6 Regulatory Framework

Objectives
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Overview

The Regulatory Framework is the portion of X-Plan that provides direct policy guidance for Xenia’s future physical development. It translates the goals and strategies of X-Plan into a map with place-specific policies that will guide ongoing land use and infrastructure decisions such as zoning code amendments, rezonings, subdivisions, site plan review, roadway design, and needed roadway improvements.

Like the remainder of X-Plan, the Regulatory Framework is rooted in the extensive X-Plan community input process and the data analysis in the Existing Conditions Report.

Land Use is a principal focus of X-Plan. It inventories and analyzes how land is currently used and provides a policy framework for Xenia’s future physical development. This chapter integrates two critical elements of a comprehensive plan: a Thoroughfare Plan and a Land Use Plan.

Thoroughfare Plan Overview

The Thoroughfare Plan guides how roadways should function and be improved or extended. It provides ongoing policy guidance for determining when and where public right-of-way and/or street dedication or improvement should be required with new development activities. The Thoroughfare Plan also helps to determine the extent to which private access should be provided or restricted in order to ensure safe and efficient roadway function. Finally, the Thoroughfare Plan guides the City on allocating funding and pursuing grants for street improvements.

Land Use Plan Overview

The Land Use Plan guides where and how Xenia should grow or redevelop. It directs City, resident, property owner and developer land use decisions and actions.

The Land Use Plan provides policy guidance but it has no regulatory power; Zoning and Subdivision Regulations are the City’s regulatory tool and must be guided by the Land Use Plan. Decisions to amend or apply the Zoning and Subdivision regulations use the Land Use Plan as a policy guide.

The Land Use Plan divides the City into Land Use Classifications. Each classification provides recommendations for appropriate land uses and building/site/roadway design for each section of Xenia.

Integrated Approach

Integrated land use and thoroughfare planning is needed to ensure that future development and redevelopment meet the City’s needs in a coordinated, efficient and fiscally responsible manner. Furthermore, an integrated approach is needed because...

- **Thoroughfares impact land usage.** Roadways impact land use because they provide access and enable mobility and commerce, which can determine land value and its highest and best use. Additionally, the design of a roadway (i.e. width, design speed, presence of sidewalks/trees/landscaping) defines the character of adjacent properties, and therefore, the market for various land uses. For example, a divided, high-speed thoroughfare is better suited for commercial...
or industrial uses with large setbacks than single-family residential homes placed close to the street.

- **Land usage impacts thoroughfares.** Roadways because various land uses determine how much traffic is generated and how wide roads should be in order to accommodate safe and efficient travel. The design and placement of buildings and parking areas can impact roadway function/design as well. For example, multiple closely spaced curb cuts can increase traffic conflicts, and buildings placed close to the street can encourage traffic to slow down.

**Rational Basis**

It is critical that regulatory decisions have a rational basis. Aside from the obvious ethical and practical reasons for this, a rational basis helps to ensure that regulatory decisions are legally defensible and withstand potential court challenges. A plan like X-Plan provides such a rational basis because it is a comprehensive, rational planning document that is based on a blend of objective analysis (i.e. Existing Conditions Report) and an extensive public input process.

Part of the purpose of this chapter is to connect the rational basis of the X-Plan process with development regulations. For this reason, a summary of land-use-related findings from the Existing Conditions Report is provided in the caption on this page (see Existing Conditions Report for greater detail). Furthermore, the Thoroughfare Plan and Land Use Plan sections indicate how roadway/land use impacts thoroughfares.

**Summary of Land Use/Transportation Findings From Existing Conditions Report**

- **Growth capacity.** Based on current zoning, currently undeveloped land could accommodate nearly 4,100 additional housing units, 9,800 additional residents, and 4,600 employees.

- **Service/Infrastructure capacity.** Despite abundant water/wastewater treatment capacity, the City would struggle to serve the aforementioned growth. Park, street, and wastewater distribution maintenance needs have outpaced the City's financial resources. Additionally, past residential growth has already strained the capacity of public safety services.

- **Disinvestment.** Decline has occurred and continues to occur in some older portions of Xenia. This has eroded the City’s tax base and threatens to spread to adjacent neighborhoods.

- **Public/Institutional Uses.** The City depends significantly on government (County/Schools/City) and non-profit institutions (Greene Memorial Hospital) for its economic base. These community anchors must be preserved, although additional diversity in the City’s economy is needed.

- **Cross-town connectivity.** Xenia's roadways provide excellent access to and from downtown, and the US 35 Bypass has improved crosstown access. Additional improvements to cross-town connectivity are needed, mostly in the northern half of Xenia.

- **Innovation Drive access.** Improved access to Innovation Drive from US 35 is needed to improve the business attraction prospects of the new industrial park in this location.

- **Hospitality Drive/Progress Drive area.** Traffic circulation in this growing retail district is problematic, prompting the need for major intersection improvements at Hospitality Drive and West Main Street and re-alignment of a US 35 off-ramp.

