



Internal Use Only:	
Case No.	Feb. PC-2015-03
Date Filed	12/17/14

Zoning Map Amendment Application

Applicant Information

Attach a Letter of Agency if the Applicant is not the property owner.

Name *	Jung-Han Chen
Mailing Address *	101 E. High St.
City, State & Zip Code *	Oxford, OH 45056
Telephone Number(s) *	(513) 524-5204
Email Address	jhchen@cityofoxford.org

Location and Lot Information

Location *	Bonham Road
General Description of Proposed Amendment *	See attached plat and legal description
Current Zoning *	R-1 and A-1 (Oxford Township Zoning)
Proposed Zone(s) *	R1A / MU

Submission Requirements and Documentation

From Section 1135.02 Procedure¹.

- (a) Initiation. A map amendment may be initiated by adoption of a motion by Planning Commission, by adoption of a motion by Council, or by application to Planning Commission by at least one owner of the property within the area proposed to be rezoned.
- (b) Application. If Planning Commission or Council initiates an amendment, then the Zoning Administrator shall provide information as necessary for proper consideration of the motion. The information provided shall be substantially similar to that required of an application for amendment.

An application for amendment shall be filed with the Zoning Administrator. An application shall be complete prior to being scheduled for a public hearing. An application will be considered complete only if the Zoning Administrator is satisfied that all of the materials required by this chapter are included and are sufficient in their content to satisfy the intent of the application requirements.

- (1) Contents of application. The applicant shall contact the Zoning Administrator prior to submitting an application to discuss the submission requirement, which includes the following information. A written, detailed description, where applicable, is required for each subsection.
- A. Application Fee.
 - B. The name, mailing address, and telephone number of the applicant.
 - C. A general description of the proposed amendment.
 - D. A narrative statement that describes how the proposed amendment relates to the Comprehensive Plan.
 - E. A statement that identifies potential negative consequences of the proposed amendment.
 - F. Such other information regarding the proposed amendment as may be pertinent to the application or required by Planning Commission or Council.
 - G. A legal description of the area to be rezoned.
 - H. The proposed zoning of the area.
 - I. The current zoning of the area.
 - J. A description of existing uses in the area.

- K. A vicinity map, at a scale approved by the Zoning Administrator, showing property lines, streets, existing and proposed zoning and other items required by the Zoning Administrator.
- L. A list of the names and mailing addresses of all owners of land that is proposed to be rezoned and all land owners within 200 feet of every parcel proposed to be rezoned (see later section).

Surrounding Property Owners

On a separate sheet, provide the parcel numbers, names, and mailing addresses of all property owners within 200 feet of all boundaries of the property in question. The [Butler County Auditor Real Estate Search](http://www.butlercountyauditor.org/real-estate-search/)² is helpful when searching for the mailing address of adjoining property owners. It allows you to search by owner, address, or parcel number. *Property Owner names will not be provided in the agenda packet.*

Decision Process

From Section 1135.02(c)(1) Decision Standards¹.

A proposed amendment shall be approved only if it meets at least one of the following criteria, and if its benefits will likely outweigh any potential pitfalls.

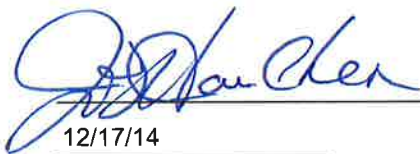
- A. There is an error on the Official Zoning Map or in the delineations between districts thereon.
- B. The proposed amendment will make the map conform more closely with the Comprehensive Plan.
- C. There has been a substantial change in area conditions that necessitates the amendment.
- D. There is a legitimate need for additional land area in the zoning district that will be expanded.

Fees & Receipt

The required fee is \$150.00, plus postage charge. Write a check payable to **City of Oxford**. You may also pay in-person using Visa, MasterCard, and Discover. To calculate the postage charge, multiply the number of adjoining properties by current postage rate³.

Sign and Date

Applicant Signature *



Date *

12/17/14

Submit Application, Submission Requirements and Documentation, and Fees

We will not accept incomplete applications and/or plans and documentation.

Send or drop off this application with required documentation as attachments and a check for fee and postage charges made payable to **City of Oxford**, to Community Development Director, 101 East High Street, Oxford, OH 45056.

