Mixed-Use Character Area is and will continue to be a defining area of the township and therefore should always reflect quality developments that illustrate the high standards that the township demands.

EXISTING CONTEXT

The Town Center Mixed-Use Character Area consists not only of a premier lifestyle shopping center (Deerfield Towne Center), but it also includes restaurants, entertainment, multi-family developments, hotels, office space, and service uses. It attracts patrons from throughout the greater Cincinnati region. The developments within this area are very successful with low vacancy rates and new development projects occurring regularly. The form of the Town Center Mixed-Use Character Area is consecutive developments on the west side of Mason-Montgomery Road. There are some vehicular and pedestrian connections linking these developments, but not consistently. Most of the land uses within the area are of a commercial nature, but there has been recent demand for multi-family developments adjacent to the commercial areas.

APPROPRIATE LAND USES

These land uses are appropriate for new development and redevelopment projects:

- » Mixed-Use
- » General Commercial
- » Office
- » Multi-Family
- » Recreation & Open Space

PROVISIONAL LAND USES

These land uses may be appropriate for new development and redevelopment projects if the proposal meets the general guidelines and land use development guidelines:

- » Civic/Institutional
- » Mixed Residential
- » Neighborhood Commercial

GENERAL DEVELOPMENT GUIDELINES

As property within the Town Center Mixed-Use Character Area develops and/or redevelops, it is crucial that these new projects are compatible and complementary with adjacent developments. To support achieving the vision for this Character Area, the following general development guidelines are provided:

District Character

- » Common streetscape elements such as streetlights, street trees, and signage should be provided to establish a consistent sense of place.
- » A variety of building heights should be included along with a variety of architectural styles and design elements.
- » Residential yield is calculated based on net density.

Circulation and Connections

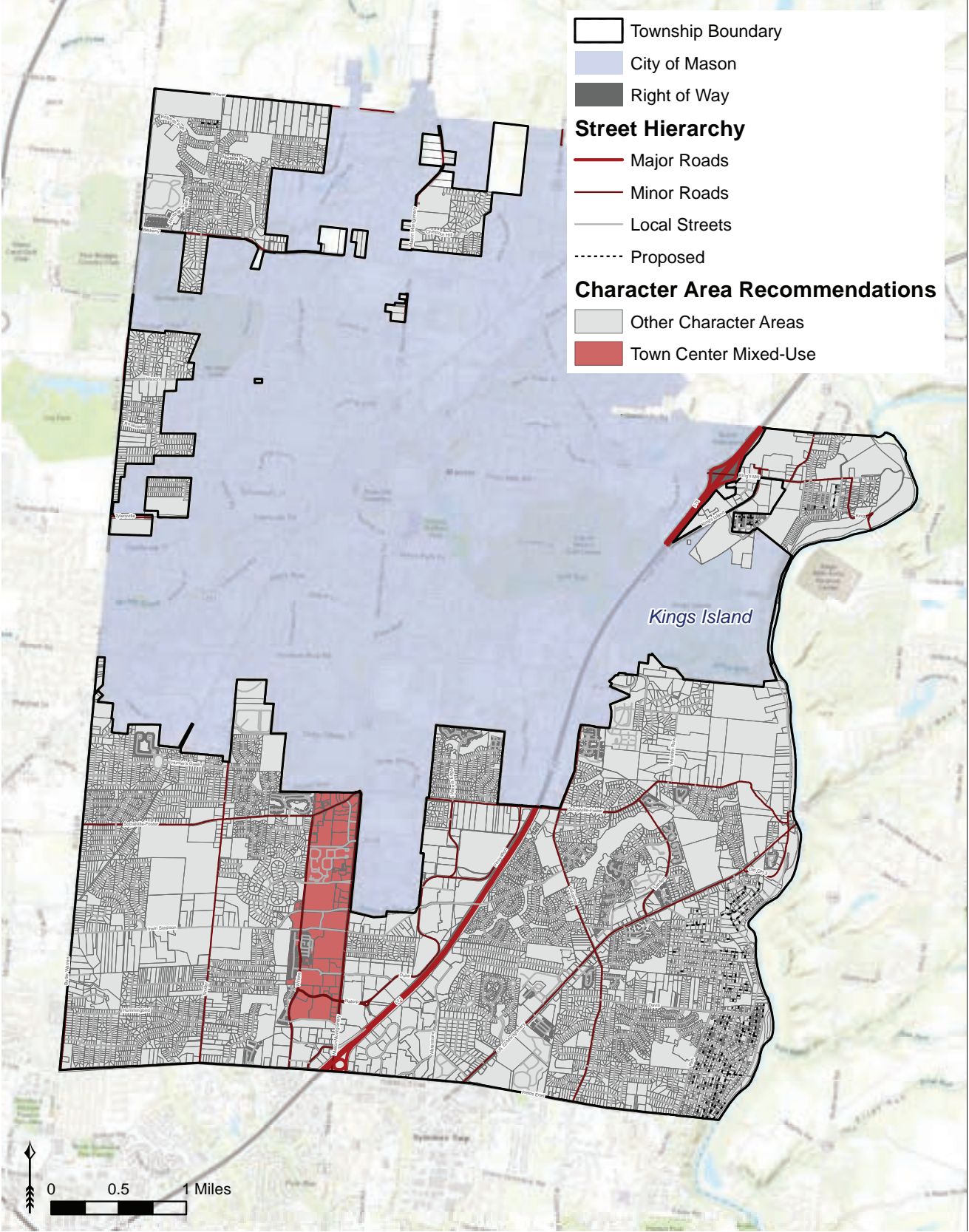
- » New developments should include pedestrian and bike amenities.
- » Connections to adjacent developments and surrounding residential neighborhoods should be established as remaining properties are developed.
- » Wayfinding and vehicular signage should be provided so patrons have a clear understanding of paths and destinations.
- » Although, the Town Center Mixed-Use area accommodates a large amount of automotive traffic, internal site configurations should be pedestrian friendly with well-articulated architecture and pedestrian paths.

Transitions

- » Infill, new, and redevelopment projects should be compatible with existing or planned adjacent land uses in terms of size, height, scale, materials, and design elements.
- » Landscape buffers, fences, and/or walls should be used between adjacent developments of different land uses.

Gateways/Corridors

- » Buildings adjacent to arterial streets should face the road and not interior parking lots.
- » Special considerations should be made at the northern and southern gateways into the Town Center Mixed-Use area. Additional landscaping, signage, or design element should be provided for an attractive entrance to the area.



Town Center Mixed-Use Map

Land Use Planning

Future Land Use

Land use is the term we apply to how a piece of real property can be used or developed. It is used in both planning and zoning contexts to describe what is on a property.

Future or Planned Land Use is what we refer to when we describe what the proposed or preferred use of a piece of real property is if it changes from its existing land use or how the property is currently occupied. This is usually represented in a map and narrative.

Future Land Use should guide the recommended use for individual parcels or lots. A description of each land use is provided along with development characteristics such as density, building placement, parking, landscaping, signage, lighting, and architectural elements. The intent is to establish a baseline of standards for new development and redevelopment projects of that specific land use type. It is understood that these land uses, and descriptions will not apply in all circumstances, but the intent of this chapter should be upheld with all new and redevelopment projects within the township.

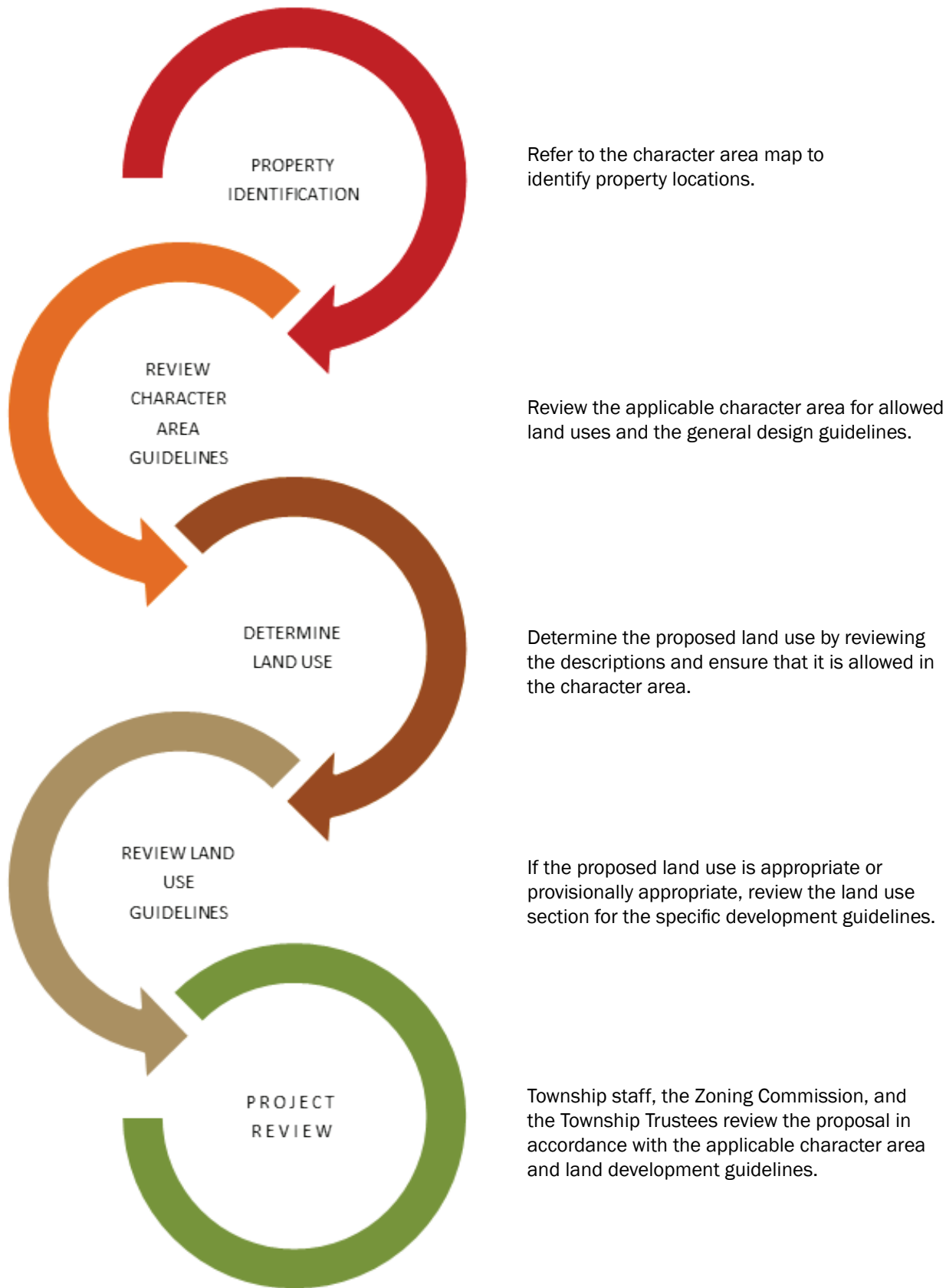
Parcels that were considered for changes in future land use consist of the Planning Focus Areas. All other parcels are suggested to remain as their existing land use and are shown in grey on the Future Land Use Map.

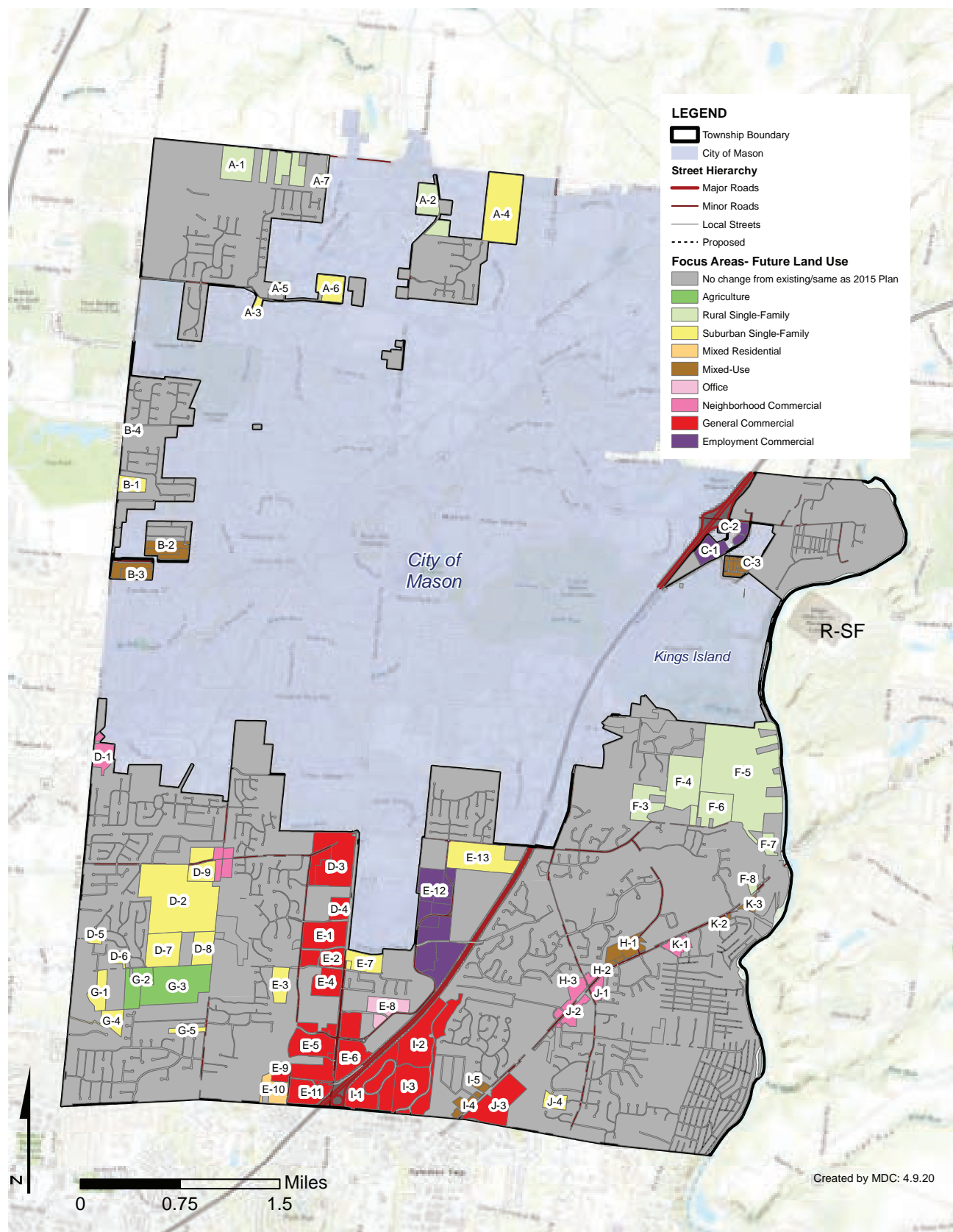
The land uses are as follows:

- Rural Single-Family
- Suburban Single-Family
- Multi-Family
- Mixed Residential
- Mixed-Use
- Office
- Neighborhood Commercial
- General Commercial
- Employment Commercial
- Agriculture
- Parks, Recreation, and Open Space
- Civic/Institutional

In some cases, sites may contain several Future Land Use Map categories. This provides flexibility and allows discretion in determining whether a proposed development is suitable for a particular site. The map takes into account that some areas/sites may develop in different ways and may be appropriate for transitions in intensity and density. Refer to the Planning Focus Areas for specific areas/sites that may be appropriate for transitions and rezoning considerations.

How to Use the Future LandUse Map





Focus Areas- Future Land Use Map

Rural Single-Family

Rural Single-Family uses are very low-density residential developments that possess a rural agricultural character. The rural character of these areas should be protected, to an extent, while allowing for reasonable residential use of the land. Rural single-family developments should allow for mini-farms, equestrian operations, and historic farmsteads in addition to single-family homes.



DENSITIES/BUILDING SIZE

- » Rural single-family residences should have a density of approximately 1 home per 5 net acres.

BUILDING ORIENTATION/PLACEMENT

- » Building placement in the rural residential district should respect the existing vegetation and natural features.
- » Agricultural and other out-buildings associated with a primary residence should be placed where its use is appropriate on the site.
- » All buildings should respect existing viewsheds.

PARKING

- » Service and parking areas should be screened from view when possible.

LANDSCAPING

- » Natural features, mature vegetation, and existing grades should be retained.

SIGNAGE/LIGHTING

- » Adequate lighting should be provided to allow safe access to developments.
- » Signage for commercial uses should be minimal and in character with the development.

ARCHITECTURAL ELEMENTS

- » Building architecture should respect the scale and character of the district.
- » Façade elements such as front porches, stoops, balconies, and bay windows should be used.
- » Buildings should be constructed or clad with materials that are durable, economically-maintained, and of a quality that will retain its appearance over time. This includes but is not limited to: natural or synthetic stone; brick; stucco; integrally-colored, textured, or glazed concrete masonry units; high-quality pre-stressed concrete systems; water-managed Exterior Installation Finish Systems (EIFS); or glass.

Suburban Single-Family

Suburban Single-Family represents most of the existing development in the township. Common characteristics of this land use designation are moderate sized lots with detached single-family homes set on curvilinear streets with limited public spaces. Homes are roughly set in the center of lots with large front and back yards.



DENSITIES/BUILDING SIZE

- » Single-family residences should have a density of 2-4 units per net acre.

BUILDING ORIENTATION/PLACEMENT

- » Building setbacks should vary to avoid monotony.
- » Detached accessory structures should be located in the rear yard.

PARKING

- » Side garages or recessed front garages should be used. Garages should not project beyond the front façade. Architectural features and colors should be utilized to minimize the appearance of the garage.

LANDSCAPING

- » Trees should be planted in the front, side, and rear yards.
- » Natural features, mature vegetation, and existing grades should be retained.

SIGNAGE/LIGHTING

- » Lighting and signage should be designed for the pedestrian.

ARCHITECTURAL ELEMENTS

- » Façade elements such as front porches, stoops, balconies, and bay windows should be used.
- » A variety of architectural styles and building setbacks should be utilized along streets to prevent monotony.
- » Buildings should be constructed or clad with materials that are durable, economically-maintained, and of a quality that will retain its appearance over time. This includes but is not limited to: natural or synthetic stone; brick; stucco; integrally-colored, textured, or glazed concrete masonry units; high-quality pre-stressed concrete systems; water-managed Exterior Installation Finish Systems (EIFS); or glass.

Multi-Family

Multi-family developments are typically built on large lots and include multiple structures. They may be retained as rental units or as owner-occupied units with no land ownership associated with the unit. Multi-family developments can be appropriate to provide transition from commercial areas to lower density residential developments.



DENSITIES/BUILDING SIZE

- » Developments should range from 8-20 units per net acre.

BUILDING ORIENTATION/PLACEMENT

- » Buildings should be oriented towards public streets instead of interior parking lots.
- » Buildings should be located adjacent to public walkways and pedestrian ways to allow for safe pedestrian travel within the development and to adjacent properties.

PARKING

- » Parking should be located to the rear of the multi-family structures and, when feasible, should not be visible from public rights-of-way.