- **US 35 reconstruction.** Planned reconstruction of US 35 west of Xenia will greatly improve access to and from Xenia by eliminating all remaining at-grade intersections.
use policies relate to X-Plan objectives, which developed from the Existing Conditions Report findings and public input process.

**Thoroughfare Plan**

The Thoroughfare Plan directs the design and location of existing and proposed roads. Like the Land Use Plan, the Thoroughfare Plan is concerned about long-term community sustainability and character.

A Thoroughfare Plan is useful for making road extensions and road improvements predictable to adjacent property owners.

The City can use the Thoroughfare Plan to acquire needed road rights-of-way during development approvals. Xenia officials can also avoid costly future right-of-way acquisition by measuring building setbacks from planned right-of-way lines.

Few aspects of infrastructure have more impact on community character and quality of life than thoroughfares.

A community’s thoroughfare and local street system should work together to distribute trips and offer alternative routes to relieve congestion on thoroughfares. This can help to avoid costly road widening projects that change community character and physically divide neighborhoods.

The Thoroughfare Plan Map (Map 6.1) and corresponding Functional Roadway Classifications serve as Xenia’s official Thoroughfare Plan.

<table>
<thead>
<tr>
<th>Classification</th>
<th>Function and Characteristics</th>
<th>Examples</th>
<th>Land Use Served</th>
</tr>
</thead>
</table>
| **Freeways**   | Highest mobility, greatest speed.  
Highest traffic volumes.  
No direct property access.  
Divided travel lanes. | US 35 | Interstate |
| **Major Arterials** | High mobility, moderate/high speeds over long distance.  
Limited direct property access.  
Regional traffic through/between communities. | US 68, Main St. | Regional commercial, industrial |
| **Minor Arterials** | High mobility at low to moderate speed.  
Carries regional and local traffic.  
Direct property access is limited or restricted | US 42, W. 2nd St.  
Dayton Ave. | Commercial, industrial, multi-family residential |
| **Collectors**                  | Low to moderate mobility at low speed.  
Convey traffic from local roads to arterials.  
Direct property access is permitted or restricted. | Bellbrook Ave.,  
Kinsey Rd. | Neighborhood commercial, single-family residential |
| **Locals**                     | Slow traffic, little or no through-movement, short distances.  
Lowest traffic volumes.  
Direct access to individual properties.  
All roads not defined as arterials or collectors. | Galloway St.,  
Patton St.,  
Nebraska Dr. | Single-family residential |
Functional Classification

Streets serve a variety of functions, depending on the type of traffic they convey. A functional classification system divides streets into categories based on their location, surrounding land uses and the type of traffic they handle. Each category contains a series of design requirements meant to facilitate a functional objective, such as local access or regional mobility. A functional classification system provides a basis for developing a Thoroughfare Plan and establishing a logical, efficient roadway system.

Table 6.1 describes each functional classification of Xenia’s thoroughfares, including their current basic design standards in the City’s Subdivision Regulations. Map 6.1 displays the location of thoroughfares by functional classifications as recommended in X-Plan. The caption next to Map 6.1 describes planned projects and how they relate to the needs and objectives identified in the X-Plan process.
Chapter 6 Regulatory Framework

City of Xenia Comprehensive Plan

Map 6.1 Thoroughfare Plan

Existing

- Freeway Arterial
- Major Arterial
- Minor Arterial
- Collector
- Bike trails

Proposed Improvements

- Widening of existing roadway
- New Collector roadway
- New Minor Arterial roadway
- Intersection improvement

Legend:

- Existing Thoroughfares
- Proposed Improvements

City Boundary

Proposed Improvements

1. Widening of existing roadway
2. New Collector roadway
3. New Minor Arterial roadway
4. Intersection improvement

Map 6.1 Thoroughfare Plan

City of Xenia Comprehensive Plan

Chapter 6 Regulatory Framework
Summary of Xenia’s Thoroughfare Needs

Below is an overview of planned improvement projects in the Thoroughfare Plan (shown on Map 6.1) and how they will address the needs/objectives identified in the X-Plan process.

**Objective GE3 Preserve land for long-term economic growth:** Improve access to areas with economic growth potential.

11. **Extensions of Innovation Dr. to US 68/US 42:** Will improve access from the US 35 bypass and increase future economic development prospects.

12. **Widening of US 42 and Bickett Road:** Will improve access to Central State and Wilberforce Universities and support future residential growth in northeastern Xenia.

13. **US 35 Reconstruction project:** Will eliminate all at-grade intersections on US 35 between the Xenia bypass and North Fairfield Road, creating interchanges at Factory Road and Valley/Trebein Road. This will result in shorter commute times to and from Xenia homes and businesses. Funding has been programmed by MVRPC/ODOT.

**Objective CC7 Maintain and improve quality of existing City infrastructure and services:** Improve cross-town connectivity, access to residential areas and intersection safety/efficiency.