Direct questions to the Community Development Dept. at (513) 524-5204. The application will be placed on the next possible agenda.

Note: You must adhere to notification and publication requirements. Submit materials 45 days prior to the proposed Planning Commission meeting on which the action is requested. City Staff will place a public hearing sign on the subject property. **The Applicant is responsible for removing the signage at the completion of the hearing(s).**

For Staff Use Only

Fee Paid Date *

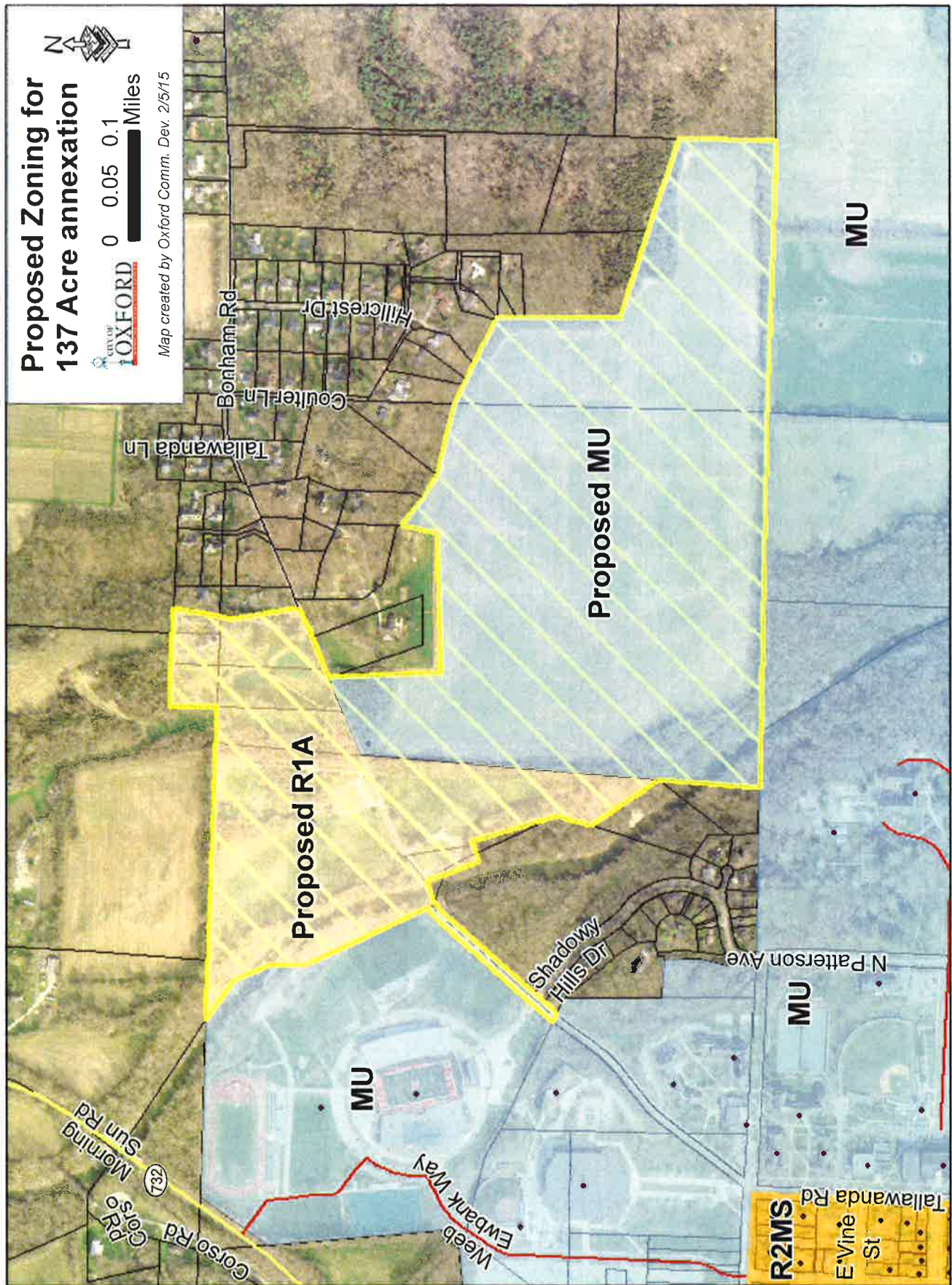
NA

Receipt Number *

¹ City of Oxford Codified Ordinances: <http://www.cityofoxford.org/fees-ordinances-and-charter>