LANDSCAPING

- » Perimeter buffers and/or landscaping should be utilized to screen multi-family developments from adjacent properties.
- » Public open space and/or gathering areas should be provided with each multi-family development.

SIGNAGE/LIGHTING

- » Development entrance signage should be mounted on a base of stone, brick, or similar material and should include landscaping elements.
- » Lighting and signage should be designed for the pedestrian.
- » All lighting fixtures should be full cut-off.

ARCHITECTURAL ELEMENTS

- » Building facades should be articulated with smaller scale elements to preserve a relative human scale.
- » Façade elements such as front porches, stoops, balconies, and bay windows should be utilized.
- » 4-sided architecture should be utilized on all buildings. Multi-family structures may have entrances on multiple facades, so all sides of the building should incorporate architectural detailing.
- » Buildings should be constructed or clad with materials that are durable, economically-maintained, and of a quality that will retain its appearance over time. This includes but is not limited to: natural or synthetic stone; brick; stucco; integrally-colored, textured, or glazed concrete masonry units; high-quality pre-stressed concrete systems; water-managed Exterior Installation Finish Systems (EIFS); or glass.
- » Trash enclosures should be completely screened from view with an enclosure clad with compatible materials matched to the primary building.

Mixed Residential

Mixed Residential may be historic neighborhoods or new developments. They have a walkable street network, typically in a grid-like pattern, and can include a range of housing types from single-family detached to townhomes or row houses. Developments may have houses that are set close to the street with alley access to rear garages. Mixed Residential developments range from large-scale developments to smaller townhome projects with just a few buildings.



DENSITIES/BUILDING SIZE

- » Single-family residences within a mixed residential development should have a net density of 2-4 units per net acre.
- » Townhomes, row houses, zero lot line homes, and specialty residential should have a density of 4-8 units per acre.

BUILDING ORIENTATION/PLACEMENT

- » Buildings should be set close to the street and in some cases zero lot lines may be appropriate.
- » Buildings should be oriented towards public streets.
- » Detached accessory structures should be located in the rear yard.

PARKING

- » Parking should be allowed on public streets within the Mixed Residential Land Use.
- » In appropriate developments, alleys should be utilized for rear garages and trash collection.

LANDSCAPING

- » Perimeter buffers and/or landscaping should be utilized to screen higher density developments from adjacent properties.
- » Public open space and/or gathering areas should be provided with each development.

SIGNAGE/LIGHTING

- » Lighting and signage should be designed for the pedestrian.

ARCHITECTURAL ELEMENTS

- » Façade elements such as front porches, stoops, balconies, and bay windows should be used.
- » 4-sided architecture should be utilized on all buildings.
- » A variety of architectural styles and building setbacks should be used along streets to prevent monotony.
- » Buildings should be constructed or clad with materials that are durable, economically-maintained, and of a quality that will retain its appearance over time. This includes but is not limited to: natural or synthetic stone; brick; stucco; integrally-colored, textured, or glazed concrete masonry units; high-quality pre-stressed concrete systems; water-managed Exterior Installation Finish Systems (EIFS); or glass.

Mixed-Use

Mixed-use developments should include a mixture of retail, office, residential, service, and/or civic uses such as gathering spaces, recreation centers, and open spaces that are developed in a coordinated manner to provide a focus for neighborhood activities. Developments should be pedestrian friendly with connections via sidewalks and paths to surrounding residential neighborhoods. Mixed-use projects range in size from a single building with commercial on the first floor and office above to the Deerfield Towne Center development.



DENSITIES/BUILDING SIZE

- » Mixed-use developments incorporated within nonresidential zones and/or areas should not exceed a density of 20 units per net acre.
- » Mixed-use developments incorporated within residential zones and/or areas should not exceed a density of 8 units per net acre.
- » Multi-story buildings should incorporate vertical commercial and office on the first floor and a range in building sizes should be used.

BUILDING ORIENTATION/PLACEMENT

- » Buildings should be set close to interior streets.
- » Buildings should be oriented towards public streets instead of interior parking lots.

PARKING

- » Parking areas should be oriented to the side or rear of uses to avoid an unappealing aesthetic and allow for a more attractive streetscape.

LANDSCAPING

- » Landscape materials should be used to soften the appearance of parking areas.
- » Landscape buffers should be utilized for developments adjacent to residential properties.

SIGNAGE/LIGHTING

- » Developments should utilize a single monument sign with panels for each tenant instead of having individual freestanding signs.
- » Internal site lighting and signage should be designed for the pedestrian.

ARCHITECTURAL ELEMENTS

- » For developments adjacent to residential properties, building design and scale should be compatible with the residential uses.
- » The mass and scale of buildings should be divided into small components as a means of creating visual interest and variety.
- » 4-sided architecture should be utilized on all buildings. The front façade should be the focal point in terms of the level of architecture and design, and all sides of the building that are visible should incorporate architectural detailing complementary to the front façade.
- » A variety of architectural features and design elements should be included in all projects to provide variation in projects and to avoid monotonous design within the district.
- » Buildings should be constructed or clad with materials that are durable, economically-maintained, and of a quality that will retain its appearance over time. This includes but is not limited to: natural or synthetic stone; brick; stucco; integrally-colored, textured, or glazed concrete masonry units; high-quality pre-stressed concrete systems; water-managed Exterior Installation Finish Systems (EIFS); or glass.
- » Trash enclosures should be completely screened from view with an enclosure clad with compatible materials matched to the primary building.

Office

Offices may range in size and scale from residential offices to business parks within the township. Large scale business parks are located within the Office Park Character Area, which describes the development guidelines for those uses. These office development characteristics are appropriate for small to medium size office developments of one building to up to a few smaller buildings.



DENSITIES/BUILDING SIZE

- » Building size and heights should range dependent on the development.

BUILDING ORIENTATION/PLACEMENT

- » Buildings should be oriented towards public streets instead of interior parking lots.

PARKING

- » Parking should be oriented to the side or rear of uses to avoid an unappealing aesthetic and allow for a more attractive streetscape.

LANDSCAPING

- » Landscape materials should be used to soften the appearance of parking areas.
- » Landscape buffers should be utilized for developments adjacent to residential properties.

SIGNAGE/LIGHTING

- » Monument signage should be mounted on a base of stone, brick, or similar material and should include landscaping elements.
- » All lighting fixtures should be full cut-off.

ARCHITECTURAL ELEMENTS

- » For developments adjacent to residential properties, building design and scale should be compatible with the residential uses.
- » 4-sided architecture should be utilized on all buildings. The front façade should be the focal point in terms of the level of architecture and design, and all sides of the building that are visible should incorporate architectural detailing complementary to the front façade.
- » Buildings should be constructed or clad with materials that are durable, economically-maintained, and of a quality that will retain its appearance over time. This includes but is not limited to: natural or synthetic stone; brick; stucco; integrally-colored, textured, or glazed concrete masonry units; high-quality pre-stressed concrete systems; water-managed Exterior Installation Finish Systems (EIFS); or glass.
- » Trash enclosures should be completely screened from view with an enclosure clad with compatible materials matched to the primary building.

Neighborhood Commercial

Neighborhood Commercial developments are small concentrations of retail, service, or freestanding commercial uses. They typically are uses such as convenience stores, beauty salons, restaurants, small grocery stores, drug stores, or specialty shops. Neighborhood Commercial serves a local market of an area around one to three mile radius.



DENSITIES/BUILDING SIZE

- » Buildings should be less than 15,000 square feet of leasable floor area.

BUILDING ORIENTATION/PLACEMENT

- » Building setbacks should reflect adjacent developments, especially in residential areas.
- » Buildings should be oriented towards public streets instead of interior parking lots.

PARKING

- » Parking should be oriented to the side or rear of uses to avoid an unappealing aesthetic and allow for a more attractive streetscape.

LANDSCAPING

- » Landscape materials should be used to soften the appearance of parking areas.
- » Landscape buffers should be utilized for developments adjacent to residential properties.

SIGNAGE/LIGHTING

- » Internal site lighting and signage should be designed for the pedestrian.

ARCHITECTURAL ELEMENTS

- » For developments adjacent to residential properties, building design and scale should be compatible with the residential uses.
- » 4-sided architecture should be utilized on all buildings. The front façade should be the focal point in terms of the level of architecture and design, and all sides of the building that are visible should incorporate architectural detailing complementary to the front façade.
- » Buildings should be constructed or clad with materials that are durable, economically-maintained, and of a quality that will retain its appearance over time. This includes but is not limited to: natural or synthetic stone; brick; stucco; integrally-colored, textured, or glazed concrete masonry units; high-quality pre-stressed concrete systems; water-managed Exterior Installation Finish Systems (EIFS); or glass.
- » Trash enclosures should be completely screened from view with an enclosure clad with compatible materials matched to the primary building.

General Commercial

General Commercial developments are retail and service uses including grocery stores, wholesale clubs, large format general retail, discount department stores, specialty retail, restaurants, hotels, banks, and gas stations. The heavy retail focus of these uses makes them primarily auto-oriented; however, opportunities to tie in pedestrian access between buildings and surrounding residential development are strongly encouraged.



DENSITIES/BUILDING SIZE

- » Buildings should be greater than 15,000 square feet of leasable floor area.

BUILDING ORIENTATION/PLACEMENT

- » Buildings should be oriented towards public streets instead of interior parking lots.

PARKING

- » Parking areas should be oriented to the side or rear of uses to avoid an unappealing aesthetic and allow for a more attractive streetscape.

LANDSCAPING

- » Landscape materials should be used to soften the appearance of parking areas.
- » Landscape buffers should be utilized for developments adjacent to residential properties.

SIGNAGE/LIGHTING

- » Monument signage should be mounted on a base of stone, brick, or similar material and should include landscaping elements.
- » All lighting fixtures should be full cut-off.

ARCHITECTURAL ELEMENTS

- » For developments adjacent to residential properties, building design and scale should be compatible with the residential uses.
- » 4-sided architecture should be utilized on all buildings. The front façade should be the focal point in terms of the level of architecture and design, and all sides of the building that are visible should incorporate architectural detailing complementary to the front façade.
- » Buildings should be constructed or clad with materials that are durable, economically-maintained, and of a quality that will retain its appearance over time. This includes but is not limited to: natural or synthetic stone; brick; stucco; integrally-colored, textured, or glazed concrete masonry units; high-quality pre-stressed concrete systems; water-managed Exterior Installation Finish Systems (EIFS); or glass.

Employment Commercial

Employment Commercial developments are retail and service use large format commercial, office, and light warehousing that provide a high economic return to the township. The heavy office and industrial focus of these uses makes them primarily auto-oriented; however, opportunities to tie in pedestrian access between buildings and surrounding residential development are strongly encouraged. Developments under these uses may include office park developments.



DENSITIES/BUILDING SIZE

- » Buildings should be greater than 15,000 square feet of leasable floor area.

BUILDING ORIENTATION/PLACEMENT

- » Buildings should be oriented towards public streets instead of interior parking lots.

PARKING

- » Parking areas should be oriented to the side or rear of uses to avoid an unappealing aesthetic and allow for a more attractive streetscape.

LANDSCAPING

- » Landscape materials should be used to soften the appearance of parking areas.
- » Landscape buffers should be utilized for developments adjacent to residential properties

SIGNAGE/LIGHTING

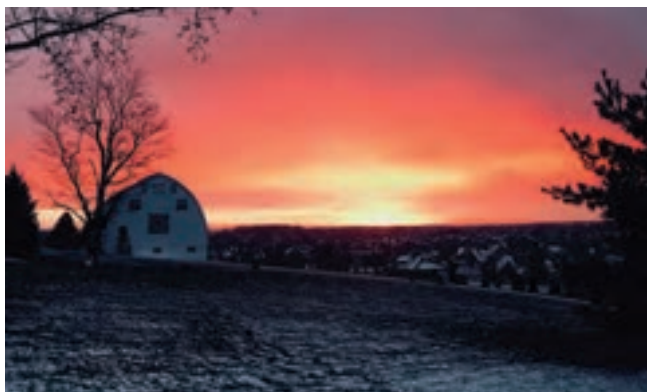
- » Monument signage should be mounted on a base of stone, brick, or similar material and should include landscaping elements.
- » All lighting fixtures should be full cut-off.

ARCHITECTURAL ELEMENTS

- » For developments adjacent to residential properties, building design and scale should be compatible with the residential uses.
- » 4-sided architecture should be utilized on all buildings. The front façade should be the focal point in terms of the level of architecture and design, and all sides of the building that are visible should incorporate architectural detailing complementary to the front façade.
- » Buildings should be constructed or clad with materials that are durable, economically-maintained, and of a quality that will retain its appearance over time. This includes but is not limited to: natural or synthetic stone; brick; stucco; integrally-colored, textured, or glazed concrete masonry units; high- quality pre-stressed concrete systems; water-managed Exterior Installation Finish Systems (EIFS); or glass.

Agriculture

These uses are plots of land currently being cultivated or used for agricultural purposes including farms or plant nurseries, larger parcels with very little development or wooded lots, and undeveloped land with no clear use such as fallow fields. Agricultural uses should be protected and preserved from major developments. These uses should be encouraged and are an appropriate land use within the Low- Density Rural Residential Character Area.



Parks, Recreation and Open Space

The park and recreation amenities within the township are one of the major attractions for both residents and visitors. The township has 14 public parks covering hundreds of acres, along with less- refined natural areas and private recreation options. These parks include athletic fields, walking paths, tennis and basketball courts, and playgrounds along with year-round programming including camps, movies in the park, and educational programs. The Recreation & Open Space land use represents the entire spectrum of private, semi-private, and public recreation facilities such as recreation centers, sports clubs, ball fields, parks, and passive open space including stream corridors, forested land, meadows, fields, or similar protected lands. These uses should be encouraged and are an appropriate land use within every character area. Proposed developments should reflect the character of the district that it is being developed in. For example, a high-traffic sports facility would not be appropriate in the Low-Density Rural Residential Character Area, but a large-acreage public park could be appropriate.



Civic/Institutional

The Civic/Institutional Land Use represents publicly owned or operated uses including, but not limited to, government facilities, government offices, cemeteries, utilities, schools, and churches. Civic/Institutional uses are either an appropriate land use or a conditional land use within the entire township, therefore one set of development characteristics is not appropriate. Developments should reflect the character of the district it is being developed in. For example, if a government office is being developed within the Montgomery Road Corridor Character Area, adjacent to an Office Land Use, the government office should follow as many of the Montgomery Road Corridor general development guidelines and the office land use development characteristics as are appropriate.



General Recommendations

In preparation for this plan, there are three major emerging ideas that planning consultants, township staff, and the steering committee conceived to provide some general guidance moving forward in the implementation of this plan.

Net Density

In 2008, the comprehensive plan introduced the concept of Park Residential Zoning, which was intended to be a by-right conservation subdivision that would help protect rural character and open spaces while allowing for residential development. The zoning regulations that were adopted to implement this concept allowed for a density bonus for protecting open space. However, through attempts to use the regulations to get desired development, the township has found that they are not restrictive enough to manage the intensity of housing development and the resulting development proposals are not acceptable. The township has initiated a change in defining how density is calculated changing it from gross density to net density. The following language from the Deerfield Township Zoning Resolution explains the maximum permitted density allowable in Planned Unit Development districts over a residential zoning district.

“The maximum permitted net residential density shall be based on the total area of land zoned as a specific residential zoning district prior to subdivision, that includes all areas of development, minus 35% for open space, and lands that will be used for roads and/or public dedications. (The aforementioned 35% is inclusive of the 20% open space set aside required in Section 5.06:B.1.6)”

Future residential development/redevelopment scenarios in any character area and/or specific land use area are based on net density.

NET DENSITY VS. GROSS DENSITY

- Net density is defined as the total number of dwelling units divided by the gross area of the site minus any land used for streets, easements, rights-of-way, open space set-asides, and/or other public dedications.
- Gross Density is defined as the total number of dwelling units divided by the gross area of a site (including streets, rights-of-way, open space set-aside, and/or other public dedications).

A new zoning district for rural preservation.

Public engagement activities had shown several property owners who expressed a desire to maintain their properties for agricultural use and not develop them. Since the plan does not change the existing zoning, they can easily continue using their properties for agricultural purposes. However, the township cannot just change the base density in the R-SF District because it would be considered “Down Zoning” and could be classified as a “taking”. Therefore, for property owners who want to have an alternative low-density preservation option, a recommended Residential Rural Agriculture zoning district that can be written but not applied on the map. Then if a property owner in a Low-Density Rural Neighborhood character area requested a zone map amendment for their property, they could ask for the rezoning to protect it. We can also offer some other preservation tools like donating the development rights to a land trust or considering self-appointed deed restrictions to the land.

The new “R-RA” Residential Rural Agriculture Zoning would allow agriculture, and low-density residential lots a minimum of one to five acres.

Supporting the redevelopment efforts of the Community Improvement Corporation (CIC).

There are several focus areas that are currently zoned “G-B” General Business or “G-B PUD” General Business Planned Unit Development. The General Business District allows for low value uses like self-storage which are not consistent with the township’s goals to have revenue generating land uses. There are also a few high profiles “G-B” General Business Focus Areas that should really be reserved for high-return employment or retail uses rather, and still others that need concerted redevelopment efforts to realize change.

For these areas it is recommended a possible Corridor Overlay District be drafted to help managed certain uses. Additionally, we have suggested a new land use and possible zoning classification “MU- LW” Mixed-Use Live/Work which could be applied in PUDs or other corridor commercial redevelopment areas to fit into the Neighborhood Mixed-Use Character Areas.

Additionally, as the CIC is able to acquire properties in the targeted redevelopment focus areas, it is also recommended rezoning these areas while under township control to a unique version of the “B-RD” Business Redevelopment District or a new Planned Unit Development to better manage the redevelopment of these sites when turned back over the private market.

Assembly uses in residential neighborhoods.

A long-standing zoning and land use practice is to conditionally permit institutional and recreational uses within the residential zoning districts. Uses like schools, and places of worship are common in our older neighborhoods. Much of this was ok because these uses served the people living in the immediate vicinity. But now these uses, often are very large capacity and function as significant destinations for regional automotive traffic. These large-scale places of worship, or recreation, or student drop off can have significant impacts on the neighborhoods.

The township should review the conditions for these uses and consider revisions if necessary, to protect existing residential neighborhoods from high impact assembly uses, which create large volumes of traffic during short periods.

Planning Focus Areas

Through assessment and land use review several locations and properties were identified as planning focus areas and needed a targeted list of recommendations for a variety of reasons. Some properties warranted efforts in beautification or in historic and environmental preservation, while other properties were considered ideal for major redevelopment, infill, or development projects.

The general guidance for each of the subareas is presented on the following pages. Specific recommendations for each focus area are presented on the spreads that follow.

Targeted Redevelopment Priorities

Redevelopment and reinvestment areas are prime locations for employment-supporting development in the township. Most of these areas have existing commercial development and they offer the best locations to intensify and redevelop the township's economic base. Strategies for these areas will include efforts to consolidate available land, infrastructure improvements, removal of obsolete and vacant structures, intensification of development with proper buffering between land uses, protections of neighborhood character and charm, and enhancement of compatible infill development opportunities.