1. **Northwest Connector:** Planned extensions/improvements of Hawkins Rd., Progress Dr./Hollywood Blvd. to improve cross-town access in outer northwestern Xenia.

2. **Extension of Industrial Blvd. and Massie/Sheelin connector:** Will improve cross-town access and improve fire response times in western Xenia.

3. **Country Club Dr./E. Main St. connector:** Will improve cross-town connectivity in northeastern Xenia and improve access to Greene Memorial Hospital.

4. **Widening of W. Second St./Upper Bellbrook Rd. west of Progress Dr. and bike path extension:** Will improve vehicular and pedestrian access to existing and future residential developments west of US 35.

5. **Van Eaton/McPherson/Valley Rd. connector:** Will be needed as area grows to efficiently convey traffic between local streets/arterials.

6. **US 42/E. Church St.:** Re-alignment and new signalization.

7. **Kinsey Rd./US 68:** Additional turn lanes and new signalization (already in design process).

8. **US 42/Ledbetter Rd.:** Left turn lane on US 42.

9. **Hedges/Van Eaton/Lower Bellbrook Rd.:** Re-alignment to eliminate offset intersection.

10. **West Main St./Hospitality Dr.:** Full movement/signalization including a re-configuration of the northbound US 35 off-ramp to West Main St. to improve safety/access in the Progress Drive retail area.
**Land Use Plan**

The Land Use Plan divides the City into eight distinct classifications of land use, intensity and design. The classifications reflect a reinforcement of the City’s urban core, core neighborhoods and gradually decreasing density/building bulk as distance from the urban core increases. Nodes of higher intensity are also planned to break up the monotony of corridors and to provide neighborhood centers with jobs, services and amenities.

**Mixed-Use Strategy**

The Land Use Plan emphasizes the importance of design and character in exchange for increased flexibility for land use. This is why most Land Use Plan classifications encourage mixed-use development.

A mixed-use approach, contrasted with single-use emphasis of planning and development in previous decades, provides regulatory and market flexibility in return for greater attention to urban form and enhanced design.

Mixed use is envisioned for underutilized property as a revitalization tool. Mixed use is also planned to improve community image; create healthy, walkable neighborhoods; and provide residents with additional amenities close to where they live.

Mixed use development can occur on an incremental basis through adaptive reuse of existing buildings or in a comprehensive manner with master-planned development and redevelopment processes. In both scenarios, design plays a critical role in ensuring that different uses can effectively commingle.

Rather than strictly delineating uses between various districts, the Land Use Plan recommends a spectrum in which some uses are emphasized and encouraged (Primary Uses) while other uses are permitted on more of a conditional basis (Secondary Uses). The Land Use Plan also includes design guidelines that explain how to integrate various uses and create a livable, functional built environment.

Table 6.2 is a quick-reference guide to Land Use Classifications in the Land Use Plan (Map 6.2). The pages following Table 6.2 provide more detailed guidelines for preferred land uses and design. Images show examples of preferred development design, as well as conceptual cross-section drawings for thoroughfares located in each land use category. The cross-section drawings illustrate how all modes of travel (pedestrian, bike, automobile) can be integrated.

**What is Mixed Use?**

Mixed Use, as its name implies, clusters multiple uses in the same building, development or neighborhood. One way to envision mixed use is to compare it with conventional development that creates acres of single use “islands.” The majority of Xenia’s Post WW II residential subdivisions were built as single use districts. Commercial development was excluded. Residents in these areas are dependent on vehicular transportation to meet basic shopping and employment needs.

Mixed use development often integrates residential, office, retail, restaurants, parks and public uses in the same project. Each use is synergistic with the other. For example, residential and office uses attract retail. Retail, as it grows, can be used to attract more residents.

Mixed use development strives to meet the everyday needs of residents within walking distance. As a result, people living in mixed use developments tend to walk more and engage in neighborly conversations. Fewer vehicle miles traveled lowers household fuel costs.

Mixed use relies on interesting architecture and thoughtful urban design creating community enhancing developments. A mixed use strategy can add vitality along busy corridors and at key intersections improving overall community image.
### Table 6.2 Land Use Plan Classification Summary