² Butler County Auditor Real Estate Search: <http://www.butlercountyauditor.org/>

³ The United States Postal Service: <http://www.usps.com/>



City of Oxford
Community Development Department
STAFF REPORT

Planning Commission

Case # PC-2015-03

Date – February 10, 2015

APPLICATION

Applicant:	City of Oxford
Action Request:	Zone Map Amendment to Amend the Zoning Designation of Certain Property, Approximately 137.62 Acres of Continuous Areas Along Bonham Road near the Four Mile Creek Crossing from Oxford Township Zoning A-1 to City of Oxford R1A (Single-Family Low Density Residential) District and MU (Miami University)District

DESCRIPTION

This request was originally initiated by the Butler County Engineer's Office as a result of the Bonham Road bridge replacement project. This project was a collaboration of various entities to look at traffic flow, bridge geometric alignment and an alternate route into Oxford, as well as the functionality of the current bridge.

The area was annexed into the City in December, 2014, via Ordinance # 3293. Attached is a map highlighting the annexed area for amendment.

SURROUNDING NEIGHBORHOOD

The municipal zoning in the vicinity of this site is "MU" Miami University to the south; County R-1 to the southwest, County A-1 to the east and County R-1 to the north.

COMPREHENSIVE PLAN

Continue to Manage Growth

To maintain the community's small college town character will be preserved and enhanced.

Future growth at the edge of the city will preserve open space; protect the area's rural character in consideration of township land use.

AGENCY COMMENTS

Fire	Returned without comments
Police	Returned without comments
Engineering	Returned without comments
Economic Development	Returned without comments

PUBLIC COMMENT FORMS

No comments have been received to date.

STAFF ANALYSIS

These parcels are contiguous to the existing municipal area and are within the municipal water and sanitary services area. The Beta Theta Pi Foundation headquarters is also located in this annexed area, which has been receiving water and sanitary services for some time.

The annexation is to allow the improvements to the existing Bonham Road Bridge to be redesigned to today's standards by realigning the geometric angle driving up to the bridge from both directions. Additionally, the elevation of the existing bridge is a major traffic concern.

The University has also been in contact with the Engineer's Office to extend pedestrian connections from the gravel parking lot to the Yeager Stadium Sports Arena area.

The Butler County Engineer's Office has recently just released the schematic plan for public comment concerning the proposed improvements. See attached media release from the Butler County Engineer's Office.

RECOMMENDATION

Staff is recommending the area north of Bonham Road to be rezoned to R-1A and the area south of Bonham Road to be rezoned to MU as shown on proposed attached map.

SUBMITTED

BY:


Jung-Han Chen

Community Development Department

DATE: January 20, 2015

City of Oxford
Inter-Office Review Transmittal Sheet

Date: January 8, 2015

To: Fire Department Engineering Division Police Department Econ Dev Department

From: Community Development Department

PC-2015-03 ZONING MAP AMENDMENT, for a rezoning of 137.62 acres of land located along Bonham Road near the Four Mile Creek crossing to be annexed into the City of Oxford, currently zoned Butler County zoning designations, proposed to be zoned City of Oxford R1A (Single-Family Low Density Residential) District, **City of Oxford, Applicant**

 X Review Revisions Other

Please return no later than: **1/30/2015** Note: If no comments are received, we will assume the project meets your department's standards.

.....

Drawings are returned: w/comments without/comments

Drawings reviewed by:



Date: 1-15-15

John Detherage
PRINTED NAME

City of Oxford
Inter-Office Review Transmittal Sheet

Date: January 8, 2015

To: Fire Department Engineering Division Police Department Econ Dev Department

From: Community Development Department

PC-2015-03 ZONING MAP AMENDMENT, for a rezoning of 137.62 acres of land located along Bonham Road near the Four Mile Creek crossing to be annexed into the City of Oxford, currently zoned Butler County zoning designations, proposed to be zoned City of Oxford R1A (Single-Family Low Density Residential) District, City of Oxford, Applicant

 X Review Revisions Other

Please return no later than: **1/30/2015** Note: If no comments are received, we will assume the project meets your department's standards.