General Guidelines for Activity Center/Corridor Redevelopment and Reinvestment Areas

1. Continue to target public infrastructure investments in prioritized Focus Areas. Public infrastructure improvements can include relatively minor investments, such as streetscapes and signage, or more major investments like utility infrastructure and road improvements.
2. Prepare area redevelopment plans where necessary and consider redevelopment alternatives to guide special development standards in a New Business Redevelopment District crafted specifically for the area to implement the plan recommendations.
3. Increase moderate density (townhouses, small lot detached housing, condominiums, low-rise multi-unit buildings) housing options in these locations, specifically as transitions to adjacent neighborhoods.
4. Encourage inclusion of organized public spaces, green spaces, and impervious surfaces into the redevelopment of strip commercial areas.
5. Use strategic incentives that the township can control to promote reinvestment in Focus Areas. Examples can range from fee reductions and expedited approvals, to more aggressive options like property assembly through the Community Improvement Corporation.
6. Utilize a design/build request for proposals to catalyze redevelopment and reinvestment in key locations/sites. Organize the effort with a coordinating team, identify qualified and interested developers, develop marketing materials, distribute information, establish, and maintain contact with developers, and assist with the development process.
7. Continue to develop and use business retention, business recruitment, entrepreneurship, and apprenticeship programs to match current and future space needs with available (or soon to be available) buildings and sites.
8. Provide a roadmap for available economic development assistance with deadlines, criteria, and pertinent information.
9. Begin a community dialogue on the use of financial incentives for redevelopment, with both quantitative and qualitative information provided.
10. Use short-term marketing through local events, pop-up exhibits/entities, recent investments, established businesses, and local champions to create buzz and interest in Focus Areas.

Focus Area Overview

Area A

Maintain the Neighborhood Character Area Recommendation and consider some areas for Low Density Rural Neighborhood Character Areas. Offer property owners the new R-RA Residential Rural Agriculture as an option to rezone if they want to protect their land for agricultural use or estate lot residential.

Area B

Maintain the Neighborhood and Neighborhood Scale Mixed-Use Character Area recommendations, and work with property owners and adjacent residents to provide detailed concept land use plans to provide adequate transitions between small scale mixed-use buildings and existing single-family homes.

Area C

Maintain the Regional Highway Commercial Character Area recommendations. Prioritize redevelopment, and possible rezoning of the focus areas to support redevelopment efforts by the CIC and or property owners.

Area D

Maintain the Neighborhood, Neighborhood Mixed-Use, and Town Center Mixed-Use Character Area recommendations. Preserve Neighborhood Mixed-Use character area recommendations for Focus Area D-1 off of Butler-Warren Road, south of US 42.

Area E

Maintain the Regional Highway Commercial, Town Center Mixed-Use, and Office Park Designations for most areas using the approved PUDs to regulate redevelopment, as necessary. Preserve Neighborhood Character Area recommendations for Focus Areas E-7, E-10, and E-3.

Area F

Maintain the Low-Density Rural Neighborhoods Character Area recommendations. Offer property owners the new “R-RA Residential Rural Agriculture” as an option to rezone if they want to protect their land for agricultural use or estate lot residential.

Area G

Maintain the Neighborhood Character area and preserve Low-Density Rural Neighborhoods for the large land areas along Irwin-Simpson Road. Offer property owners the new “R-RA Residential Rural Agriculture” as an option to rezone if they want to protect their land for agricultural use or estate lot residential.

Area H

Maintain the Neighborhood Mixed-Use Character Area. Encourage redevelopment of the Twenty-Mile Stand general business areas through efforts of the CIC with acquisition and rezoning to foster comprehensive and context sensitive redevelopment under a new PUD or BRD zoning.

Area I

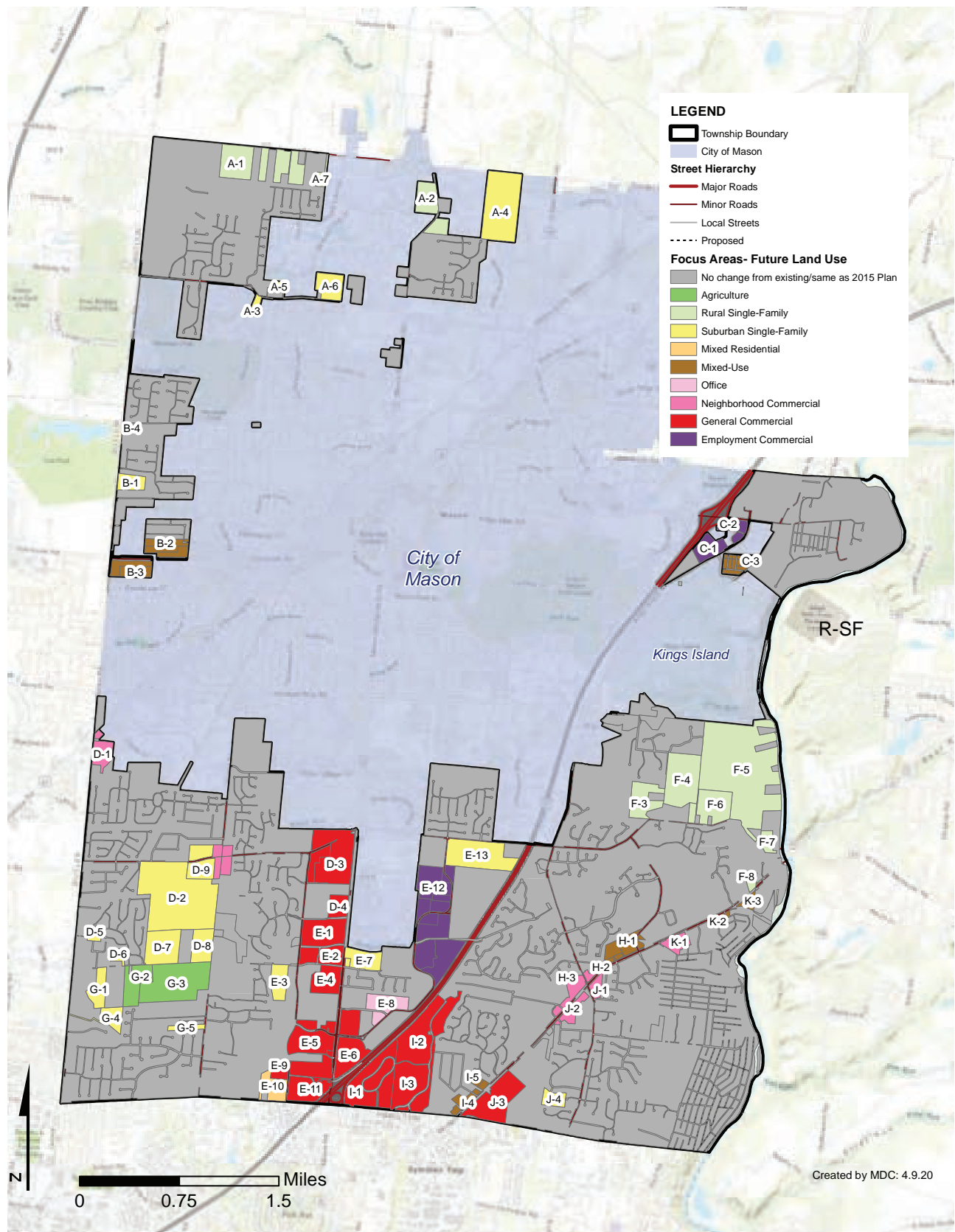
Maintain the Regional Highway Commercial Character Area and encourage business retention and ongoing adaptive reuse of the commercially zoned properties in this area.

Area J

Maintain the Neighborhood and Neighborhood Mixed-Use Character Areas. Encourage redevelopment of the Twenty-Mile Stand and general business areas along the US 22/3 corridor through efforts of the CIC with acquisition and rezoning to foster comprehensive and context sensitive redevelopment under a new PUD or B-RD. Uphold Regional Highway Commercial recommendations in Focus Area J-3.

Area K

Apply the Neighborhood Mixed-Use Character Area and support property maintenance and improvement through efforts of a county administered Community Redevelopment Area (CRA) program what would provide support for home upgrades to existing structures.

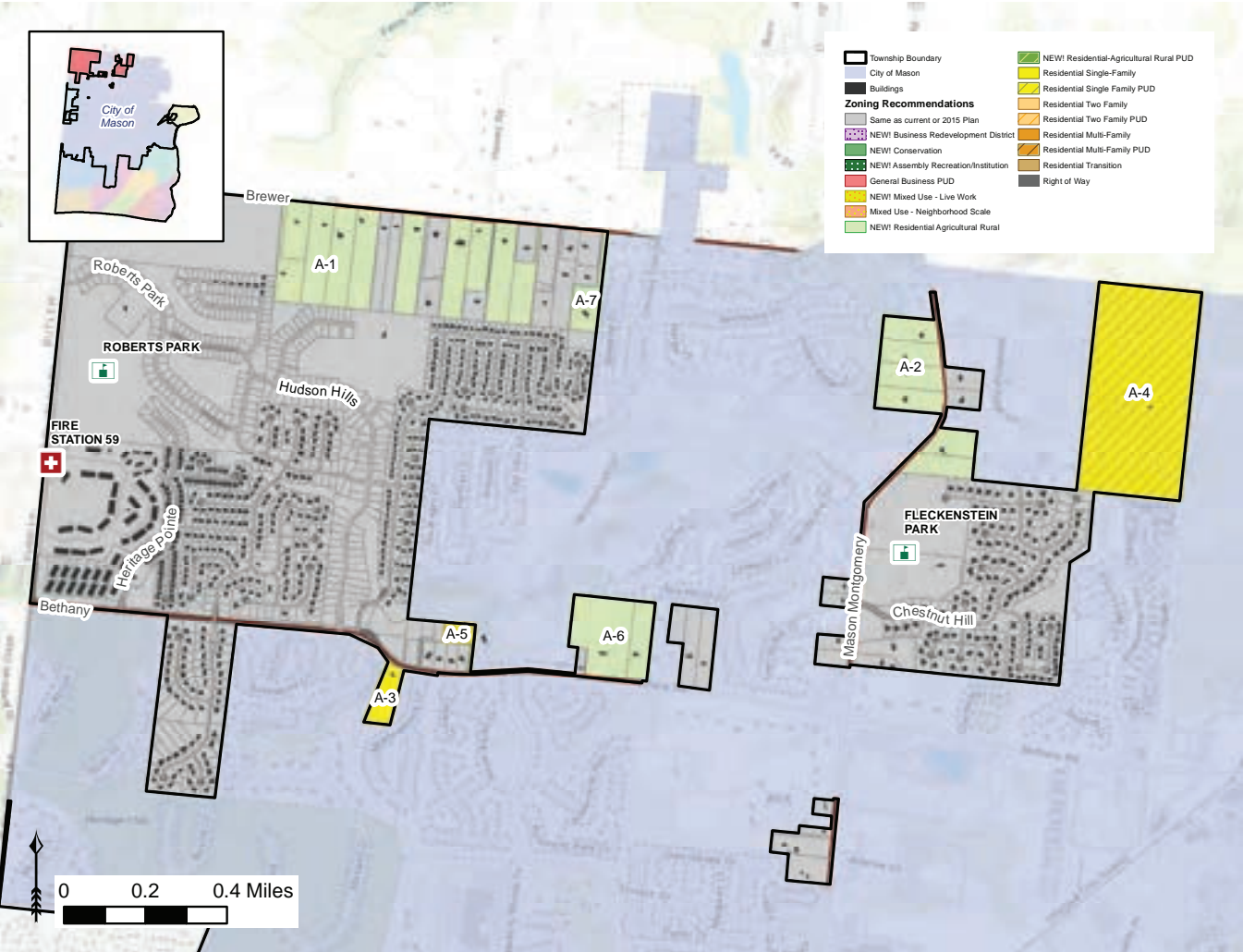


Focus Areas Map

Focus Area Recommendations

The following are the specific recommendation of each subarea including recommended changes for the subarea’s character area, future land use, and changes in zoning. If no changes were recommended for the subarea during the review process, it has not been included in this plan document but can be found in the Planning Focus Area Workbook.

Focus Area A Map



A-1

The following subarea is 77.31 acres, consisting of large lot residential parcels in the Fairview Farms subdivision, adjacent to the Roberts Park Residential Development. It sits on the south side of Brewer Road, just north of Maxfli Lane.

2022 Subarea Recommendations	
Character Area	Low-Density Rural Neighborhood
Future Land Use	Rural Single-Family
Zoning	Residential Single-Family (R-SF) & Planned Unit Development (R-SF PUD) NEW! Residential Rural Agriculture (R-RA) at owner’s request

A-2

The following subarea is a large lot residential use that sits off Mason Montgomery Road, just north of the Chestnut Hill Residential Neighborhood. It is a 33.18 acre property that sits on both sides of Mason Montgomery Road.

2022 Subarea Recommendations	
Character Area	Low-Density Rural Neighborhood
Future Land Use	Rural Single-Family
Zoning	Residential Single-Family (R-SF) NEW! Residential Rural Agriculture (R-RA) at owner's request

A-3

The following property is an existing 5.11 acre, large lot residential parcel on the south side of Bethany Road.

2022 Subarea Recommendations	
Character Area	Neighborhoods
Future Land Use	Suburban Single-Family
Zoning	Residential Single-Family (R-SF)

A-4

The following subarea is an 83.77 acre, agricultural property east of Mason Montgomery Road and north of Windermere Way in the City of Mason. Future development of this area is suggested as single-family residential with a recommendation for a planned unit development (PUD) and conservation of significant areas such as floodplain and slope. Any future development of this area should consider limitations in county sewer, challenges from the floodplain, and isolation from the remainder of the township.

2022 Subarea Recommendations	
Character Area	Neighborhoods
Future Land Use	Suburban Single-Family
Zoning	Residential Single-Family (R-SF) Residential Single-Family Planned Unit Development (R-SF PUD) NEW! Residential Rural Agriculture (R-RA) at owner's request

A-5

The following property is an existing 3.12 large lot residential parcel on the north side of Bethany Road.

2022 Subarea Recommendations	
Character Area	Neighborhoods
Future Land Use	Suburban Single-Family
Zoning	Residential Single-Family (R-SF)
	Residential Single-Family Planned Unit Development (R-SF PUD)

A-6

The following property is a 22.89 acre site on the north side of Bethany Road with a current agricultural land use.

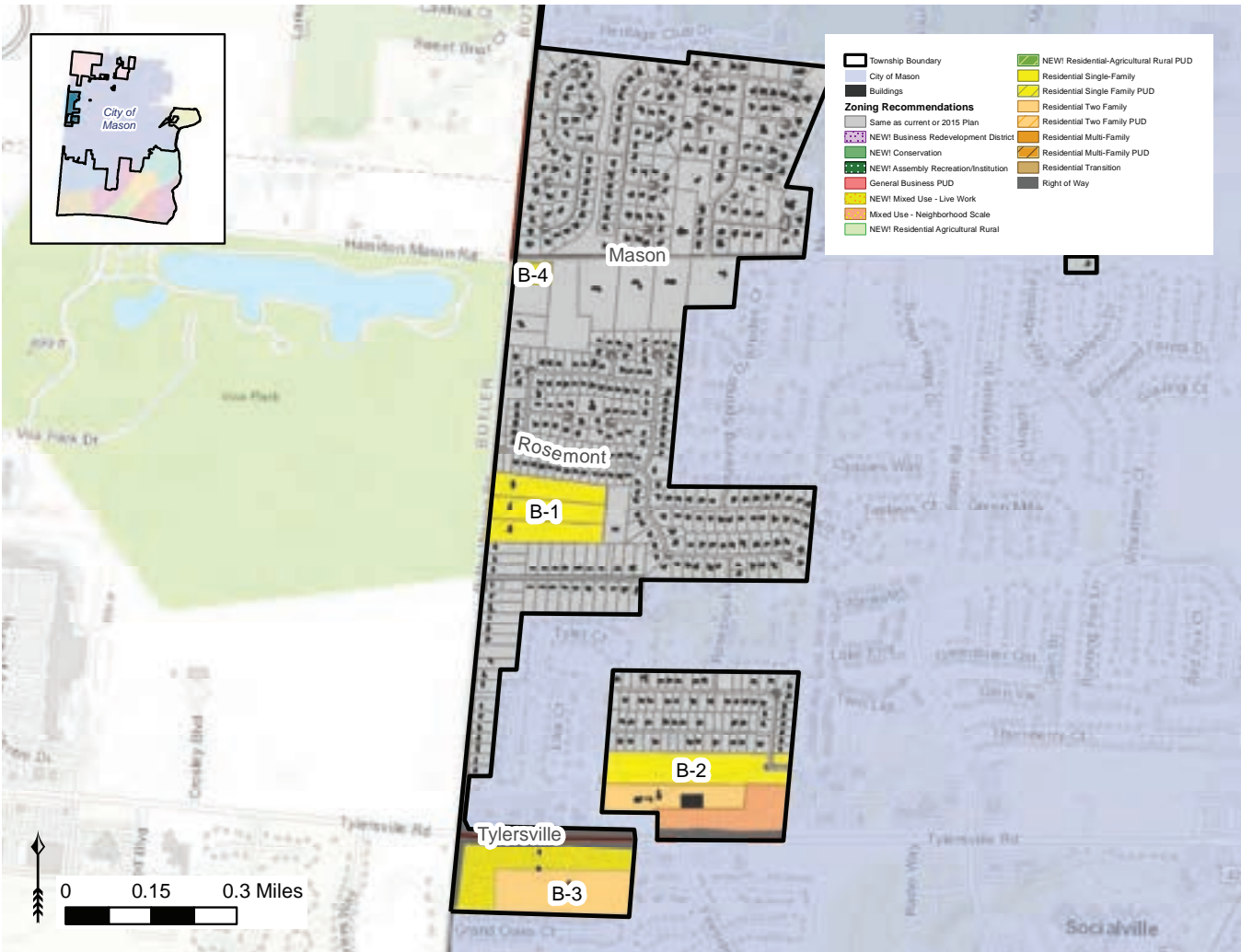
2022 Subarea Recommendations	
Character Area	Neighborhoods
Future Land Use	Suburban Single-Family
Zoning	Residential Single-Family (R-SF)
	NEW! Residential Rural Agriculture (R-RA) at owner's request

A-7

The following property is an existing 3.12 large lot residential parcel on the north side of Bethany Road.

2022 Subarea Recommendations	
Character Area	Low-Density Rural Neighborhood
Future Land Use	Rural Single-Family
Zoning	Residential Single-Family (R-SF)
	NEW! Residential Rural Agriculture (R-RA) at owner's request

Focus Area B Map



B-1

The following subarea is a 15.04 acre, existing large lot residential site on the east side of Butler Warren Road that sits between Rosemont Lane and Clover Avenue.

2022 Subarea Recommendations	
Character Area	Neighborhoods
Future Land Use	Suburban Single-Family
Zoning	Residential Single-Family (R-SF)

B-2

The following property is 25.90 acres on the north side of Tylersville Road with a current agricultural land use. Future development suggests small-scale mixed use with a gradual transition from single-family detached to small-scale mixed-use residential/commercial buildings. The property should be sensitive to surrounding residents and provide a steady transition to any commercial or mixed-use buildings.