<table>
<thead>
<tr>
<th>Form</th>
<th>Development Intent</th>
<th>Core Neighborhood Intent</th>
<th>Neighborhood Mixed Use Intent</th>
<th>Primary Uses</th>
<th>Secondary Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preservation/Reserve</td>
<td>Preserve a network of “green infrastructure” - parks, greenspace, stream corridors, sensitive environmental areas, and agriculture.</td>
<td>Strengthen and celebrate Xenia’s historic, walkable neighborhoods as highly desirable places to live.</td>
<td>Create neighborhood retail/service nodes that are pedestrian-friendly and within walking distance of residential uses.</td>
<td>Outdoor recreation</td>
<td>Detached residential (up to 0.2 units/ac.)</td>
</tr>
<tr>
<td>Suburban Neighborhood</td>
<td>Create/maintain neighborhoods that provide generous open space, enhance Xenia’s housing stock and retain their value.</td>
<td>Pedestrian-focused environment</td>
<td>Vertical/horizontal mixing of uses</td>
<td>Detached residential (2-4 units/ac.)</td>
<td>8 unit/ac. residential (Retail/office, Recreation, Public/institutional)</td>
</tr>
<tr>
<td>Core Neighborhood</td>
<td>Street/sidewalk connectivity</td>
<td>Buildings placed close to street with garages in rear yards</td>
<td>Buildings face streets</td>
<td>Existing commercial/industrial</td>
<td>Attached residential (Retail/office, Recreation, Public/institutional)</td>
</tr>
<tr>
<td>Neighborhood Mixed Use</td>
<td>Local streets designed to slow traffic, encourage walking/biking</td>
<td>Preservation of historic architecture</td>
<td>Parking in side/rear yards</td>
<td>Pedestrian-focused environment</td>
<td>Upper-floor or attached residential</td>
</tr>
<tr>
<td></td>
<td>Access to parks</td>
<td>Compatible infill development</td>
<td>Buildings designed to complement their surroundings</td>
<td>Vertical/horizontal mixing of uses</td>
<td>Plazas</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Front porches</td>
<td>Internal pedestrian paths connected to sidewalks</td>
<td>Buildings face streets</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Buildings designed to complement their surroundings</td>
<td></td>
</tr>
</tbody>
</table>

**Primary Uses**
- Most desirable land uses in a given Land Use Classification.
- Recommended as either stand-alone uses or in combination with Secondary Uses.

**Secondary Uses**
- Continuation of the established land use pattern in most areas; in some cases, a land use adjustment is recommended in recognition of changing community goals, needs and markets.
### City of Xenia Comprehensive Plan

#### Chapter 6 Regulatory Framework

<table>
<thead>
<tr>
<th>Development Form</th>
<th>Downtown Core</th>
<th>Institutional Campus</th>
<th>Business Park</th>
<th>RegionalMixed Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intent</td>
<td>Maintain, enhance, and grow downtown Xenia as a vibrant, mixed-use gathering place and cultural center.</td>
<td>Maintain and encourage continued investment and growth of public and institutional uses, which serve as community anchors.</td>
<td>Develop viable business park locations which will provide local jobs and grow the City's revenue.</td>
<td>Meet community-wide and regional needs for retail goods and services.</td>
</tr>
</tbody>
</table>
| Primary Uses     | • Slowed traffic  
• Wide sidewalks  
• Short blocks  
• Buildings face street, placed adjacent to sidewalk  
• Vertical, mixed-use buildings | • Master-planned campus layout  
• Cohesive pedestrian path network  
• Coordinated architecture/landscaping/signage  
• Preserve natural features and historic landmarks  
• Strong civic presence | • Campus-like setting  
• Attractive building front facades  
• Buffering from adjacent lower-intensity uses  
• Landscaping utilized to soften the appearance of larger buildings and screen parking lots | • Limited curb cuts  
• Internal pedestrian paths  
• Outlot buildings and landscaping to “screen” large parking lots  
• Architecturally “break up” large building facades |
| Secondary Uses   | • Retail/arts/entertainment  
• Public/institutional  
• Live-work units | • Public/institutional  
• Outdoor/indoor recreation | • Office  
• Research and development  
• Manufacturing  
• Distribution | • Retail  
• Office  
• Lodging |
|                   | • Residential/office (upper floors)  
• Lodging  
• Plazas | • Retail  
• Office  
• Residential  
• Lodging | • Retail  
• Lodging  
• Public/institutional | • Residential (upperfloors or attached)  
• Public/institutional |

### Secondary Uses

- Recommended under certain circumstances and/or in combination with Primary Uses.
- Recommended in mixed use structures, typically on upper floors.

- Stand-alone secondary uses recommended on a case-by-case basis in established areas, possibly as a Conditional Use.
Intent

Preserve a network of “green infrastructure” - parks, greenspace, stream corridors, sensitive environmental areas, and agriculture.

Utilize green infrastructure for stormwater management, flood protection, active/passive recreational amenities, and preservation of Xenia’s agricultural ties.

Preserve and restore natural habitats, topography and drainage patterns.

Preserve agricultural areas until extension of services for development is financially feasible.

Allow existing waste management and mineral extraction activities to continue, and convert to other Preservation uses when they are no longer viable.

Associated X-Plan Objectives

- CC3 Create a community-oriented bike and pedestrian path system.
- CC4 Create an inter-connected network of greenspace.
- CC6 Enhance our park system.
- CC7 Maintain and improve quality of existing City infrastructure and services.
- SC1 Create vibrant downtown-adjacent neighborhoods.
- SC6 Reposition vacant properties.