.....

Drawings are returned: w/comments without/comments

Drawings reviewed by:  Date: 1-9-2015
VICTOR POPESCU
PRINTED NAME

City of Oxford
Inter-Office Review Transmittal Sheet

Date: January 8, 2015

To: Fire Department Engineering Division Police Department Econ Dev Department

From: Community Development Department

PC-2015-03 ZONING MAP AMENDMENT, for a rezoning of 137.62 acres of land located along Bonham Road near the Four Mile Creek crossing to be annexed into the City of Oxford, currently zoned Butler County zoning designations, proposed to be zoned City of Oxford R1A (Single-Family Low Density Residential) District, **City of Oxford, Applicant**

 X Review Revisions Other

Please return no later than: **1/30/2015** Note: If no comments are received, we will assume the project meets your department's standards.

.....
Drawings are returned: w/comments without/comments

Drawings reviewed by: R.B. Holzworth Date: 1/9/2015

R. B. Holzworth
PRINTED NAME

City of Oxford
Inter-Office Review Transmittal Sheet

Date: January 8, 2015

To: Fire Department Engineering Division Police Department ~~Econ Dev Department~~

From: Community Development Department

PC-2015-03 ZONING MAP AMENDMENT, for a rezoning of 137.62 acres of land located along Bonham Road near the Four Mile Creek crossing to be annexed into the City of Oxford, currently zoned Butler County zoning designations, proposed to be zoned City of Oxford R1A (Single-Family Low Density Residential) District, **City of Oxford, Applicant**

 X Review Revisions Other

Please return no later than: **1/30/2015** Note: If no comments are received, we will assume the project meets your department's standards.

Drawings are returned: w/comments without/comments

Drawings reviewed by:  Date: 1-12-15
G. A. McKen
PRINTED NAME



* News Release *

Wednesday, January 7, 2015
For Immediate Release

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BCEO WORKING ON PLANS TO REPLACE BONHAM ROAD BRIDGE Seeking Public Comment

Butler County Engineer Greg Wilkens is working on plans to replace the Bonham Road bridge over Four Mile Creek at the Oxford Township / City of Oxford line. Located next to Leonard G. Howell Park, the existing bridge is a single-span steel pony truss built in 1965. The Engineer's Office proposes to replace the old bridge with a new three-span concrete slab structure. As part of the project, the roadway approaches would be realigned to ease the curves, increase sight distance, and accommodate a safer approach.

A sidewalk/path along Bonham Road is also proposed. Starting on the south side of the road at the Miami University east stadium parking lot, the sidewalk will head southwest to Howell Park, crossing Bonham Road to the Park, then continuing along the north side of the road crossing the new bridge to Yager Stadium Drive, improving safety for pedestrians. In order to construct the project, 0.43-acres of permanent and 0.18-acres of temporary right-of-way would be needed from the Park along the northeast side of Bonham Road. This acquisition from the park will have a Section 4 (f) de minimis impact. Click [here](#) to view a map which shows the project area, park impacts, and the proposed new sidewalk/path.

Construction is slated for 2016 at a current cost estimate of \$2,104,000. Funding for the project would consist of Federal and local BCEO matching funds.

The BCEO is seeking public comment concerning the proposed park acquisition. Please direct all comments to the project design engineer:

David Quimby, P.E., S.I., Design Engineer
Butler County Engineer's Office
1921 Fairgrove Avenue
Hamilton, Ohio 45011-1965
Phone: 513-785-4112
Email: quimbyd@bceo.org

Comments will be received until January 21, 2015.