2022 Subarea Recommendations	
Character Area	Neighborhood Mixed-Use
Future Land Use	Mixed-Use
Zoning	Residential Single-Family (R-SF) Residential Two-Family (R-TF) Neighborhood Business (N-B) Neighborhood Business Planned Unit Development (N-B PUD)

B-3

The following subarea is a 22.85 acre, agricultural property on the south side of Tylersville Road. Future development in this area recommends small scale, low density mixed-use with attached single-family (townhouses) or two-family and small-scale commercial/office mixed-use buildings.

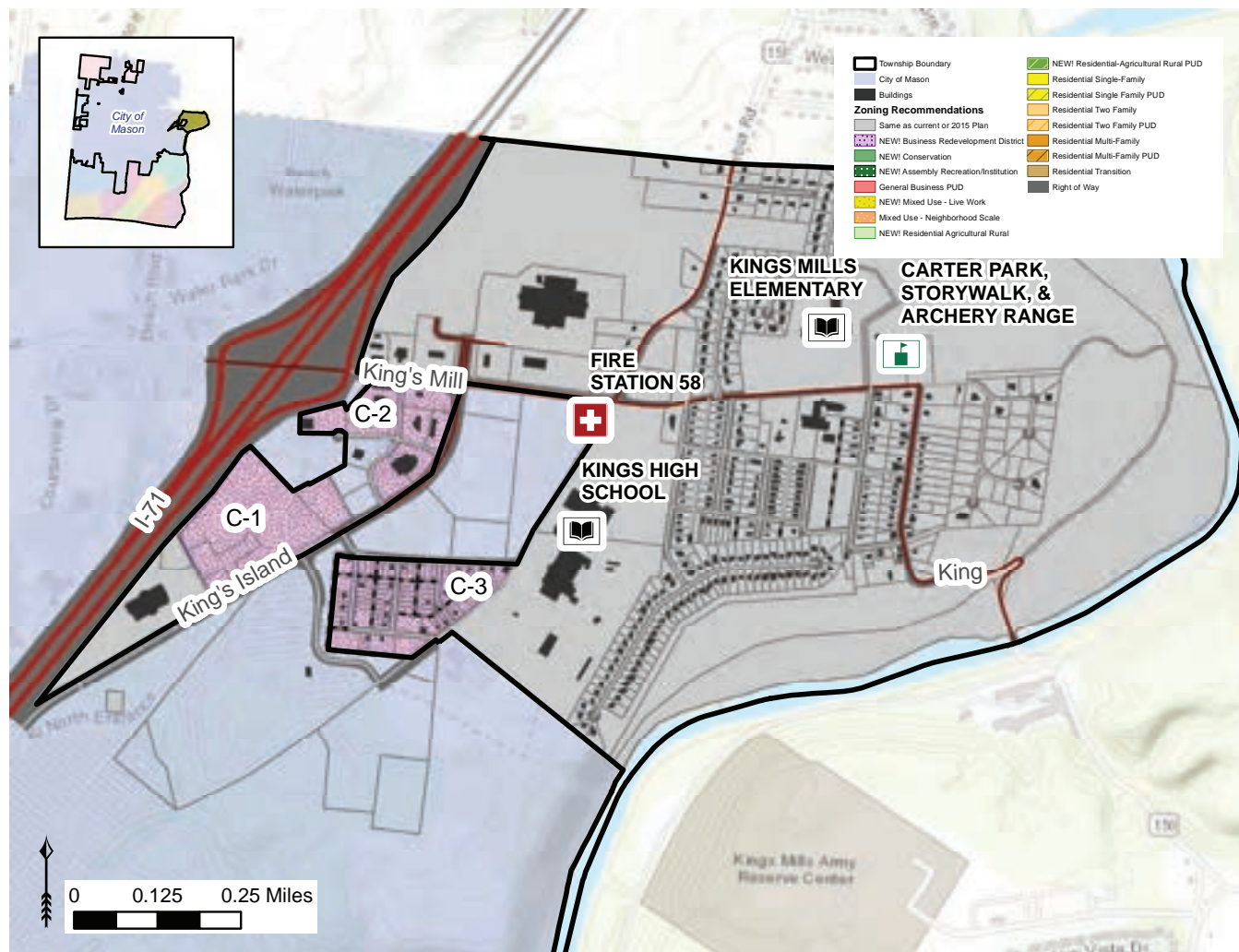
2022 Subarea Recommendations	
Character Area	Neighborhood Mixed-Use
Future Land Use	Mixed-Use
Zoning	Residential Two-Family (R-TF) Neighborhood Business (N-B) NEW! Mixed-Use Live Work (MU-LW)

B-4

The following property is an existing 1.57 acre commercial parcel that sits at the southeast intersection of Butler Warren Road and Mason Road. Uses in this subarea should consists of neighborhood/smaller scale office and residential uses.

2022 Subarea Recommendations	
Character Area	Neighborhoods
Future Land Use	Office
Zoning	Residential Single-Family (R-SF) Neighborhood Business (N-B) NEW! Mixed-Use Live Work (MU-LW) at owner's request

Focus Area C Map



C-1

This subarea is a 19.48 acre vacant commercial property that sits between I-71 and King's Island Drive. It is a top priority redevelopment property, and the land should be protected from self-storage style uses. The township should consider acquiring the land using the township's CIC for redevelopment purposes or consider a new highway overlay district. Future development in this area should focus on attracting high economic return uses for the township.

2022 Subarea Recommendations	
Character Area	Regional Highway Commercial
Future Land Use	Employment Commercial
Zoning	NEW! Business Redevelopment District (B-RD)/Highway Overlay District

C-2

This subarea is a 12.37 acre existing commercial property sitting at the intersection of King's Island Drive and King's Mill Road. This area should develop improved design standards as it is a major gateway for the township and should focus on attracting high economic return uses for the township.

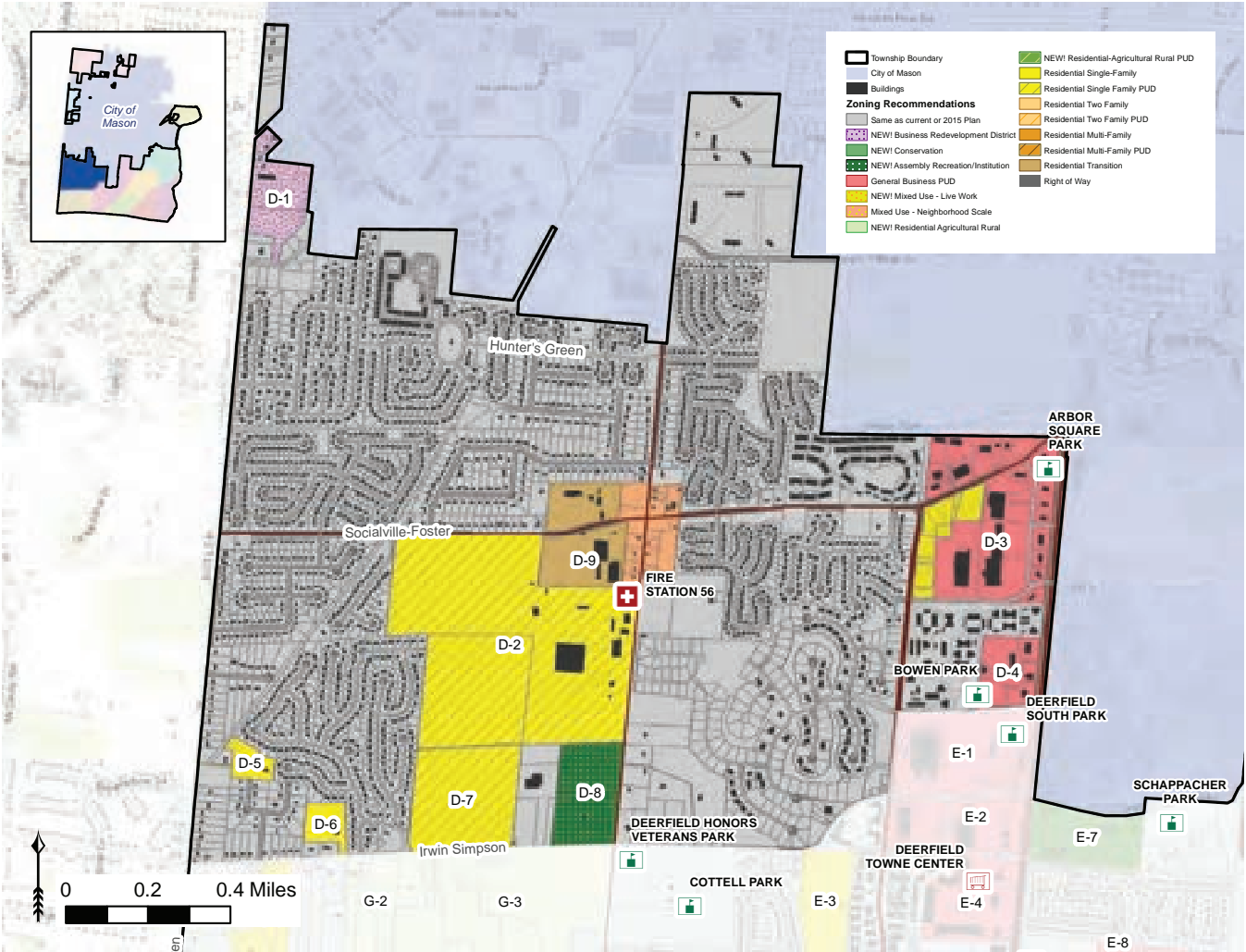
2022 Subarea Recommendations	
Character Area	Regional Highway Commercial
Future Land Use	Employment Commercial
Zoning	NEW! Business Redevelopment District (B-RD)

C-3

This subarea is 15.20 acres of existing residential properties, most of which are currently vacant. It sits between Wilson Avenue (off King's Island Drive) and Columbia Road. This area is a top priority redevelopment area and has a potential need for sensitive transitions to adjacent residents. The location is also in proximity to the Kings School District. Future development in this area should focus on moderate-scale mixed-uses with commercial, restaurants, services, offices buildings, and other high economic return uses for the township.

2022 Subarea Recommendations	
Character Area	Regional Highway Commercial
Future Land Use	Mixed-Use
Zoning	NEW! Business Redevelopment District (B-RD) Neighborhood Business Planned Unit Development (N-B PUD)

Focus Area D Map



D-1

This subarea is an 18.62 acre commercial property off of Butler Warren Road just south of US 42. This parcel is a top priority redevelopment area and a target site for CIC acquisition to catalyze change. Future development in this area should attract small scale business uses.

2022 Subarea Recommendations	
Character Area	Neighborhood Mixed-Use
Future Land Use	Neighborhood Commercial
Zoning	NEW! Business Redevelopment District (B-RD)

D-2

This subarea is 189.79 acres, south of Socialville-Foster Road and west of Snider Road, contains existing Agriculture land uses. At its current zoning designation of Residential Single-Family, the subarea can support 507 additional units.

2022 Subarea Recommendations	
Character Area	Neighborhood
Future Land Use	Suburban Single-Family
Zoning	Residential Single-Family (R-SF) Residential Single-Family Planned Unit Development (R-SF PUD) at owner's request

D-3

This subarea, at 80.09 acres, consists of an Office Warehouse and General Business Planned Unit Development. This subarea has the potential to accommodate the new zoning classification Mixed Use Live/Work (MU-LW), due to its character area designation.

2022 Subarea Recommendations	
Character Area	Town Center Mixed-Use
Future Land Use	General Commercial
Zoning	Planned Unit Development (PUD) NEW! Mixed Use Live/Work (MU-LW)

D-4

This subarea, at 14.90 acres, contains various freestanding commercial businesses in its current zoning of a General Business, Office Warehouse and Open Space Planned Unit Development. Future development should consider the need for design improvements to keep the subarea a vital commercial spot in the region.

2022 Subarea Recommendations	
Character Area	Town Center Mixed-Use
Future Land Use	General Commercial
Zoning	Planned Unit Development (PUD)

D-5

This 5.48-acre subarea is surrounded by large lot residential land use, at 29 units of Suburban Single-Family expected, based on the buildout of current zoning. This subarea is located north of Irwin Simpson Road and east of Butler Warren Road and is recommended to remain Residential Single-Family.

2022 Subarea Recommendations	
Character Area	Neighborhoods
Future Land Use	Suburban Single-Family
Zoning	Residential Single-Family (R-SF)

D-6

This 6.53-acre subarea is surrounded by large lot residential land use, at 17 units of Suburban Single-Family expected, based on the buildout of current zoning. This subarea, in close proximity to Subarea D-5, is also located north of Irwin-Simpson Road and east of Butler Warren Road. It is recommended to remain Residential Single-Family.

2022 Subarea Recommendations	
Character Area	Neighborhoods
Future Land Use	Suburban Single-Family
Zoning	Residential Single-Family (R-SF)

D-7

This subarea is 41.26 acres and, due north of Irwin-Simpson Road, contains existing Agriculture land uses. At its current zoning designation of Residential Single-Family, the subarea can support 109 additional units.

2022 Subarea Recommendations	
Character Area	Neighborhoods
Future Land Use	Remain as is or Suburban Single-Family
Zoning	Residential Single-Family (R-SF) NEW! Residential Rural Agriculture (R-RA) at owners request

D-8

The following subarea is a 24.71 acre agricultural parcel sitting at the intersection of Irwin Simpson and Snider Road.

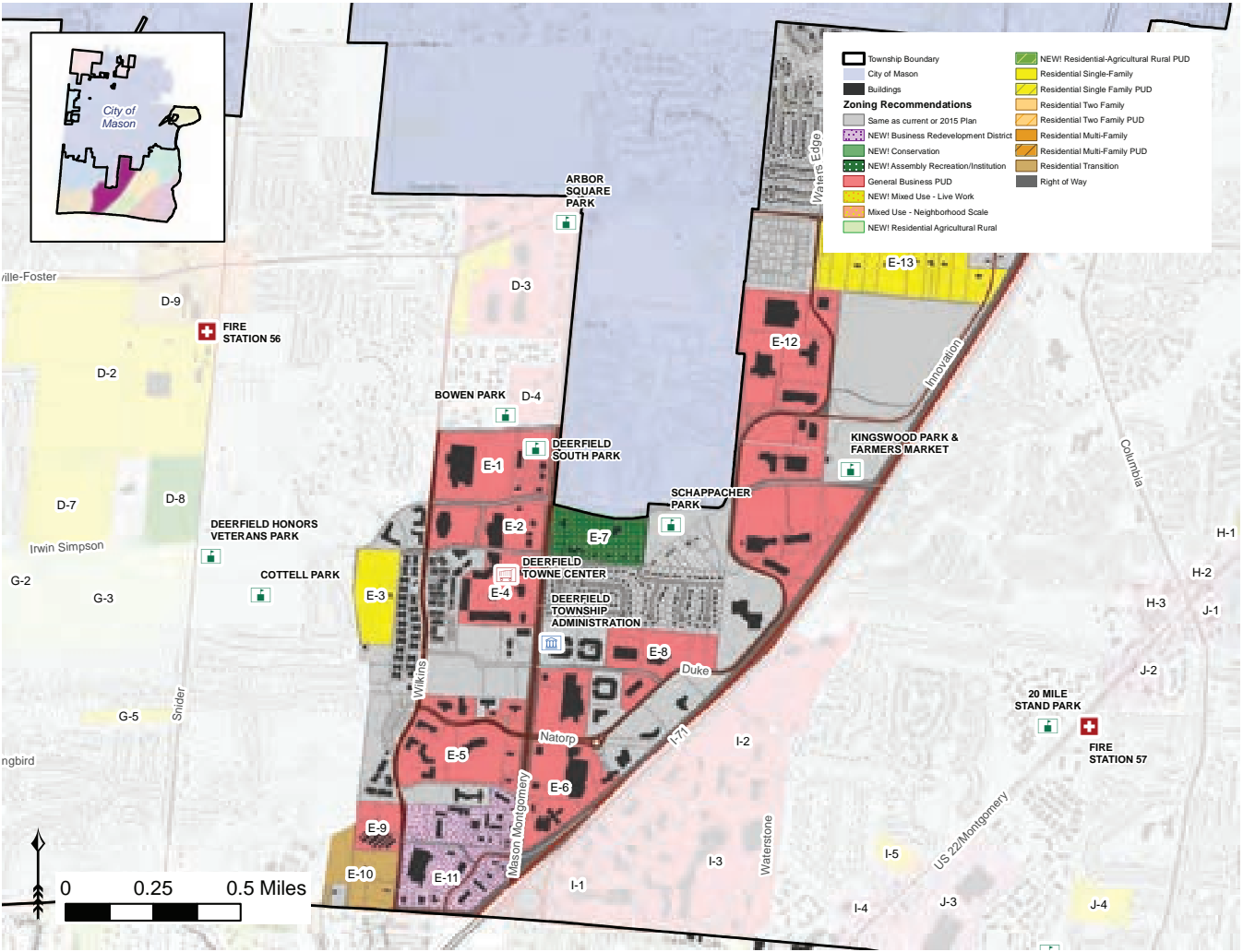
2022 Subarea Recommendations	
Character Area	Neighborhoods
Future Land Use	Suburban Single-Family
Zoning	NEW! Assembly Recreation/Institution

D-9

This focus area is 49.83 acres at the four quadrants of the Intersection of Socialville-Foster Road and Snider Road. It includes portions of 19 parcels.

2022 Subarea Recommendations	
Character Area	Neighborhood Scale Mixed-Use
Future Land Use	Mixed-Use, Neighborhood Commercial, and Mixed Residential
Zoning	Mixed Use – Neighborhood Scale Residential Transitional

Focus Area E Map



E-1

This subarea is 40.64 acres of commercial/retail west of Mason Montgomery Road and north of Irwin-Simpson Road. This subarea is also zoned as a General Business Planned Unit Development. It is recommended to retain this PUD designation, while supporting strong PUD regulations that encourage redevelopment and infill development.

2022 Subarea Recommendations	
Character Area	Town Center Mixed-Use
Future Land Use	General Commercial
Zoning	General Business, Office Warehouse, & Open Space Park (GB/OW-PUD)

E-2

This subarea is 25.44 acres of commercial/retail west of Mason Montgomery Road and north of Irwin-Simpson Road. This subarea is also zoned as a General Business Planned Unit Development. It is recommended to retain this PUD designation, while supporting strong PUD regulations that encourage redevelopment and infill development.

2022 Subarea Recommendations	
Character Area	Town Center Mixed-Use
Future Land Use	General Commercial
Zoning	Planned Unit Development (PUD)

E-3

This 20.20-acre subarea is surrounded by large lot residential land use, at 53 units of Suburban Single-Family expected, based on the buildout of current zoning. This subarea is located east of Cottell Park and south of Irwin-Simpson Road. It is recommended to remain Residential Single-Family.

2022 Subarea Recommendations	
Character Area	Neighborhoods
Future Land Use	Remain as is or Suburban Single-Family
Zoning	Residential Single-Family (R-SF)

E-4

This subarea is 27.24 acres of commercial/retail south of Irwin-Simpson Road and contains the Deerfield Towne Center Shopping Center. This subarea is also zoned as a General Business Planned Unit Development. It is recommended to retain this PUD designation, while supporting strong PUD regulations that encourage redevelopment and infill development.