Primary Uses

- Outdoor recreation (active/passive)
- Agricultural uses
- Existing landfills
- Existing mineral extraction activities
- Existing developed uses (transition toward open space/natural restoration is encouraged but not required)
- Cemeteries

Secondary Uses

- Detached residential at no greater than 0.2 units per acre

Location

Preservation is planned in environmentally sensitive areas such as wetlands and FEMA-designated 100-year floodplains associated with Shawnee Creek, Glady Run, Twist Run, and Old Town Creek. Also included are City and County parks, regional bike trails, cemeteries and the Greene County Fairgrounds.

The Reserve classification (indicated with yellow-dot hatching on Map 6.2) is used in agricultural areas on the periphery of the City where the capacity to provide adequate services and infrastructure do not yet exist. When resources are available to extend services, Reserve areas will be planned as Suburban Neighborhood.
Design Features

1. Restored natural drainage patterns and vegetation in already-developed areas. Consider replacing deteriorated aging retaining walls with natural slopes where space permits. Other options include daylighting piped streams and removing wetland drain tiles.

2. Usage of City parks for small-scale stormwater management measures (e.g. Low-Impact Development) as a tool to improve stormwater quality, reduce runoff, create natural amenities and increase water quality awareness/education.

3. Multi-use paths along greenspace corridors that increase access to and enjoyment of natural areas. Connect to sidewalks and regional trails to form a continuous network.

4. Encourage protection of mature tree stands, wetlands and stream corridors in zoning and subdivision regulations.

5. Maintain agricultural zoning where the City cannot fiscally justify extending services and infrastructure for development.
Intent
Create/maintain neighborhoods that provide generous public and private open space while retaining convenient access to services and amenities.
Continue to accommodate automobile convenience while improving the pedestrian experience.
Elevate the level of quality and choice within Xenia’s housing stock.
Ensure that neighborhoods retain their value as demographics and market tastes evolve.

Associated X-Plan Objectives
• NG1 Create and maintain the building blocks for successful neighborhoods.
• NG2 Sustain vital neighborhoods.
• NG3 Stop neighborhood decline.

Primary Uses
• Detached single-family residential at densities of 2 to 4 units per acre (specific density depends on site constraints, adjacent development and impact and availability of adequate public utilities and services)

Secondary Uses
• Neighborhood-serving outdoor recreation (active/passive)
• Public/institutional buildings (preferably located on thoroughfares)
• Detached/attached single-family residential at densities of up to 8 units per acre (limit to 20% of land area in new developments; locate on thoroughfares)
• Neighborhood retail, retail service and office uses (limit to 5% of land area in new developments; locate on thoroughfares)

Location
The Suburban Neighborhood classification generally includes areas that extend from the fringe of the community to Core Neighborhood or Neighborhood Mixed Use areas. Most Suburban Neighborhood areas are not within a 5-minute walk (1/4 mile) of downtown or other retail and services, yet they have convenient automobile access to such areas. Suburban Neighborhoods generally do not have frontage on Major Arterials except for outlying portions of Xenia where commercial/industrial development is not expected.
Design Features

1. Varied housing designs with architectural detail that add interest to neighborhoods and retain property values as demographics/market tastes evolve.

2. Compatible design features where different uses and/or housing designs are adjacent (example: design attached residential or office units to resemble the massing and character of nearby single-family homes).

3. Public spaces framed by the front, not rear, sides of buildings (including parks, local streets and thoroughfares).

4. Minimal direct access to homes that front on thoroughfares (utilize frontage roads, rear alleys or shared driveways).

5. Continuous sidewalk system with connections to other neighborhoods, bike paths, parks, retail/service areas and schools.

6. Connected streets with maximum block lengths of 600 feet to improve access and circulation for pedestrians, automobiles and emergency vehicles (block lengths of 400 feet or greater should include pedestrian connections at mid-block or cul-de-sacs).

7. Local streets designed to slow traffic through features such as roundabouts, mini-circles, curb extensions and narrower street design.

8. Preserved or restored natural amenities such as wooded areas, streams and slopes.

9. Adequate open space with recreational amenities to meet neighborhood recreational needs.

10. “Cluster development” allowed in new neighborhoods, whereby 40% of the development is preserved as common open space and homes are clustered on smaller lots.

11. Integration of stormwater management with attractive neighborhood amenities such as preserved/restored streams; ponds with fishing areas, fountains and walking paths; rain gardens used as landscaping features; etc.

12. Trees planted in treelawns and/or front yards lining neighborhood streets to beautify the landscape, provide shade and slow traffic.

Example of “Cluster” Development
Intent
Higher building densities, smaller lots and proximity to retail/services justify a greater role for walking/bicycling as modes of transportation in Core Neighborhoods.

Strengthen and celebrate Xenia’s historic, walkable neighborhoods as highly desirable places to live.

Maintain and enhance pedestrian-oriented neighborhood character and restore vitality where needed.

Ensure that neighborhoods retain their value as demographics and market tastes evolve.