- [Schematic plan and park impacts](#)

#

For more information contact:

[Chris Petrocy](#), BCEO Public Information Supervisor

ORDINANCE NO. 3293

AN ORDINANCE ACCEPTING THE ANNEXATION PETITION FROM DOUGLAS R. ELLIOTT, JR. FOR 137.622 ACRES OF LAND IN THE TOWNSHIP OF OXFORD, BUTLER COUNTY OHIO, AND ACCEPTING SAID TERRITORY TO BE ANNEXED.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF OXFORD, BUTLER COUNTY, STATE OF OHIO, THAT:

SECTION 1: On August 27, 2014 Douglas R. Elliott, Jr., Agent for the petitioners, filed a petition with the Board of County Commissioners of Butler County, Ohio, to obtain annexation to the City of Oxford, Butler County, Ohio, territories consisting of 137.622 acres of land contiguous to the City of Oxford and the existing corporation line of Oxford Township, Ohio. Said petition was filed with the consent of all parties utilizing the annexation procedure set forth in Sections 709.021 and 709.023 of the Ohio Revised Code.

SECTION 2: The Board of County Commissioners did, by Resolution No.14-09-04218 adopted on September 29, 2014, approve the annexation of the proposed territory to the City of Oxford as hereinafter described. Such approval was subject to the terms and conditions contained in the Statement of Services Resolution No. 4852 a copy of which is attached hereto as Exhibit "A" and incorporated herein by reference.

SECTION 3: The Board of County Commissioners did, through the Clerk of the Board of County Commissioners, Butler County, Ohio, certify a transcript of the proceedings in connection with the map and petition required herein to the Clerk of Oxford City Council who received the same on or about October 2, 2014.

SECTION 4: A certified transcript of the proceedings for annexation with an accurate map of the territory, together with the petition for annexation and the papers relating to all proceedings heretofore with the County Commissioners, are all on file with the Clerk of the City of Oxford, and have been for more than sixty (60) days.

SECTION 5: The proposed annexation, as applied for in the petition of the owners of the real estate in the territory sought to be annexed and filed with the Board of County Commissioners, Butler County, Ohio, in which the petition prayed for annexation to the City of Oxford, Ohio, of certain territory adjacent thereto as hereinafter described, be and the same is hereby accepted and deemed annexed to the City of Oxford, subject to all the terms and conditions provided herein and contained within the Statement of Services Resolution No. 4852 attached hereto and incorporated herein as Exhibit "A". The territory to be annexed is more particularly described in Exhibits "B" and "C," attached hereto and incorporated herein.

SECTION 6: The Clerk of the City of Oxford be and is hereby authorized and directed to make five copies of this ordinance, to each of which shall be attached a copy of the map accompanying this petition for annexation, a copy of the transcript of the proceedings of the Board of County Commissioners of Butler County, Ohio, related thereto, and certified as to the correctness thereof. The Clerk shall then forthwith deliver one copy to the County Auditor, one copy to the County Recorder, one copy to the County Engineer, and one copy to the Ohio Secretary of State and shall file notice of this annexation with the Board of Elections within thirty (30) days after it becomes effective and the Clerk shall do all other things as required by law.

SECTION 7: This Ordinance shall take effect at the earliest time allowed by law.


MAYOR

ADOPTED: December 16, 2014

ATTEST:


CLERK OF OXFORD CITY COUNCIL

INTRODUCED BY: KEVIN MCKEEHAN

PREPARED BY: LAW (STAFF)

STAFF SUMMARY REPORT

Report to the City Manager

City Manager

Originating Department

Council Meeting Of: December 2, 2014

Doug Elliott

Account Code No. #: N/A

Prepared By

Budgeted Amount: N/A

November 20, 2014

Date Prepared

Agenda Title: An Ordinance Accepting The Annexation Petition From Douglas R. Elliott, Jr. For 137.622 Acres Of Land In The Township Of Oxford, Butler County Ohio, And Accepting Said Territory To Be Annexed.

Recommendation: Adopt the Ordinance

Discussion:

The Butler County Engineer plans to replace the Bonham Road Bridge in 2015 or 2016. The City was approached early in 2012 by the Butler County Engineer to see if the City would annex the bridge and road R-O-W. The speed limit may be lowered to 35 mph if the bridge and adjoining property is in the City limits. If the speed limit is lowered to 35 mph from 45 mph, the construction cost for the bridge replacement will be considerably lower. The new bridge will include a sidewalk.

A Type II process has been utilized for this annexation which requires signatures from all affected property owners.

The Beta Theta Pi Foundation land is included in the annexation petition since the organization signed an agreement with the City on March 14, 1994 for water service with the condition that Beta Theta Pi would annex its property to the City when requested by the City.