2022 Subarea Recommendations	
Character Area	Town Center Mixed-Use
Future Land Use	General Commercial
Zoning	General Business Planned Unit Development (G-B PUD)

E-5

This subarea is 50.26 acres of commercial/retail west of Mason Montgomery Road. This subarea is also zoned as a General Business Planned Unit Development. It is recommended to retain this PUD designation, while focusing on commercial infill and reuse of space and attending to needed facade improvements.

2022 Subarea Recommendations	
Character Area	Town Center Mixed-Use
Future Land Use	General Commercial
Zoning	General Business Planned Unit Development (G-B PUD)

E-6

The following subarea is a 50.7 acre planned unit development with commercial, retail and hotel uses. It sits on the Mason Montgomery Road corridor and has frontage to I-71. The development standards and uses are suggested to remain as is but to be updated and revised for future redeveloped in this area. Any updates should focus on active reuse of the site and retention of the hotel.

2022 Subarea Recommendations	
Character Area	Regional Highway Commercial
Future Land Use	General Commercial
Zoning	Planned Unit Development (PUD)

E-7

This subarea is a 23.96 acre mixed-residential/institutional/services use property that sits on the southeast intersection on Mason-Montgomery Road and Irwin-Simpson Road. The township should look into better tools to manage reuse of existing institutional uses. Future development should focus on single-family residential or institutional and service based uses.

2022 Subarea Recommendations	
Character Area	Neighborhoods
Future Land Use	Suburban Single-Family Civic/Institutional
Zoning	Residential Single-Family (R-SF) NEW! Assembly Recreation/Institution

E-8

The following subarea is a 27.71 acre commercial/office/flex use on the north side of Duke Boulevard. The development standards and uses could be updated and revised for future redevelopment in this area and should focus on active reuse of the site and retention of the professional office uses. Future considerations for development in this area should remain office and flex space uses.

2022 Subarea Recommendations	
Character Area	Office Park
Future Land Use	Office
Zoning	Planned Unit Development (PUD)

E-9

This 11.43 acre parcel is a commercial/self-storage use off Wilkens Boulevard. The township should consider infrastructure and road improvements/reconfiguration to alleviate current access concerns and issues including a new roundabout proposed at Wilkens Boulevard and Bardes Road.

2022 Subarea Recommendations	
Character Area	Regional Highway Commercial
Future Land Use	General Commercial
Zoning	General Business Planned Unit Development (G-B PUD)

E-10

The following subarea is a 21.88 acre large lot residential property that sits off the northwest corner of Wilkens Boulevard and Fields-Ertel Road. Approximately 5 acres of this site is within floodways and the property will also be impacted by any reconfigurations of Fields-Ertel Road and Wilkens Blvd intersection.

2022 Subarea Recommendations	
Character Area	Neighborhoods
Future Land Use	Mixed Residential
Zoning	Residential Transitional (R-TR)

E-11

The following subarea is a 57.69 acre commercial/retail/hotel site that is located at the heart of the Mason Montgomery Road, Fields Ertel, and I-71 Interchange. This site is a top redevelopment priority and will significantly be impacted by any changes to interchange. Future uses should consist of commercial, retail, and hotels.

2022 Subarea Recommendations	
Character Area	Regional Highway Commercial
Future Land Use	General Commercial
Zoning	NEW! Business Redevelopment District (BRD)

E-12

This 142.18-acre subarea is currently zoned as a Planned Unit Development (Office Warehouse and Light Manufacturing) and contains the Governor's Point Office Park. It is recommended to remain as a mixed-business office park, while focusing on the retention of businesses, and avoiding adaptive reuse for storage or large Assembly Recreation/Institutional uses.

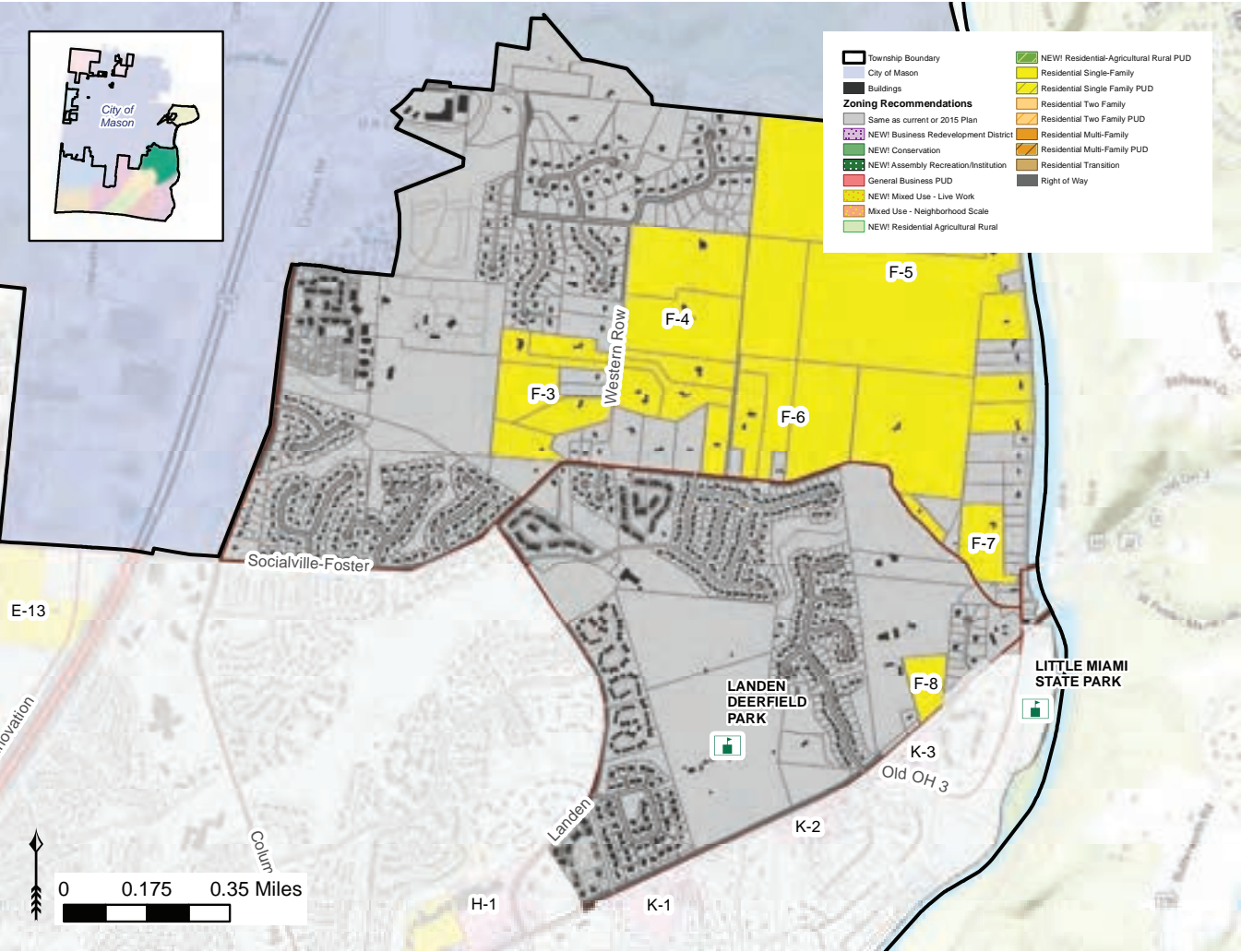
2022 Subarea Recommendations	
Character Area	Office Park
Future Land Use	Office
Zoning	PUD (Office Warehouse & Light Manufacturing)

E-13

This property is a 62.26 acre large lot residential site on the south side of Socialville-Foster Road. Main considerations for this area include the complex traffic and land use mix in this area.

2022 Subarea Recommendations	
Character Area	Neighborhood
Future Land Use	Suburban Single-Family
Zoning	Residential Single-Family (R-SF)

Focus Area F Map



F-3

This 32.04-acre subarea is surrounded by large lot residential land use, at 85 units of Suburban Single-Family expected, based on the buildout of current zoning. This subarea is north of Socialville-Fosters Road and west of Western Row Road. It is recommended to remain Residential Single-Family, with the potential for Residential Rural Agriculture at the owner's request.

2022 Subarea Recommendations	
Character Area	Low Density Rural Neighborhood
Future Land Use	Suburban Single-Family
Zoning	Residential Single-Family (R-SF) NEW! Residential Rural Agriculture (R-RA) at owners request

F-4

This 61.98-acre subarea is surrounded by large lot residential land use, at 164 units of Suburban Single-Family expected, based on the buildout of current zoning. This subarea is north of Socialville-Fosters Road and east of Western Row Road. It is recommended to remain Residential Single-Family, with the potential for Residential Rural Agriculture at the owner's request. For access management, ideally subareas F-4, F-5 and F-6 would be developed with a consolidated road plan.

2022 Subarea Recommendations	
Character Area	Low Density Rural Neighborhood
Future Land Use	Remain as is or Suburban Single-Family
Zoning	Residential Single-Family (R-SF) NEW! Residential Rural Agriculture (R-RA) at request of owner

F-5

This subarea is 228.23 acres, west of Kings Mills Road and north of Socialville-Fosters Road, contains existing Agriculture land uses. At its current zoning designation of Residential Single-Family, the subarea can support 1,207 additional units. There's also the potential for Residential Rural Agriculture at the owner's request. For access management, ideally subareas F-4, F-5 and F-6 would be developed with a consolidated road plan.

2022 Subarea Recommendations	
Character Area	Low Density Rural Neighborhood
Future Land Use	Remain as is or Suburban Single-Family
Zoning	Residential Single-Family (R-SF) NEW! Residential Rural Agriculture (R-RA) at request of owner

F-6

This 42.49-acre subarea is surrounded by large lot residential land use, at 225 units of Suburban Single-Family expected, based on the buildout of current zoning. This subarea is north of Socialville-Fosters Road and east of Western Row Road. It is recommended to remain Residential Single-Family, with the potential for Residential Rural Agriculture at the owner's request. For access management, ideally subareas F-4, F-5 and F-6 would be developed with a consolidated road plan.

2022 Subarea Recommendations	
Character Area	Low Density Rural Neighborhood
Future Land Use	Remain as is or Suburban Single-Family
Zoning	Residential Single-Family (R-SF) NEW! Residential Rural Agriculture (R-RA) at request of owner

F-7

This 9.59-acre subarea is surrounded by large lot residential land use, at 25 units of Suburban Single-Family expected, based on the buildout of current zoning. This subarea is north of Socialville-Fosters Road and west of Kings Mill Road. It is recommended to remain Residential Single-Family, with the potential for Residential Rural Agriculture at the owner's request.

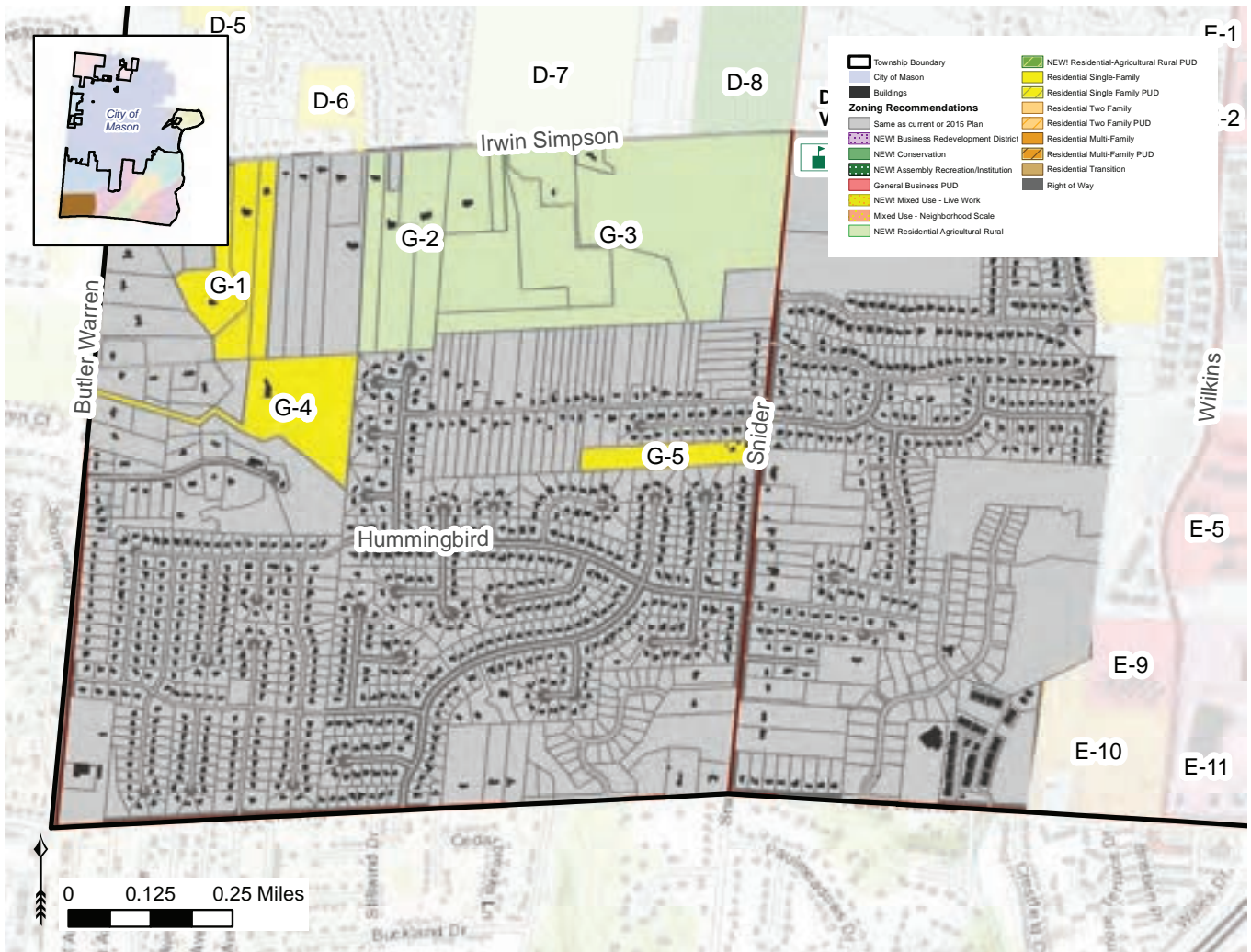
2022 Subarea Recommendations	
Character Area	Low Density Rural Neighborhood
Future Land Use	Remain as is or Suburban Single-Family
Zoning	Residential Single-Family (R-SF) NEW! Residential Rural Agriculture (R-RA) at request of owner

F-8

The following subarea is a 6.03 acre large lot residential parcel on the US 22 corridor.

2022 Subarea Recommendations	
Character Area	Low Density Rural Neighborhood
Future Land Use	Rural Single-Family
Zoning	Residential Single-Family (R-SF)

Focus Area G Map



G-1

This 18.58-acre subarea is surrounded by large lot residential land use, at 49 units of Suburban Single-Family expected, based on the buildout of current zoning. This subarea is south of Irwin-Simpson Road and east of Butler Warren Road. It is recommended to remain Residential Single-Family. Parcels to the east of the subarea have been consolidated and a subdivision request is in process.

2022 Subarea Recommendations	
Character Area	Neighborhoods
Future Land Use	Suburban Single-Family
Zoning	Residential Single-Family (R-SF)

G-2

The following subarea is an existing 30.44 acre agricultural parcel on the south side of Irwin-Simpson Road. Additional considerations for this property include parcels to the west which have been consolidated and a subdivision request that is in process for single-family on 14,000 square foot lots.

2022 Subarea Recommendations	
Character Area	Low Density Rural Neighborhood
Future Land Use	Agriculture
Zoning	Residential Single-Family (R-SF) NEW! Residential Rural Agriculture (R-RA) at owner's request

G-3

The following subarea is an existing 83 acre agricultural property on the south side of Irwin-Simpson Road, adjacent to subarea G-2 (to the east).

2022 Subarea Recommendations	
Character Area	Low Density Rural Neighborhood
Future Land Use	Agriculture
Zoning	Residential Single-Family (R-SF) NEW! Residential Rural Agriculture (R-RA) at owner's request

G-4

This 17.38-acre subarea is surrounded by large lot residential land use, at 46 units of Suburban Single-Family expected, based on the buildout of current zoning. This subarea is south of Irwin-Simpson Road and east of Butler Warren Road. It is recommended to remain Residential Single-Family. Parcels to the north of the subarea have been consolidated and a subdivision request is in process.

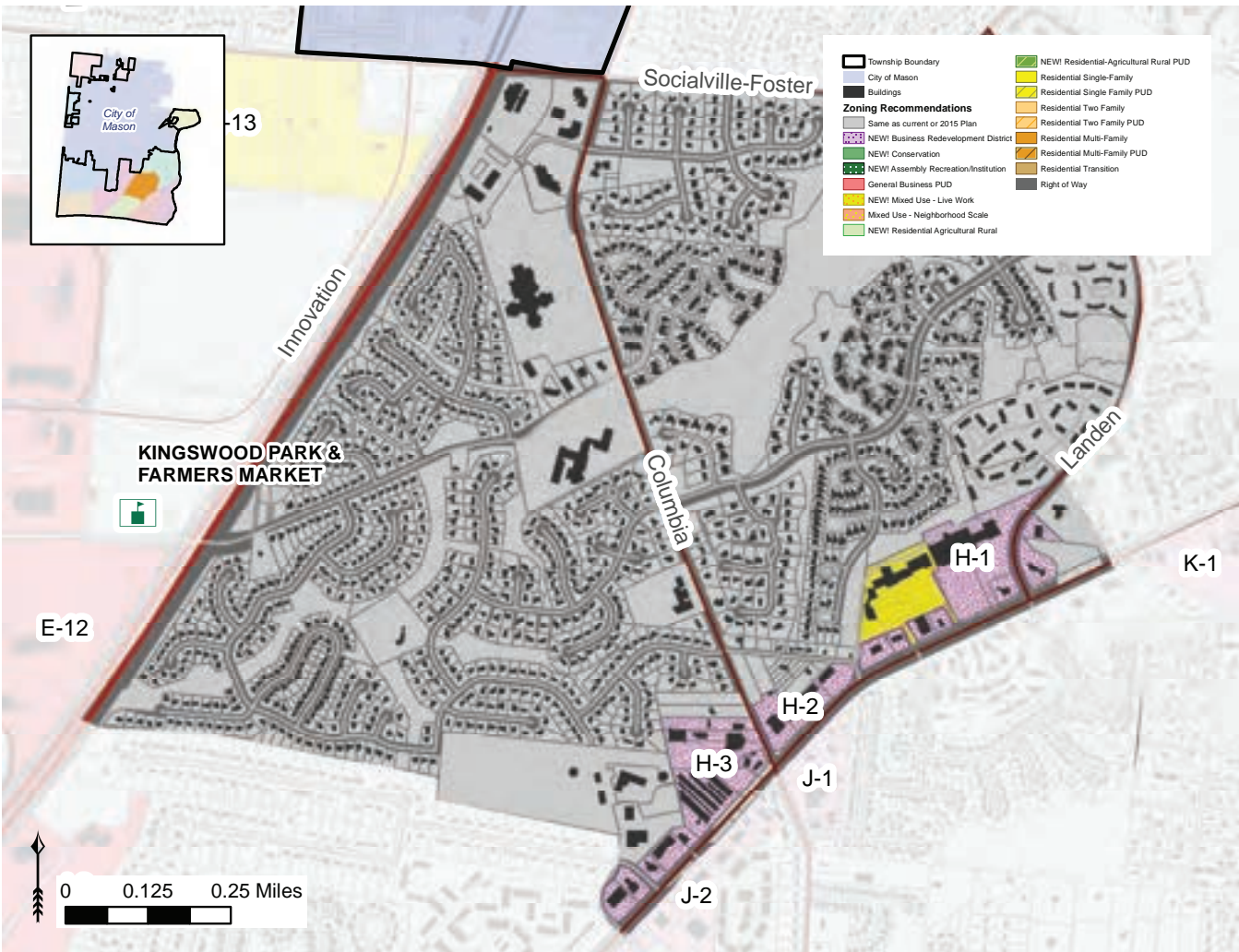
2022 Subarea Recommendations	
Character Area	Neighborhoods
Future Land Use	Suburban Single-Family
Zoning	Residential Single-Family (R-SF)

G-5

This 6.67-acre subarea is surrounded by large lot residential land use, at 18 units of Suburban Single-Family expected, based on the buildout of current zoning. This subarea is west of Snider Road. It is recommended to remain Residential Single-Family. Parcels to the north of the subarea have been consolidated and a subdivision request is in process.