Associated X-Plan Objectives
• NG1 Create and maintain the building blocks for successful neighborhoods.
• NG2 Sustain vital neighborhoods.
• NG3 Stop neighborhood decline.
• NG4 Restore distressed neighborhoods.
• SC1 Create vibrant downtown-adjacent neighborhoods.
• SC3 Redevelop Xenia Towne Square.
• SC6 Reposition vacant properties.

Primary Uses
• Detached single-family housing, generally at densities between 3 and 6 units per acre
• Existing commercial and industrial uses.

Secondary Uses
• Public/institutional buildings (preferably located on thoroughfares)
• Neighborhood-serving outdoor recreation (active/passive)
• Attached residential including duplexes and rowhouses

Location
Core Neighborhoods are generally located between the Downtown Core and Suburban Neighborhoods, and are typically within a 5-minute walk (1/4 mile) of the Downtown Core or a Neighborhood Mixed Use area. Core Neighborhoods generally do not have frontage on Major Arterials. Most Core Neighborhood locations are well-established residential neighborhoods.

Some Core Neighborhood locations are older commercial and industrial sites, some of which are vacant or underutilized. Many older industrial sites are poorly located for modern industrial users due to their distance from trucking routes and proximity to residential uses. Continued industrial/commercial usage and success of existing businesses is encouraged. However, if buildings become no longer usable for industrial/commercial purposes, a transition toward other primary Core Neighborhood uses is recommended through adaptive reuse or redevelopment.
Design Features

1. Relatively narrow lots with vertical (narrow) orientation in housing design.

2. Small front yards (except for thoroughfares, where deeper front yards are appropriate).

3. Garages placed to the rear of homes, utilizing rear alleys in some cases.

4. Home designs that engage the street instead of retreating from it (e.g. front porches, architectural detail, abundant front windows).

5. Preserved and restored historic homes.

6. Compatible infill development on vacant lots that complements and enhances the existing neighborhood.

7. Connected streets with short blocks, ideally no more than 400 feet in length (add mid-block pedestrian paths on blocks that exceed 400 feet). Dead-end streets should be avoided.

8. Minimal direct access to homes that front on thoroughfares (utilize frontage roads, rear alleys or shared driveways).

9. Continuous sidewalk system with connections to other neighborhoods, bike paths, parks, retail/service areas, downtown and schools.

10. Local streets designed to slow traffic through features such as roundabouts, mini-circles, curb extensions, narrower street design, and conversion of one-way streets to two-way.

11. Neighborhood entry signs, historical markers and extensions of downtown streetscapes where appropriate.

12. Public spaces framed by the front, not rear, sides of buildings (including parks, local streets and thoroughfares).

13. Pocket parks or neighborhood gardens utilizing vacant lots where infill housing is not financially feasible.

14. Restored natural amenities such as wooded areas, streams and slopes, which add value to a neighborhood.

15. Trees planted in treelawns and/or front yards lining neighborhood streets to beautify the landscape, provide shade and slow traffic.
Neighborhood Mixed-Use

Intent
Create neighborhood retail/service nodes that are pedestrian-friendly and within walking distance of residential uses.

Concentrate commercial and high-density residential uses along major thoroughfares, in order to promote access to services.

Allow a wide range of uses while utilizing design features that effectively integrate uses together.

Maintain vitality of major thoroughfare corridors by increasing land use regulatory flexibility, in return for meeting design guidelines.

Associated X-Plan Objectives
• CC2 Improve City entrances and corridors.
• CC5 Attract additional retail and commercial recreation uses to Xenia.
• GE5 Take a “grow your own” approach to economic development.
• NG1 Create and maintain the building blocks for successful neighborhoods citywide.
• SC1 Create vibrant downtown-adjacent neighborhoods.

Primary Uses
• Retail sales/services and offices - Preferably concentrated in “nodes” near intersections of two thoroughfares
• Live-work units
• Public/institutional buildings

Secondary Uses
• Existing detached single-family residential uses
• Existing industrial uses

Location
Neighborhood Mixed Use is located on parcels with frontage on the City’s arterials. The higher traffic, visibility and access of these streets are appropriate for a mix of commercial, institutional, and high-density residential uses.

Neighborhood Mixed Use areas include (1) established mixed-use corridors such as North Detroit Street, East Main Street, Home Avenue and West Second Street; (2) the “Midtown” commercial/mixed-use area west of downtown; and (3) emerging/planned commercial/mixed use nodes at US 42/Wright Cycle Boulevard, Lower Bellbrook Road southwest of US 35, and North Detroit Street at Paceline Court.
Design Features

1. High building density, second only to Downtown Core.

2. Land uses are mixed horizontally across space and/or vertically in buildings.

3. Effective integration of various land uses through thoughtful site planning and compatible building height, roof lines and massing.

4. Screening and buffering between land uses is used only when site planning and building design techniques cannot effectively integrate conflicting uses.

5. Pedestrian walkways link building entrances to parking lots, common areas, bike paths, sidewalks and adjacent neighborhoods.