This is Council's final step in this annexation process. After 30 days all pertinent documents regarding the annexation will be filed with the County Auditor, the County Recorder, the County Engineer, the Ohio Secretary of State and the Butler County Board of Elections.

Approved By:

Initial Date

Department Head:

City Manager:

 11/25/14

RESOLUTION NO. 4852

RESOLUTION ADOPTING A STATEMENT INDICATING THE SERVICES THE CITY OF OXFORD, OHIO WILL PROVIDE TO THE TERRITORY COMPRISING 137.622 MORE OR LESS ACRES OF LAND ALONG BONHAM ROAD, PROPOSED TO BE ANNEXED TO THE CITY OF OXFORD, OHIO PURSUANT TO A PETITION FILED WITH THE BOARD OF COUNTY COMMISSIONERS OF BUTLER COUNTY, OHIO BY DOUGLAS R. ELLIOTT, JR., AGENT FOR PETITIONERS, AS PROVIDED BY OHIO REVISED CODE SECTION 709.023.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF OXFORD, BUTLER COUNTY, STATE OF OHIO, THAT:

SECTION 1: Council, having received the notification of a petition for annexation from the Ellen Buerk Trust, the President and Trustees of The Miami University of Oxford, Ohio Theodore O. Pickerill, Secretary to the Board of Trustees and Executive Assistant to the President, Beta Theta Pi Foundation, and Three Valley Conservation Trust Successor in Interest to, Four Mile Valley Conservation Trust Liz Woedl, Executive Director for 137.622 more or less acres of land in the Township of Oxford, Butler County, Ohio hereby accepts said petition.

SECTION 2: Council hereby adopts this resolution indicating what services the City will provide to the land to be annexed to the City in accordance with Ohio Revised Code Section 709.023(C).

SECTION 3: The City of Oxford, Ohio hereby states that it will provide, upon the finalization of the annexation, the following services to the Territory: law enforcement, recreation programming, maintenance of any and all public streets and alleyways, keeping same open, in repair and free from nuisance, and professional planning staff; which said services shall be available immediately or as required thereafter upon finalization of the annexation. In addition, the facilitation of public utility services which include potable water, sanitary and storm sewerage, solid waste collection and disposal, street lighting and fire inspection, fire protection, paramedic and ambulance services, and any and all other services provided to or made available to the citizens of the City of Oxford, Ohio, as appropriate shall be available as the Territory is developed and such services become appropriate. Extension of all public utility services shall be subject to such regulations, conditions and fees as the City deems appropriate.

SECTION 4: The Clerk is hereby directed to forward a certified copy of this resolution to the Board of County Commissioners of Butler County, Ohio.

SECTION 5: This resolution shall take effect at the earliest date allowed by law.


MAYOR

ADOPTED: September 2, 2014

ATTEST:


ACTING CLERK OF OXFORD CITY COUNCIL

INTRODUCED BY: KEVIN MCKEEHAN

PREPARED BY: LAW (STAFF)

EXHIBIT 'B'

City of Oxford

Date: January 29, 2014
Description: Bonham Road
137.622 Acres
Location: Oxford Township
Butler County, Ohio



Situated in the Sections 14, 23 and 24 Town 5, Range 1, Oxford Township, being parts of the lands of the President and Trustees of Miami University as recorded in Official Record 7332, Page 1032, the lands of the Village of Oxford as recorded in Deed Book 124, Page 351 and Deed Book 274, Page 371, the lands of Four Mile Conservation Trust as recorded in Official Record 6032, Page 2378 and Official Record 6319, Page 1211, part of the lands of Ellen Buerk Tr. as recorded in Official Record 6215, Page 405 and the lands of Beta Theta Phi Foundation as recorded in Deed Book 1802, Page 684 of the Butler County Ohio Recorder's Office and being more particularly described as follows:

Beginning at the southeast corner of Lot #2 of Coulter Subdivision as recorded in Plat Envelope 216, Pages C and D;
thence, South 00°15'18" East, 563.09 feet;
thence, South 72°51'31" East, 890.03 feet;
thence, South 01°36'47" West, 466.05 feet to the south line of the northwest quarter of said Section 24, being the City of Oxford corporation line;
thence, with south line of the northwest quarter of said Section 24 and said City of Oxford corporation line, South 89°53'36" West, 1321.06 feet to the southeast corner of the northeast quarter of said Section 23;
thence, with the south line of the northeast quarter of said Section 23 and continuing with said City of Oxford corporation line, North 88°47'33" West, 1790.81 feet to the southeast corner of Lot #4 of said Section 23;
thence, leaving said City of Oxford corporation line and with the east line of said Lot #4 of Section 23, North 03°25'39" East, 473.22 feet to the northeast corner of the lands of Michael W. and Patricia L. Dale as recorded in Official Record 5337, Page 616 of the Butler County Recorder's Office;
thence, leaving said east line of said Lot #4, of Section 23 and with the northerly line of said lands of Michael W. and Patricia L. Dale, North 32°35'47" West, 396.93 feet to the easterly line of said lands of Four Mile Valley Conservation Trust;
thence, leaving said northerly line of said lands of Michael W. and Patricia L. Dale and with said easterly line of Four Mile Valley Conservation Trust, for the following four courses: North 15°17'13" East, 205.15 feet;
thence, North 15°40'21" West, 424.06 feet;
thence, South 73°40'27" West, 105.00 feet;
thence, North 17°56'13" West, 235.57 feet to the southerly right of way of Bonham Road;
thence, with said southerly right of way of Bonham Road for the following three courses: South 50°58'19" West, 27.04 feet;
thence, South 70°39'43" West, 160.60 feet;

11D032-000 137.622 Ac. 110129.doc

Page 1 of 2

6900 Tylersville Road, Suite A
Mason, Ohio 45040
513-336-6600

209 Grandview Drive
Fort Mitchell, Kentucky 41017
859-261-1113

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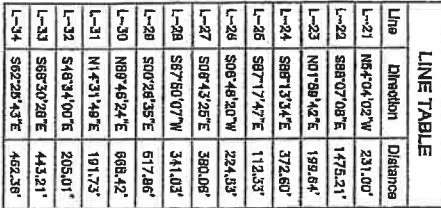
318 South College Avenue
Oxford, Ohio 45056
513-523-4270

P.O. Box 3706
Lawrenceburg, Indiana 47025
812-537-9064

thence, South 41° 39' 58" West, 750.56 feet to the City of Oxford corporation line;
 thence, leaving said south right of way of Bonham Road and with said City of Oxford corporation line for the followings seven courses, North 64°10'32" West, 62.54 feet to the north right of way of said Bonham Road;
 thence, with said north right of way of Bonham Road, North 41°40'14" East, 783.01 feet;
 thence, continuing with said north right of way of Bonham Road, North 70°44'58" East, 102.15 feet to the east line of Lot #3793;
 thence, leaving said north right of way of Bonham Road and with the east line of said Lot # 3793 for the following four courses: North 27°18'32" West, 658.42 feet;
 thence, North 02°55'58" East, 165.00 feet;
 thence, North 22°04'02" West, 198.00 feet;
 thence, North 54°04'02" West, 231.00 feet to the north line of said Section 23 and the south line of said Section 14;
 thence, leaving said City of Oxford corporation line and with said north line of Section 23 and the south line of said Section 14, South 88°07'08" East, 1475.21 feet;
 thence, leaving said north line of Section 23 and the south line of said Section 14, North 01°59'42" East, 199.64 feet;
 thence, South 88°13'34" East, 372.60 feet;
 thence, South 87°17'47" East, 112.33 feet;
 thence, South 08°48'20" West, 224.53 feet to the north line of said Section 23 and the south line of said Section 14;
 thence, South 06°43'25" East, 380.06 feet to the centerline of said Bonham Road;
 thence, with said centerline of Bonham Road, South 67°50'07" West, 341.03 feet;
 thence, leaving said centerline of Bonham Road, South 00°26'35" East, 517.86 feet;
 thence, North 89°46'24" East, 668.42 feet;
 thence, North 14°31'49" East, 191.73 feet;
 thence, South 48°34'00" East, 205.01 feet;
 thence, South 68°30'28" East, 443.21 feet to the east line of said Section 23 and the west line of said Section 24;
 thence, leaving said east line of said Section 23 and the west line of said Section 24, South 62°25'43" East, 462.36 feet to the **Point of Beginning** containing 137.622 acres of land of which 2.165 acres are located in Section 14, 109.388 acres are located in Section 23 and 26.069 acres are located in Section 24 of which 3.092 acres are located within the right of way of Bonham Road, more or less and being subject to all easements, legal highways, restrictions and agreements of record.