2022 Subarea Recommendations	
Character Area	Neighborhoods
Future Land Use	Suburban Single-Family
Zoning	Residential Single-Family (R-SF)

Focus Area H



H-1

This 25.30-acre subarea is currently zoned as a General Business Planned Unit Development area and contains commercial businesses and vacant storefronts. This subarea has been identified as a top priority redevelopment and reinvestment, additional commercial opportunities, and mixed-use development, such as town-homes and/or live-work spaces. It's been recommended to be zoned as a Business Redevelopment District or an amended PUD with corridor overlay.

2022 Subarea Recommendations	
Character Area	Neighborhood Mixed-Use
Future Land Use	Mixed-Use
Zoning	Business Redevelopment District (B-RD) Amend Planned Unit Development (PUD) and Corridor Overlay

H-2

This 5.12-acre subarea is currently zoned as a Neighborhood Business Planned Unit Development area and contains commercial businesses. This subarea has been identified as a top priority for considering a redevelopment plan and special new zoning to reconfigure and improve accessibility and uses. It's been recommended to be zoned as a Business Redevelopment District or an amended PUD with corridor overlay.

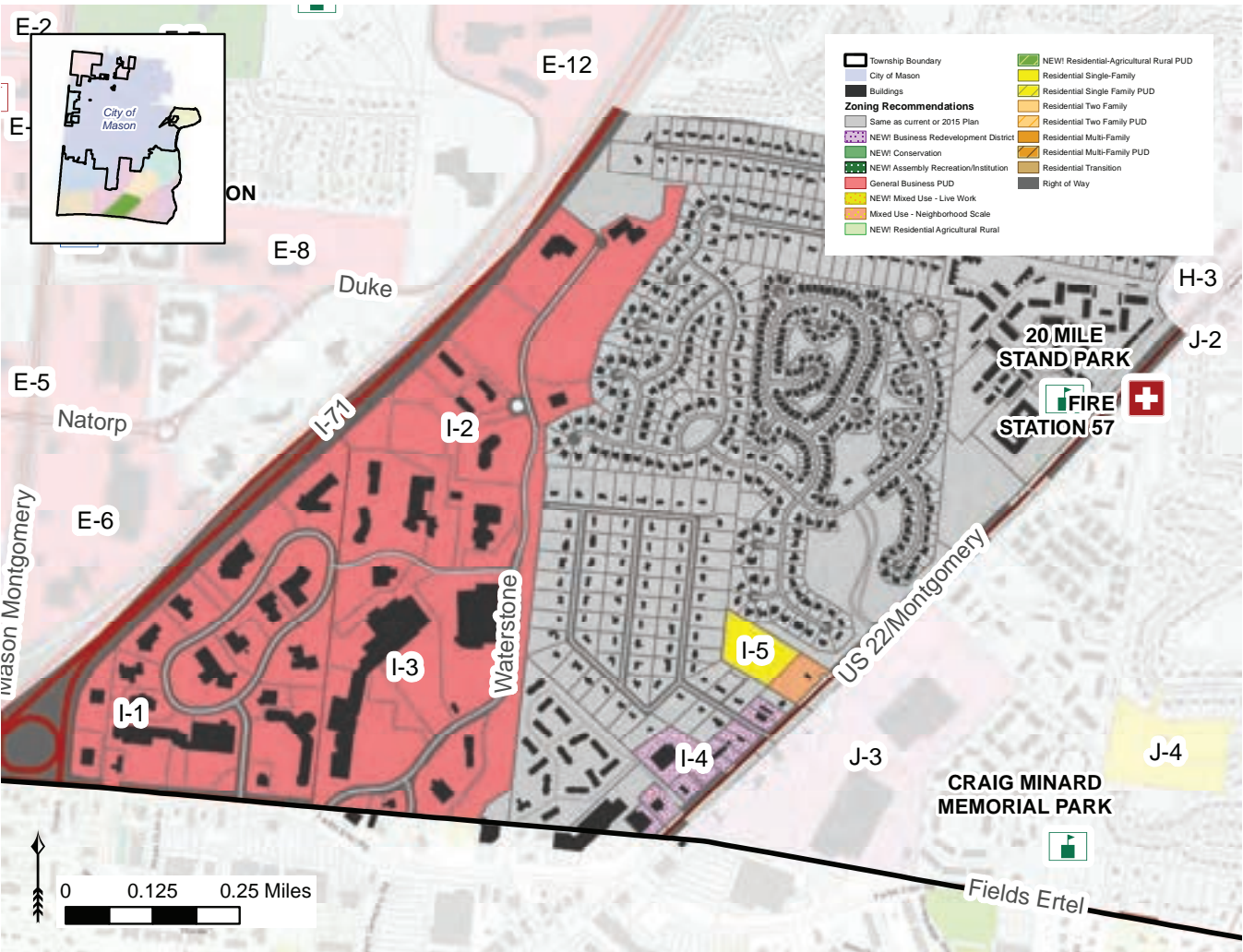
2022 Subarea Recommendations	
Character Area	Neighborhood Mixed-Use
Future Land Use	Neighborhood Commercial
Zoning	Business Redevelopment District (B-RD) Amend Planned Unit Development (PUD) and Corridor Overlay

H-3

This 17.26-acre subarea is currently zoned as a General Business, Neighborhood Business Planned Unit Development and Residential Multi-Family Planned Unit Development area and contains freestanding commercial businesses. This subarea has been identified as a top priority for considering a redevelopment plan and special new zoning to reconfigure and improve accessibility and uses. It's been recommended to be zoned as a Business Redevelopment District or an amended PUD with corridor overlay.

2022 Subarea Recommendations	
Character Area	Neighborhood Mixed-Use
Future Land Use	Neighborhood Commercial
Zoning	Business Redevelopment District (B-RD) Amend Planned Unit Development (PUD) and Corridor Overlay

Focus Area I Map



I-1

This 70.35-acre subarea exists as a General Business and Business Redevelopment-zoned area east of I-71 and north of Fields Ertel Road. It is recommended to retain the existing businesses and foster infill development and reuse, while encouraging additional retail, hospitality, or other high-level employment uses.

2022 Subarea Recommendations	
Character Area	Regional Highway Commercial
Future Land Use	General Commercial
Zoning	General Business (G-B) & Business Redevelopment (B-RD)

I-2

This 74.37-acre subarea exists as a General Business Planned Unit Development area east of I-71 and north of Fields Ertel Road. It is recommended to retain the existing businesses and foster infill development and reuse, while encouraging additional retail, hospitality, or other high-level employment uses.

2022 Subarea Recommendations	
Character Area	Regional Highway Commercial
Future Land Use	General Commercial
Zoning	PUD (General Business)

I-3

This 62.24-acre subarea exists as a General Business Planned Unit Development area east of I-71 and north of Fields Ertel Road. It is recommended to encourage redevelopment and reuse within the subarea, promote mixed-use or flex spaces, focus on facade improvements, and avoid low-return uses like storage, warehousing, or institutional uses.

2022 Subarea Recommendations	
Character Area	Regional Highway Commercial
Future Land Use	General Commercial
Zoning	General Business Planned Unit Development (G-B PUD)

I-4

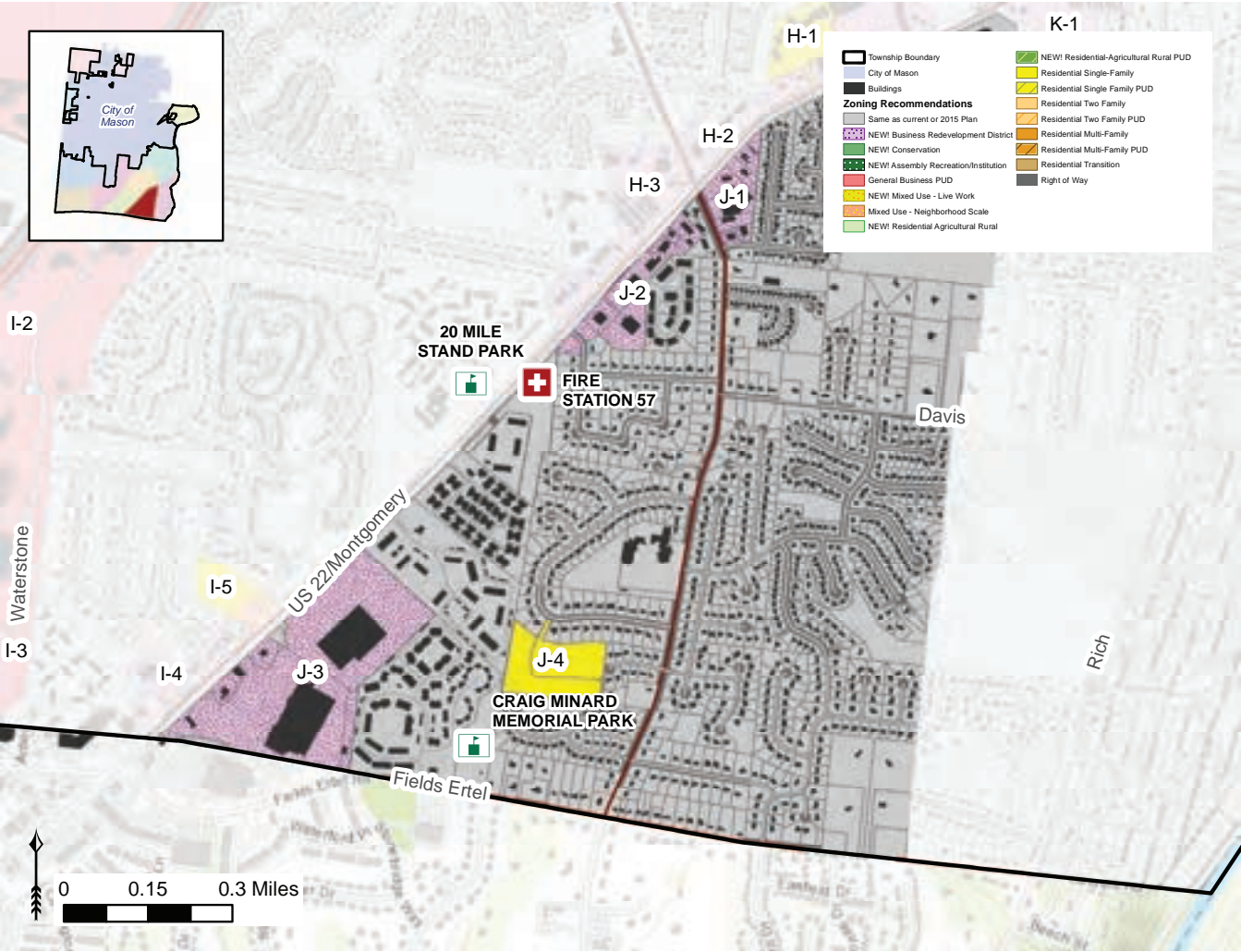
This 10.15-acre subarea exists as a Business Redevelopment area west of US 22/Montgomery Road and north of Fields Ertel Road. It is recommended to encourage redevelopment and should be a top priority for access management and transitional uses.

2022 Subarea Recommendations	
Character Area	Neighborhood Mixed-Use
Future Land Use	Mixed-Use
Zoning	Remain as is with Business Redevelopment District (B-RD) amendments

The following 6.49 acre subarea site on the northwest side of US-22/Montgomery Road, north of Fields-Ertel Road exists as single-family residential. It is a transitional property with direct connection to US 22 and adjacent to existing homes. Access management buffering and use transitions (single-family only to rear of site) will be essential and important in site development. Future development in this area should include small scale commercial and town-house residential or live work units.

2022 Subarea Recommendations	
Character Area	Neighborhood Scale Mixed-Use
Future Land Use	Mixed-Use
Zoning	Residential Single-Family (R-SF)
	Neighborhood Business Planned Unit Development (N-B PUD)

Focus Area J Map



J-1

This 7.77-acre subarea exists as General Business and General Business Planned Unit Development area east of US 22/Montgomery Road and north of Columbia Road. It is recommended that this area be considered a top priority for redevelopment and consideration of special new zoning to reconfigure and improve accessibility and uses.

2022 Subarea Recommendations	
Character Area	Neighborhood Mixed-Use
Future Land Use	Neighborhood Commercial
Zoning	Business Redevelopment District (B-RD)
	Amend Planned Unit Development (PUD) and Corridor Overlay

J-2

This 12.04-acre subarea exists as General Business and General Business Planned Unit Development area east of US 22/Montgomery Road and west of Columbia Road. It is recommended that this area be considered a top priority for redevelopment and consideration of special new zoning to reconfigure and improve accessibility and uses.

2022 Subarea Recommendations	
Character Area	Neighborhood Mixed-Use
Future Land Use	Neighborhood Commercial
Zoning	Business Redevelopment District (B-RD) Amend Planned Unit Development (PUD) and Corridor Overlay

J-3

The following subarea consists of 51.1 acres existing commercial property sitting on the south east side of US- 22/Montgomery Road. The current zoning is this area is General Business and Business Redevelopment (Subarea C).Uses in this area should remain commercial, retail, and service uses.

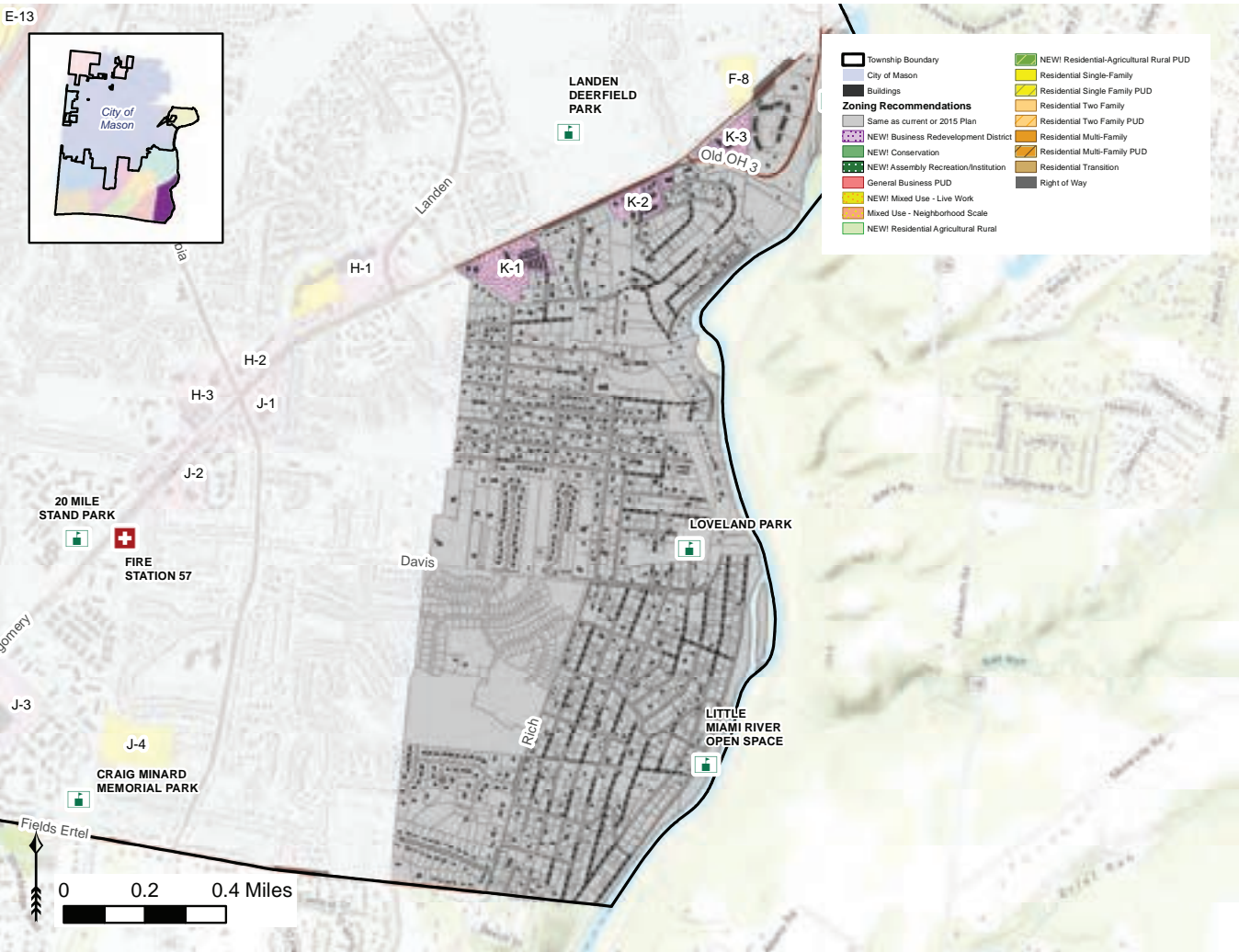
2022 Subarea Recommendations	
Character Area	Regional Highway Commercial
Future Land Use	General Commercial
Zoning	NEW! Business Redevelopment District (B-RD)

J-4

This 12.21-acre subarea is surrounded by large lot residential land use, at 32 units of Suburban Single-Family expected, based on the buildout of current zoning. This subarea is north of Fields Ertel Road and west of Columbia Road. It is recommended to remain Residential Single-Family.

2022 Subarea Recommendations	
Character Area	Neighborhood
Future Land Use	Suburban Single-Family
Zoning	Residential Single-Family (R-SF)

Focus Area K Map



K-1

The following subarea consists of existing commercial properties that have an acreage of 12.87 acres on the south side of US-22/Montgomery Road. The General Business zoned properties are low priority for CIC acquisition and redevelopment. Consideration of a redevelopment plan and special new zoning to reconfigure and improve accessibility and uses on this site. Future development in this area should include small scale commercial and office uses.