6. Shallow building setbacks provide room for landscaping and front yard patios and courtyards where desired. Most parking is located to the rear or side of buildings.

7. Parking is screened from roadways and adjacent residential uses. Screening along roadways should be limited to low-lying shrubs, walls and deciduous trees.

8. Front facades face arterials and create a strong street presence with architectural details and window coverage.

9. Retail/service use facades utilize at least 50% window coverage on ground floors to encourage eyes on the street and promote pedestrian interest.

10. Adaptive reuse or redevelopment of existing residential, commercial and industrial buildings is encouraged when impacts on adjacent uses are minimal or can be mitigated.

11. Consolidated, shared driveways that minimize the number of curb cuts and traffic conflicts on arterials (ideally one curb cut per block).

12. Enhanced street design features in concentrated retail or mixed-use areas (nodes), such as on-street parking, curb extensions, wide sidewalks and landscape/hardscape enhancements. This slows traffic, improves image and encourages pedestrian activity.
Downtown Core

Intent

Maintain, enhance, and grow downtown Xenia as a vibrant, mixed-use gathering place and cultural center.

Emphasize retail, arts and entertainment uses with residential and office as supportive uses.

Reposition downtown from its former Central Business District role to that of a mixed use neighborhood and Central Entertainment District.

Highest-density, most urban section of the City, with vertically-oriented buildings placed adjacent to the sidewalk.

Create an eclectic mix of land uses that generates 18-hour pedestrian activity.

Associated X-Plan Objectives

- GE5 Take a “grow your own” approach to economic development.
- SC2 Change downtown’s role.
- SC3 Redevelop Xenia Towne Square.
- SC4 Create a welcoming and comfortable pedestrian environment.
- SC5 Make downtown the Bicycle Hub of the Midwest.
- SC6 Reposition vacant properties.
- SC7 Leverage downtown’s historic assets.

Primary Uses

- Retail sales/services
- Arts and entertainment
- Live-work units
- Public/institutional buildings

Secondary Uses

- Residential (second floor)
- Offices (preferably second floor)
- Lodging
- Outdoor plazas and event space

Location

Downtown Core is located in the historic center of Xenia and extends 2-4 blocks in each direction from the intersection of Main Street (US 35) and Detroit Street (US 68). It includes remaining historic buildings in the southern/eastern sections, along with redeveloped sections in the northern/western sections (e.g. Xenia Towne Square).
Design Features

1. Pedestrian- and bike-focused environment with wide sidewalks flanked by buildings that create a continuous “street wall.”

2. Improved connection to regional bike paths.

3. Parking is located on-street or behind buildings. Access is provided by mid-block alleys and pedestrian paths, as well as side/rear local streets (not individual curb cuts from Detroit/Main).

4. Blocks are no more than 400 feet in length.

5. Future redevelopment/modification of Xenia Towne Square and other sites that are out of context with the historic sections of downtown.

6. Continuous clear-glass storefronts (at least 75% of storefront area).

7. High level of architectural detail on building facades, with differentiation between the ground floor and upper floors.

8. Vertical orientation of buildings; at least two stories are preferred.


10. Streets that slow traffic and facilitate a safe walking and biking environment.

11. Public space expanded into outdoor plazas, widened sidewalks, extended curbs and “festival streets” that can be easily closed to traffic.

12. Formal streetscape elements, including lighting, street trees and planters.

13. Retail/arts/entertainment uses concentrated on ground levels of buildings on Detroit and Main Streets.
### Intent

Maintain and encourage continued investment and growth of Xenia’s public and quasi-public land uses including institutional uses, which serve as community and neighborhood anchors.

Preserve historic landmark civic buildings.

Maintain coordinated campus design that integrates a mix of land uses within the campus and with surrounding land uses.

Develop complementary uses such as offices, retail and joint-use facilities that benefit both the institution and the community.

### Associated X-Plan Objectives

- **CC1** Develop a community recreation center.
- **CC7** Maintain and improve quality of existing City infrastructure and services.
- **GE7** Foster Town and Gown and Healthy Community partnerships.
- **SC7** Leverage downtown’s historic assets.

### Primary Uses

- Public/institutional buildings (specifically hospitals, schools, government offices, service organizations)
- Outdoor/indoor recreation

### Secondary Uses

- Offices
- Retail sales/services - Preferably 25,000 square foot buildings or smaller; located on thoroughfares
- Lodging
- Residential (single or multi-family)

### Location

Institutional Campus locations are centered around public buildings and major non-profit institutions located throughout the City. Locations include Greene Memorial Hospital, the Legacy Ministries/Athletes in Action campus, City and County offices, Xenia School District properties, and historic landmark civic buildings. Supportive land uses adjacent to these locations are designated as Institutional Campus as well.