2022 Subarea Recommendations	
Character Area	Neighborhood Scale Mixed-Use
Future Land Use	Neighborhood Commercial
Zoning	NEW! Business Redevelopment District (B-RD) Planned Unit Development (PUD) with Corridor Overlay

K-2

This subarea is a 6.20 acre commercial property on the US 22 corridor and is a low-priority for CIC acquisition and redevelopment. Future development in this area should consist of small scale mixed- uses.

2022 Subarea Recommendations	
Character Area	Neighborhood Mixed-Use
Future Land Use	Mixed-Use
Zoning	NEW! Business Redevelopment District (B-RD)

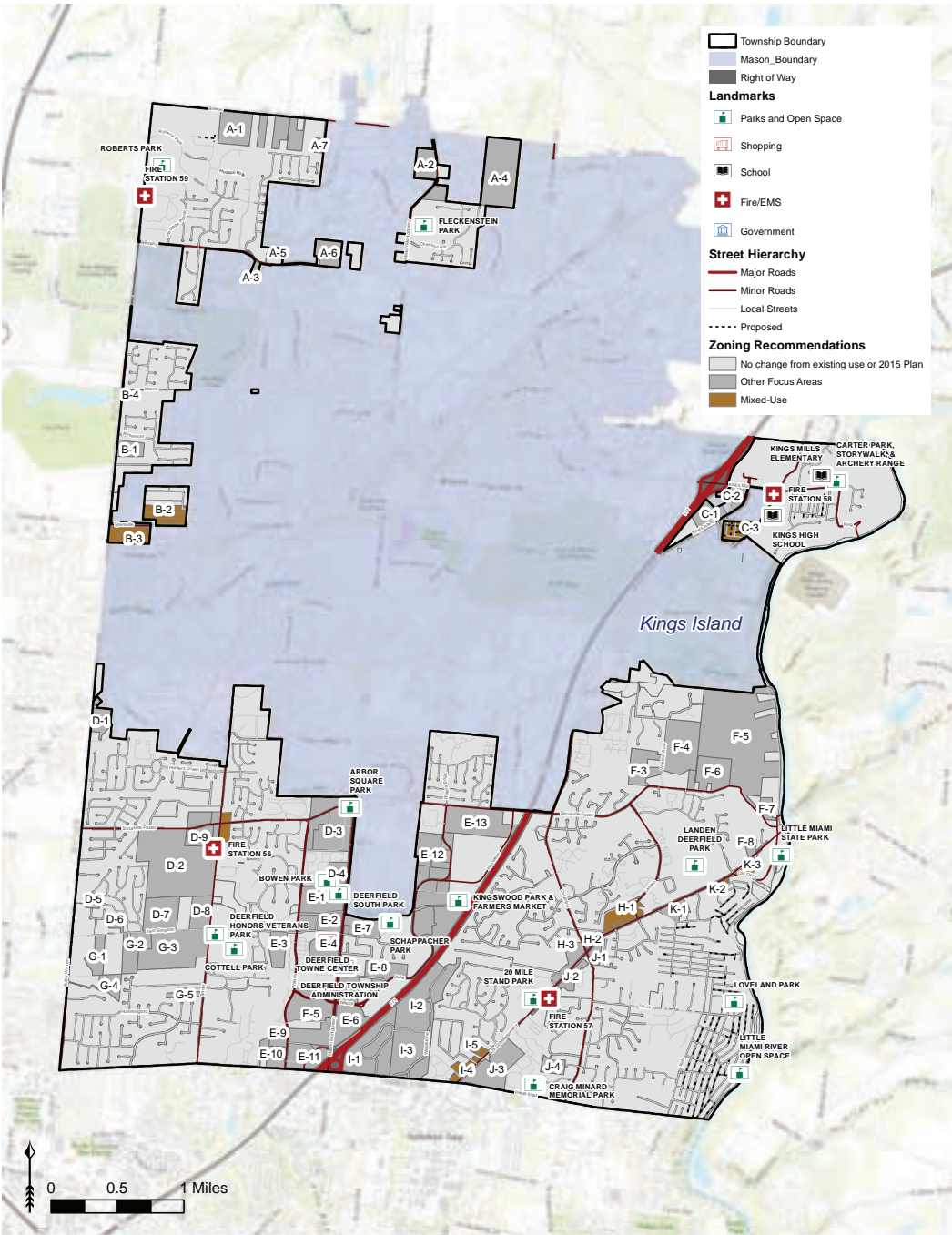
K-3

This subarea is a 6.07 acre commercial property on the intersection of US 22 and Old OH 3. It is a low- priority property for CIC acquisition and redevelopment. Future development in this area should consist of small scale mixed-uses.

2022 Subarea Recommendations	
Character Area	Neighborhood Mixed-Use
Future Land Use	Mixed-Use
Zoning	NEW! Business Redevelopment District (B-RD)

Mixed-Use Areas

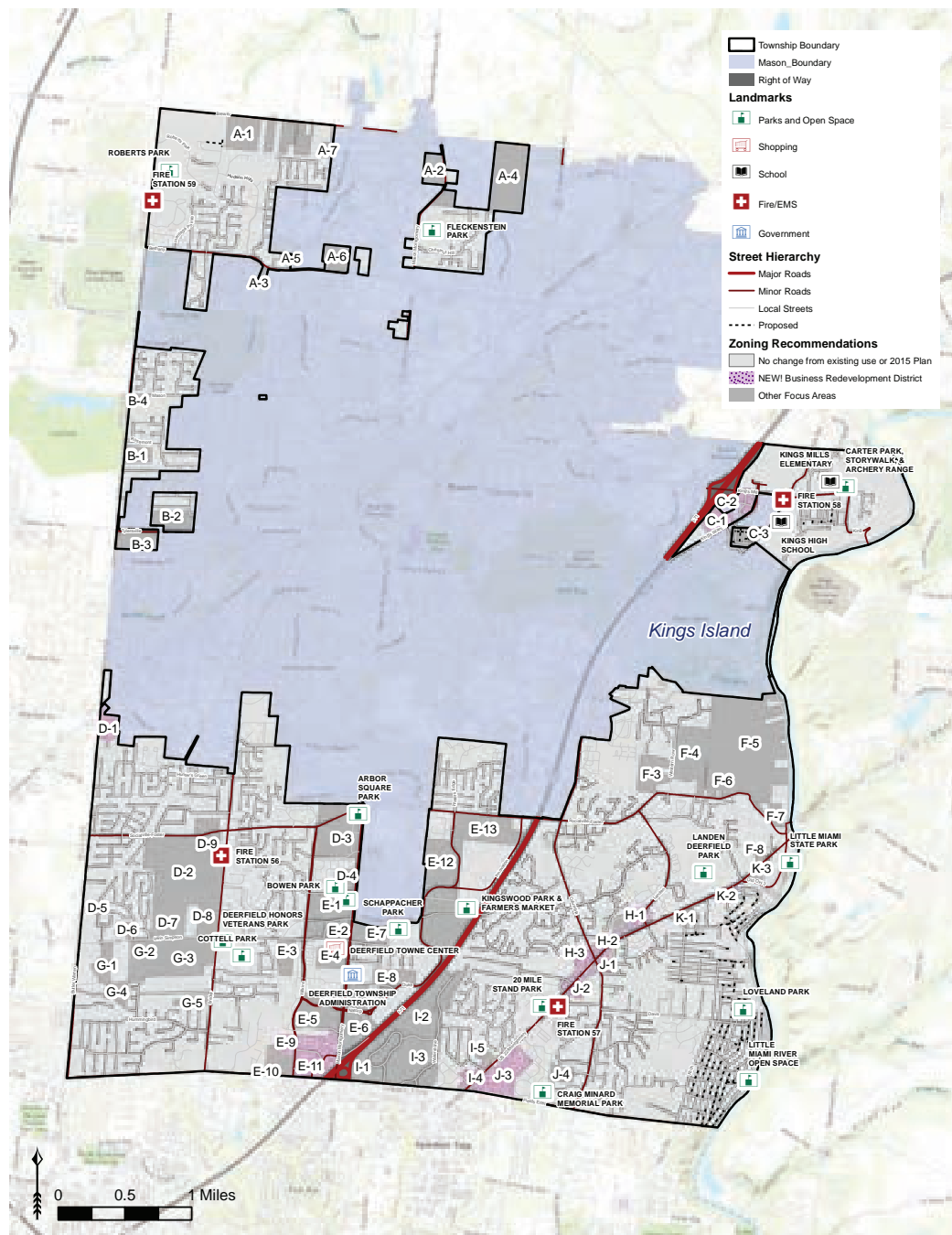
These are areas within the planning focus areas with a diverse mix of uses including residential, commercial, and institutional uses. They may display aspects of disinvestment and obsolete buildings or uses, or they may need significant redevelopment efforts. The future character of these areas will likely include intensification and a continued mix of uses.



Mixed Use Areas Map

Business Redevelopment District Areas

These are the township's prime locations for industrial and employment-supporting development. They are primarily commercial areas and offer the best locations to intensify and redevelop the township's economic base. Strategies for these areas will include efforts for infrastructure improvements, removal of obsolete and vacant structures, and intensification of development with proper buffering from nearby residential neighborhoods.



Business Redevelopment District Areas Map

Parks & Recreation

Deerfield Township has an extensive and well established parks and recreational system that is highly valued and utilized by the community. To support the township's efforts in the management of this highly desired and treasured community resource, Deerfield Township initiated its first the Parks Master Plan in 2002 with its most recent update having been completed in 2019. The purpose of creating a separate plan was to focus on the community's vision for the parks and recreational system and guide the township in matters related to the development and programming of the township's parks, facilities, trails, and open spaces. The Parks Master Plan sets forth a clear set of goals, planning policies, and objectives, and concludes with a set of actionable items the township can implement to achieve the vision and goals set forth

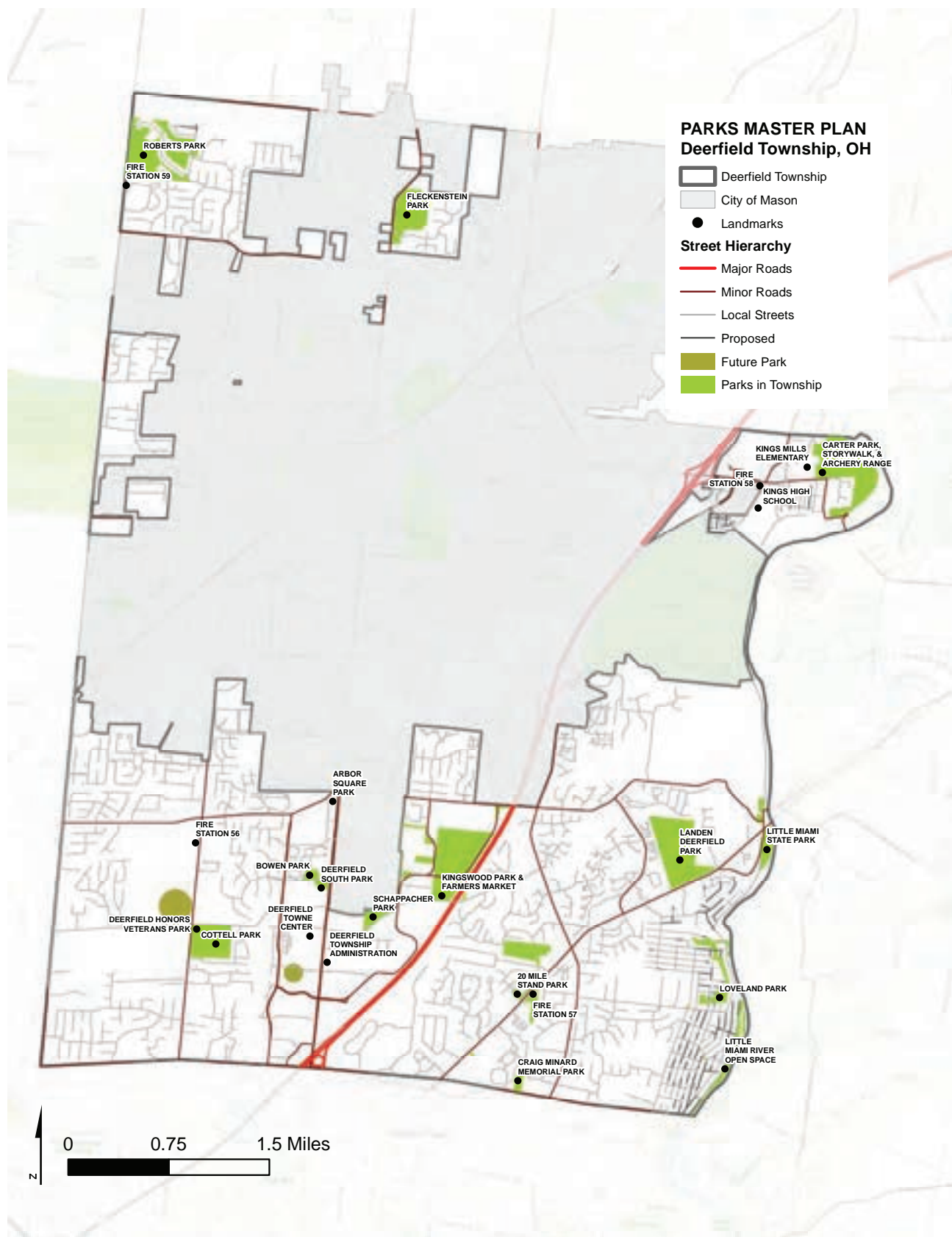


Figure 46: Master Park Plan, updated 2021

Natural Resources

Open Space

In addition to the park system maintained by the township, the township owns several properties which are designated as open spaces. The primary function of these landholdings is the preservation of open space and woodlands as a community amenity. Most of these areas have limited accessibility and have restricted development potential. Examples include the Foster's Crossing properties located along the Little Miami River north of US-22, the Loveland Park green space, and the land located behind the salt barn on US-22 just south of Columbia Road. These areas provide an amenity which influences the quality of life for residents; therefore, the township has maintained them as publicly owned land. This plan recommends a network of green or open spaces that should be provided by a combined public/private effort. The Green Network Map illustrates the distribution of existing parks and public and private open spaces. The map also shows locations where open space preservation is of high importance on the Community Agenda. The key function of the preservation of open spaces is in the quality of life enhanced by the semi-rural appearance maintained with an adequate open space system and the natural processes such as stormwater absorption improved by naturalized open areas. The following recommendations provide guidance on important features of open space and the criteria on which the township will purchase or accept new open spaces.

Strategies

The Green Network Map shows parks and public and private open spaces and locations where future protection of open spaces has been identified as important. The numbered locations include privately owned land that is located within one of the residential character areas (Neighborhoods, Low-Density Rural Neighborhood, or Medium-Density Rural Neighborhood) and may be developed residentially at some point in the future. The following lists the priority for open space preservation in each of the seven areas.

1. Open space in this location should be focused on stream corridors and the frontage along Butler- Warren Road and Brewer Road to preserve the appearance of open space from the roadways. Walking trails and connections to the Roberts' property and adjacent neighborhoods are also important.
2. As in Area 1, the stream corridor and general semi-rural character are the important open spaces to be protected in this area.
3. This area contains steep slopes, wooded areas, North American Indian mounds, and general semi-rural character visible from the roads and along the Little Miami River. Open space preservation in this area should focus on locations where these features are present.
4. Currently part of commercial plant nursery operations, this site has several water features that are potential candidates for open space if redeveloped.
5. Stream corridors and the frontage along Irwin-Simpson Road should be maintained as open space with a combination of formal open spaces and naturalized areas.

6. The Polk Run Creek corridor and the existing trees along Fields-Ertel Road are the features of most importance for open space in this location.
7. A currently fallow meadow, the open rural qualities of this location should be considered with provision of open spaces located at the corner of Rich and Davis Roads and along the frontage of the site.

Deerfield will consider the following strategies to ensure open space is protected and provided through the private development process.

- Land use and zoning regulations that allow for flexible lot sizes to be offset by the provision of permanently protected open spaces.
- Encourage the use of Warren County subdivision regulations that allow for conservation or cluster subdivisions which protect open spaces and natural resources.
- Discourage the creation of slivers of land deemed open space that have no access easements and will be difficult or impossible to maintain.
- Require adequate restrictions for ongoing maintenance and management of private open spaces by Homeowners Associations (HOAs) with provisions for enforcement should the HOA fail to uphold their responsibilities.
- Streams and river corridors may be protected by implementing a riparian corridor preservation plan.

Although the township should be the steward for quality of life, the provision of open space had a moderate priority in the Community Agenda. Deerfield will use the following criteria to consider the feasibility of purchasing or accepting land to permanently protect open space.

- Track township owned open spaces through the township's Geographic Information System (GIS) to maintain a current inventory of the green space network.
- Pursue the acquisition of open spaces or easements in open spaces where path connections can be made per the Master Plan of Paths.
- Only acquire open spaces that meet a minimum of two of the following criteria:
 - » Contain a minimum contiguous area of 0.5 acre, unless contiguous to existing township owned land.
 - » Provide a link or connection between two other existing or proposed open or green spaces.
 - » Accessible from public right-of-way or other township owned land.
 - » Contain a feature of historical, environmental, or cultural importance that can be protected in no other way.
- Consider township acceptance of any open spaces that meet the criteria for parks listed above.

As with park acquisition, open space acquisition should be of moderate priority with open space acquisition opportunities evaluated on a case-by-case basis. However, when open space and path connections can be accomplished through the same acquisitions, the priority will be higher because of the importance of the pedestrian and trail network.

Sustainability

In addition to creating standards to improve the aesthetics of development, the township should address elements within the Zoning Resolution which may hinder sustainable development practices. Additionally, land use regulations can be amended to address more sustainable land development, encourage LEED Certified Neighborhood Development, promote walkability, and allow for local food production and sales.

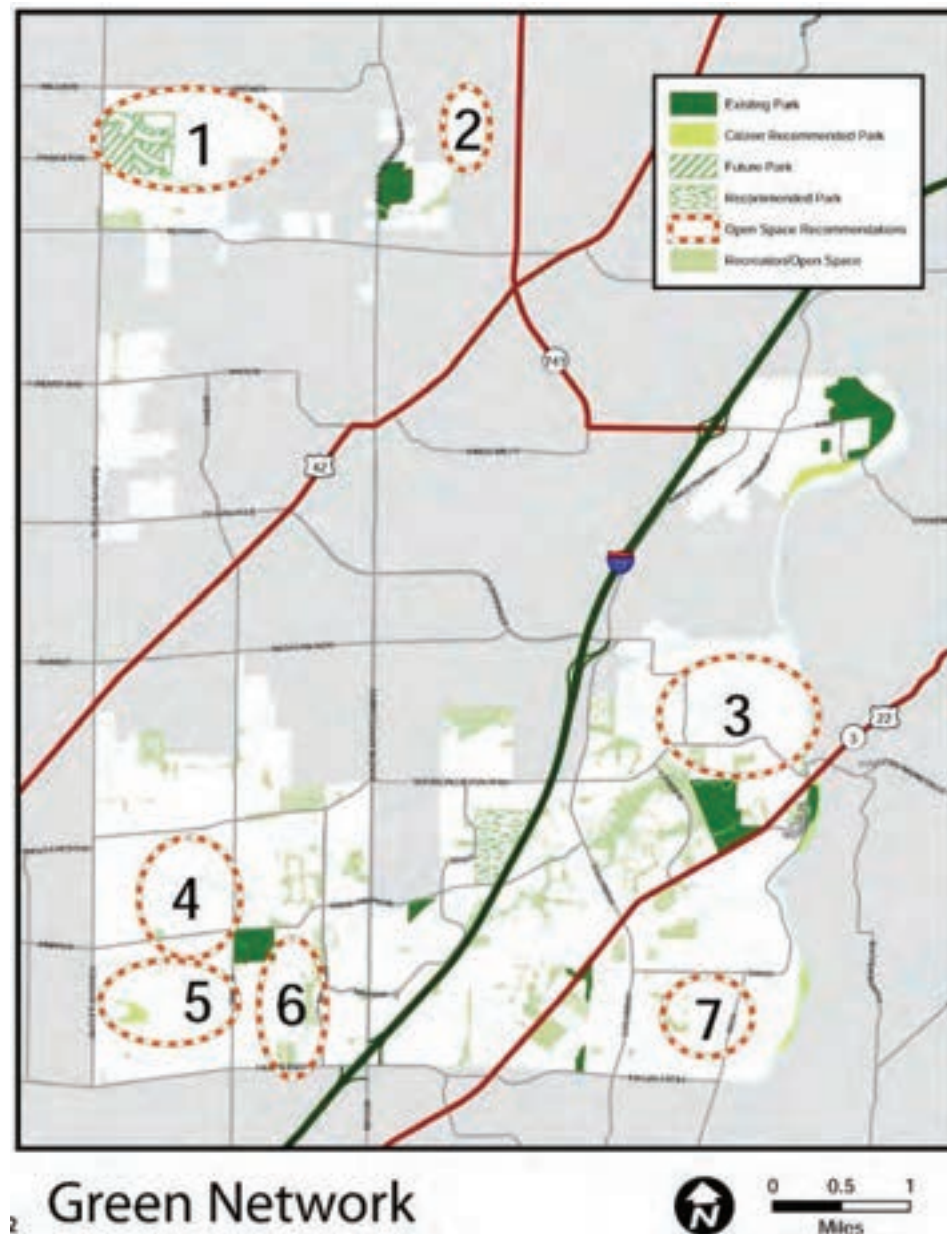


Figure 47: Green Network Map (pulled from 2015 plan)

Mobility and Connectivity

Traffic congestion, ease of movement and commuting to and from Deerfield Township are all very high level concerns of the residents. Traffic congestion can have a negative impact on the quality of life within the township. While there is little the township can do alone, collaboration with local, regional and state partners can help to mitigate congestion within the township and the region. A recent effort put forth in the region to alleviate the high levels of congestion and clogging is the Southwest Warren County Transportation Study, conducted in cooperation with the OKI Regional Council of Governments and adopted in 2005. This study analyzed and made recommendations for the area, some of which have been accomplished or are underway. Despite the accomplishments to date, current and future transportation impacts are still a concern for many.

In terms of the area's transportation network, the township relies on the Warren County Official Thoroughfare Plan as the regulating plan for new roads and roadway improvements. The thoroughfare plan is the long-term vision for the county's road network and is designed to provide guidance on the county's existing and future transportation needs. The current thoroughfare plan was last updated in 2011. Warren County adopted its most recent update to the plan in August of 2019.

Since the 2008 Comprehensive Plan, multiple transportation projects have been completed within the township and more projects are currently underway or are planned for future completion. Additional projects may be listed in the Warren County Official Thoroughfare Plan and information on all of these projects is available from Warren County.

Current/Potential Future Projects

- I-71 Southbound entrance ramp off of Mason-Montgomery
- Columbia Road Intersection roundabout at Davis Road
- Columbia Road widening between 22/3 and Fields Ertel
- Roundabout project at Wilkens / Bardes / Escort
 - This project will include Complete Street modes in the form of Fixed Transit Route, Pedestrian Facility, and Traffic Calming.
- Kings Mills Hamlet Infrastructure Improvement Project
- King Avenue Bridge Replacement Project
- Fields Ertel Widening Project (Between Mason-Montg. And Snider)
- Davis and Rich Roads safety improvements and possible widening
- Parkway Drive extension and infrastructure project
- Irwin-Simpson Pathway Project, between east side of I-71 and Mason-Montgomery



Figure 48: Site plan concept for roundabout reconfigurations at Wilkens Boulevard, Bardes Road and Escort Drive

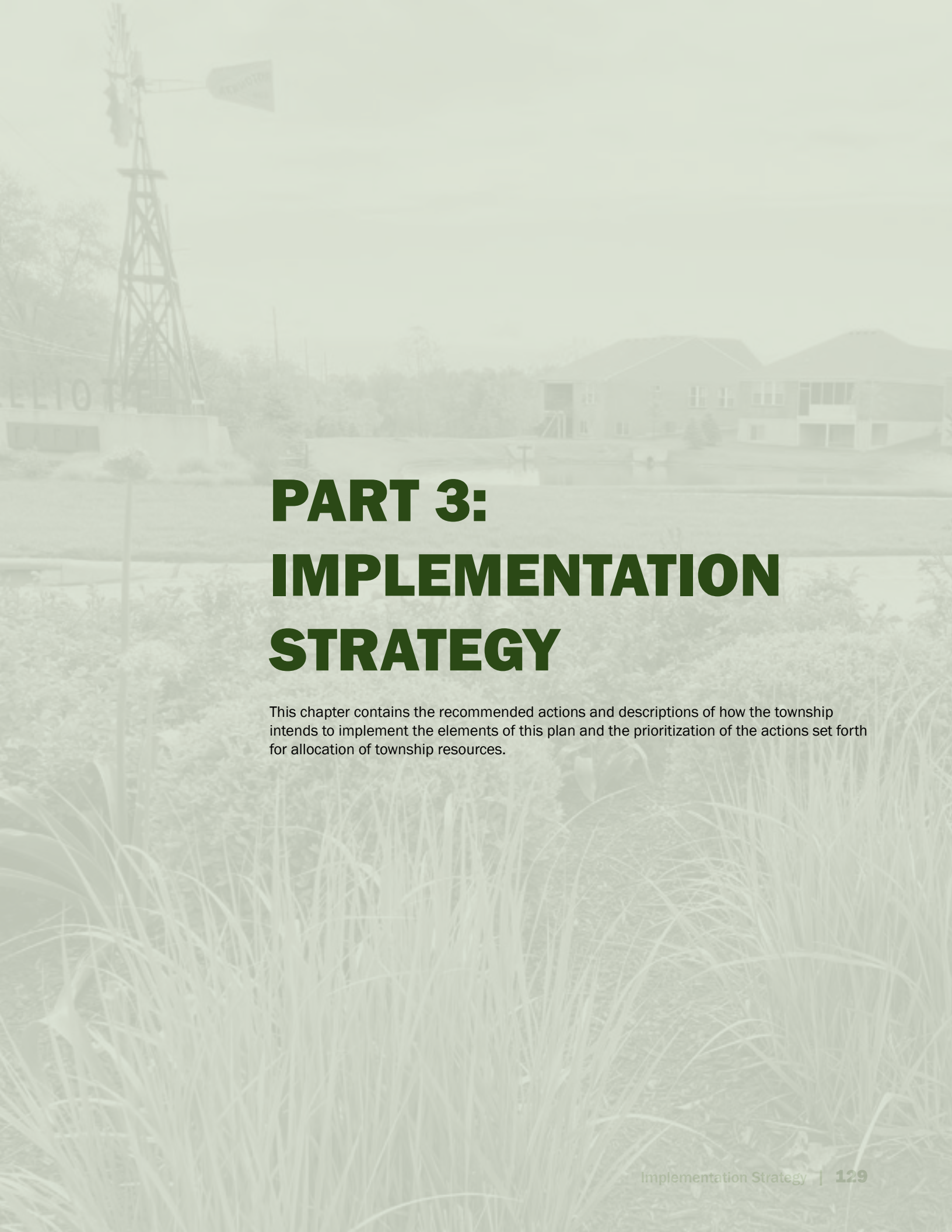
Cost Effective Mass Transit and Alternative Modes of Travel

The township recognizes the importance of encouraging cost-effective mass transportation and alternative modes of transportation such as bike and pedestrian access to reduce the dependency on automobiles. The proportion of mixed-use development in this plan establishes a direction for the township that is conducive to walking, biking, and mass transportation options. Deerfield remains committed to supporting cost-effective and practical mass transit to areas with population density and employment areas, as well as supporting park and ride facilities in key locations in the township.

System of Trails and Paths

The identification, acquisition, and construction of trails and paths that link neighborhoods to recreation, public, and commercial uses remain a high priority for every development and redevelopment project evaluated by the township. The priority for resource use is on connecting existing links in the system.



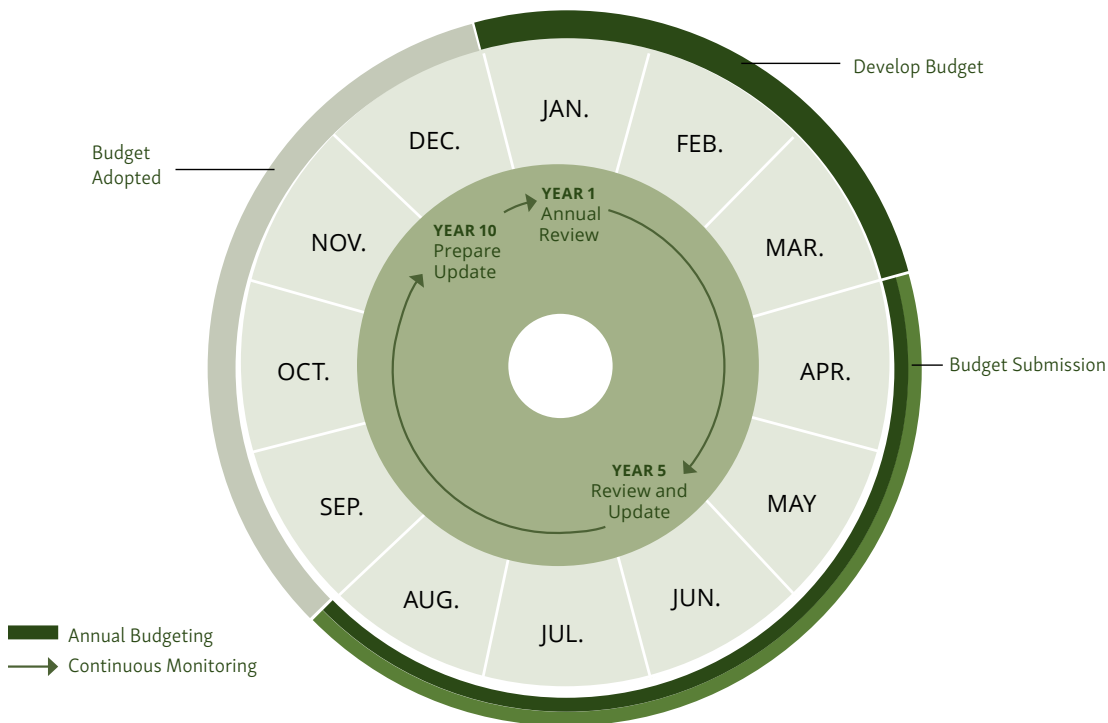


PART 3: IMPLEMENTATION STRATEGY

This chapter contains the recommended actions and descriptions of how the township intends to implement the elements of this plan and the prioritization of the actions set forth for allocation of township resources.

Plan Maintenance

Once adopted, the plan serves as the official guide and the official policy of the township for redevelopment, economic development, and provision of public infrastructure and community services. Because of its long-term visionary purpose, the goals, policies, and priorities may change as they are achieved, or trends may change beyond what is anticipated during the planning process. The township should consistently monitor the recommendations of this plan as items are completed or deemed no longer suitable for the vision of the community.



Annual Review

The recommendations of this plan create an effective checklist for each of the items recommended. Each year, township staff, administration, and officials should meet to determine which recommendations to work on over the upcoming year. At the same time, the township should look back over the previous year and evaluate what the community accomplished and where there is a need for improvement or focus. An annual review allows for flexibility in determining the tasks the township will undertake based on budgetary constraints or changing community priority and input. This annual review would be well timed with the annual budgeting cycle to coordinate capital improvements and other programs with the goals of the plan.

Five-Year Review and Update

Major changes can occur in a very short time, including changes in infrastructure funding availability, the transportation system, development methods, and even changes in township officials, state law, or other regulations that can have a significant impact on the recommendations and relevance of this plan. For this reason, the township should review data trends and applicable laws to determine if an update to the plan is warranted.

Ten-Year Update

Over the next decade, the township should continue to work toward the overall vision and goals of the plan. If it does so, many of the specific recommendations will have been accomplished in time for a ten-year update. For this reason, Deerfield Township should go through an extensive comprehensive planning process, like the one that led to this plan and its predecessors, every ten years.

Implementation Work Plan

The plan recommendations imply the township either continue or shift efforts in the everyday administration of township policies or suggest creation of programs and ongoing activities to achieve the goals of this plan. This initial work plan lays out overarching actions administration and staff can take depending on resources. The timeframe and responsible party are listed with each action and are described as follows.

Timeframe

On going

Continuous tasks that are likely already underway. They are customary practices that are typically administrative in nature. There is no set start or completion date.

Short-Term (high-priority) “catalytic efforts”

Tasks that should be started as soon as possible and take less than two years to complete. The completion of these tasks may be necessary before beginning some of the mid-or long-term tasks. These projects should begin and be completed within six to twenty-four months from the adoption of this plan.

Mid-Term (moderate-priority)

Tasks that are of a medium priority are somewhat complex and may require completion of other tasks before commencement. These projects should begin within two to five years from the adoption of the plan. They may have a completion date of six months to five years from commencement.

Long-Term (lower-priority or follow up actions)

Tasks that are of a medium to low priority because conditions may change, making these tasks less relevant over time. These projects are usually sought to be accomplished five or more years after adoption of the plan and will likely be reassessed in either the five-year update or the ten-year update of the comprehensive plan.

Implementation Actions

The implementation actions are detailed below under the following headings:

- » Regulations and Service Provision
- » Coordination Efforts
- » System of Trails and Paths
- » Township Identity Marketing
- » Planning Focus Areas

Administrative/Organizational

Administrative or organizational policies, practices, and actions that are used to implement regulations, initiatives, or other actions or tools. This is the upper level approach to assigning both human and hard resources to executing the vision of the township and plan. These changes can often be addressed within current staffing or resources through modification in daily actions, making them potentially low or no-cost actions for implementation. Examples of Administrative/Organizational Tools: Formalized interdepartmental collaboration, establishment of housing and community development functions within planning; public relations protocol; etc.

- » Service Provision-Ongoing: Continue providing exceptional levels of services to township residents and businesses
- » Ensure service delivery is being provided in the most efficient and financially sustainable manner.

Regulatory/Guidelines

Adopted standards or guidelines that are either formally enforced through police power as a law, or may provide guidance for practices and actions that are not as enforceable as law but still represent official positions of the township. Examples of Regulatory/Guideline Tools include Zoning Resolution, Stormwater Management Ordinance, etc.

- » Update Zoning Resolution-Short-term: Review and update to ensure compatibility with the recommendations of this updated plan
 - Review and revise conservation and park residential standards.
 - Draft Low-Density Rural Residential district standards
 - Use PUD and B-RD process to manage development and redevelopment
- » Establish a highway overlay district with specific zoning regulations to eliminate the need for variance requests on highway properties Plans, Studies, and Strategies - *Short-term*

Plans, Studies, and Strategies

Plans, Studies, and Strategies denotes a policy document that is created with a specific purpose to lay out a course of action that would entail the use of other types of tools or actions. Most Initiatives or Capital Improvements would use a Plan/Study/Strategy to execute their mission. Recommendations in the Plans/Studies/Strategies will provide a process for improvement and suggested changes to implement. Examples of Plan/Study/Strategy include: A Corridor Redevelopment Plan; The Parks and Recreation Master Plan; an Economic Development Strategic Plan, etc.

- » Update the Economic Development Strategic Action Plan: Review and update to ensure compatibility with the recommendations of this updated plan - *Short-term*
- » Prepare redevelopment plans including identifying financing and development partners for targeted sites - *Mid-term/Long-term*
- » Collaborate on preparations of an adequate public facilities manual-take leadership role if necessary, especially to collaborate with the schools - *Mid-term/Long-term*

Initiative/Program

An activity or event that is designed to have a tangible set of results and may involve a spectrum of tools or mechanisms to achieve those results. Initiatives or Programs may be longstanding, and the mission or vision of these efforts may evolve over time. These tools are multi-faceted and complex. Often an Initiative or Program can implement many of the objectives and recommendations of the plan. Examples of Initiative/Program Tools include Property Maintenance Programs, Civic Art Programs, Recreational Programs and Offerings, Conservation Programs, etc.

- » Continue efforts to build and use the Community Improvement Corporation to promote redevelopment and reinvestment - *On-going*
- » Consider evaluating a formal Property Maintenance

Program - *Mid-Term*

Partnership/Collaborations

Partnership/Collaborations are actions or tools that combine resources and efforts across departments, agencies, and jurisdictions to make the most of limited resources. These are critical in decision making and in capital projects or programs that impact the township across specialties or systems. Examples of Partnership/Collaboration efforts include collaboration with Warren County Engineer and ODOT on transportation improvements and stormwater management, Kings Local and Mason City School Boards, adjacent townships, and cities, and efforts like the Community Improvements Corporation which allows the Township to lead a public-private partnership to promote redevelopment.

- » Continue partnership with Warren County Sheriff's Office - *On-going*
- » Increase partnership and communication between township officials and the local school boards - *On-going*
- » Continue coordination with regional park and recreation organizations - *On-going*
- » Warren County Transportation Improvement District

(TID) - *On-going*

- » Arts Alliance - *On-going*

Capital Improvements

A capital improvement is a tangible building, structure, or device that is required for infrastructure, utilities, and the provision of services to the community. Capital Improvements are the most tangible of all the actions or implementation tools. A Capital Improvement likely has an initial cost associated with acquiring or constructing the item, and then an ongoing maintenance cost to keep the improvement in service. Examples of Capital Improvements include installation of sidewalks, roadway improvements, building new facilities in the parks, building a new administration building, building new fire stations and acquiring equipment, etc.

- » Acquire and build park facilities as detailed in the Parks and Recreation Master Plan - *On-going*
- » Design and build the new Township Administration building and facilities - *Mid-Term*
- » Continue strategic efforts to increase trails and permanently protected open spaces - *On-going*
- » Continue implementing and installing Deerfield Township branded street signage - *On-going*
- » Develop and implement a Deerfield Township wayfinding program to enhance identity and mobility - *Mid-Term*
- » Retrofit and program the recently acquired Jeremiah