The Central State University/Wilberforce University area is a strategic future growth area.
Design Features

1. Formal, master-planned campus layout in an open, landscaped setting.

2. Entrances to larger campuses make a statement with landscaping and attractive entryway signage.

3. Buildings are connected to one another, surrounding uses and City sidewalks/bike paths with a cohesive pedestrian network.

4. Architecture, landscaping and signage are coordinated within the campus, and with other campus locations operated by the same entity, in order to create more cohesive, attractive design and assist in branding efforts.

5. Integration with surrounding neighborhoods through pathway connections and placement of uses at campus perimeters that complement surrounding neighborhoods (e.g. housing or open space adjacent to residential neighbors instead of the rear wall of a large building).

6. Preservation of attractive campus features such as formal building placement, landscaping, mature trees and streams.
Intent

Develop viable business park locations with convenient access to US 35, which will provide local jobs and grow the City’s key revenue source (income tax).

Attract a variety of office, research and industrial users, from startups to major corporations, who desire a modern, campus-like environment.

Develop an attractive, campus-like environment and supportive services that create business-friendly locations.

Reserve land for long-term employment and tax revenue growth.

Associated X-Plan Objectives

- GE1 Market Xenia to attract jobs and industry.
- GE3 Preserve land for long-term economic growth.
- GE4 Reposition older business parks.

Primary Uses

- Offices
- Research and development facilities
- Manufacturing
- Distribution

Secondary Uses

- Freestanding retail sales/services - preferably 5,000 - 10,000 square foot tenant spaces; located on arterials; or
- Integrated retail sales/services - as an accessory to office/industrial operations
- Lodging
- Public and institutional uses

Location

Business Parks are located in close proximity to US 35 interchanges and frontage, in order to promote business visibility and easy access for employees, clients and trucks.

Locations include existing industrially zoned areas such as the Xenia Industrial Park, Lower Bellbrook Road and Innovation Drive.

Strategic future growth areas include a future extension of the Innovation Drive Industrial Park west to US 42 and the Greene County Airport area.
Design Features

1. Campus setting with generous front yards.
2. Buildings or landscaping used to screen parking lots from roadways.
3. Business Park subdivision entrances make a statement with landscaping and entryway signage.
4. Architectural features and/or landscaping visually soften and break up the bulk of larger buildings, on facades viewed from public street.
5. Buffer yards and/or dense vegetative screening is used to protect adjacent non-compatible uses.
6. Bicycle facilities that connect workplaces to the City’s bike path network, creating bike-to-work options for employees.
7. Preserved existing tree stands that are outside necessary building and parking lot locations.
8. Adequate street width and curb/driveway radii to handle truck traffic.
Regional Mixed Use

Intent
Meet community-wide and regional needs for retail goods and services.
Convenient automobile access and visibility.
Encourage pedestrian and bike access.
Incorporate complementary mixed uses in existing development through redevelopment and infill.

Associated X-Plan Objectives
• CC2 Improve City entrances and corridors.
• CC5 Attract additional retail and commercial recreation uses to Xenia.

Primary Uses
• Retail sales and service (including big-box retail)
• Offices
• Lodging

Secondary Uses
• Freestanding attached residential (single- or multi-family) - no more than 50% of a development
• Upper-floor residential
• Public and institutional uses

Location
Areas planned as Regional Mixed Use are generally located near major interchanges on US 35 in the western half of the City. These locations provide the best access to populations (including Xenia, eastern Dayton suburbs, and rural areas east of Xenia) that regional retail uses need.
Design Features

1. Integrate multiple uses/structures in unified, master-planned developments.

2. Consolidated, shared driveways and access roads with cross-access connections - intended to encourage internal circulation so that short trips do not contribute to public roadway congestion.

3. Bike paths, sidewalks and street trees on thoroughfares.

4. Abundant parking to serve large-scale uses with a regional draw, broken up with landscaping.

5. Outlot buildings exhibit four-sided architecture, face perimeter roadways and are utilized to “screen” large parking lots from the roadway.

6. “Lifestyle center” designs in which buildings frame streets, pathways and plazas are encouraged.

7. Parking between outlot buildings and the street no deeper than one double-loaded row.

8. Buildings utilize architectural details, large window openings and changes in wall planes to add visual interest to large, bulky building facades. Such techniques also enhance community character and the customer experience.

9. Internal path systems that connect entrances to other stores, parking lots, outlot buildings, and the City’s sidewalk and bike path system. This will encourage walking/biking between stores and to/from adjacent residential areas.

10. Crosswalks on private driveways/parking lot aisles utilize distinct pavement colors, textures and materials.

11. Outdoor seating, greenspace and plazas are encouraged to create an enhanced pedestrian environment. Stores that front on plazas and walkways instead of parking lots are encouraged.

12. Landscaping screens parking lots from roadways where buildings do not.

13. Buffer yards and/or dense vegetative screening is used to protect adjacent non-compatible uses.

14. Low-Impact Development solutions are encouraged for stormwater management (e.g. rain gardens, pervious pavement, curb openings, etc.).