The above description was prepared from an annexation plat prepared by Bayer Becker, David Douglas Smith, Registered Surveyor #7121 in the State of Ohio, January 29, 2014.





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City of Oxford
Community Development Department
STAFF REVIEW & COMMENTS

Planning Commission

Case # PC-2015-02

Date – February 10, 2015

APPLICATION

Applicant:	Talawanda City School District, represented by Mike Davis, CFO/Treasurer
Location:	400 W. Sycamore St.
Owner:	Talawanda City School District
Action Request:	Conditional Use- Construction of a new elementary school building at the existing Kramer Elementary School site, 400 W. Sycamore Street.
Current Zoning:	R1A & R1MS
Current Use:	Elementary School
Surrounding Existing Land Uses:	Single and multi-family residential dwellings and commercial buildings

DESCRIPTION

This application is to seek a Conditional Use Permit to build a new elementary school at a different location on the existing Kramer Elementary school site. A triangular shaped new school is planned on the eastern side of the site, with two access points to Sycamore Street.

The site is slightly over 20 acres and is sloped from south-west to north east by about 60 feet. The site is a T-shape layout with only Sycamore street frontage. The proposed new building is designed to host PK-5th elementary school students in an approximate 69,984 square foot building. The existing building will then be demolished after the new building is complete. The general area where the existing building is will then be turned into a parking lot.

The existing access point at Locust St. and Sycamore St. will remain for car drop-off/pick up, visitors and staff parking. A new access point will be created to the east of the school site, on Sycamore St, to be the main point of entry for buses and deliveries.

ZONING CODE

Section 1143.03(b) (G) allows schools, both private and public as conditional uses. Chapter 1147 regulates conditional uses. Section 1147.01 states that conditional uses are land uses that are potentially appropriate in many zoning districts but are likely to have characteristics that could be detrimental to the public health, safety or general welfare if not located appropriately, operated appropriately, or mitigated with good design. Section 1147.03(30) regulates "Use Specific Regulations and Potential Concerns" outlines those concerns and regulations:

1147.03(30) Schools,

A. Potential Concerns.

1. Adequate lot size to permit future expansion

2. Buses and van storage
3. Access to streets that can handle traffic generated by the use
4. Design of vehicle management area
5. Location of outdoor facilities such as ball fields and band practices
6. Proximity to incompatible uses (establishments serving alcohol)

B. Regulations

1. Parking spaces shall not be located in a yard adjacent to a residential zoning district
2. Structures shall be setback a minimum of 30 feet from a residential zoning district

COMPREHENSIVE PLAN

2008 Comprehensive Plan outlines several key directions of the plan based on the numerous inputs and feedbacks.

KEY DIRECTIONS OF THE PLAN:

- Preserve the small town character.
- Enhance the Mile Square to preserve the traditional character of Oxford.
- Give priority to infill development and redevelopment.
- Conserve agricultural lands and natural areas.
- Create new jobs and services in the community.
- Provide a variety of transportation options including walking, biking and public transit.
- Cooperate with neighboring jurisdiction to preserve the rural character.

The 2008 Comprehensive Plan was also broken down into various categories (chapters) to develop implementation strategies. The following excerpts are from the Comp Plan related to different categories.

LAND USE – Managed growth to ensure small town character, green areas, and preserved farmland

Objectives: Enhance neighborhoods within the Mile Square

Strategies:

- LU. 2.3 Ensure the completion of missing road segments as property is developed or redeveloped. Integrate the Comprehensive Plan into the city's daily business.
- LU. 2.4 Support the pedestrian orientation of the Mile Square through the maintenance and replacement of sidewalks, alleys and street. Continue to use a formal utility services boundary to include timing utility extensions and an annexation policy.

TRANSPORTATION - A quality, accessible transportation system with alternative forms of transportation for a diverse population, improved infrastructure, adequate parking, bikeways, and efficient traffic management.

Objective: Promote alternative modes of transportation.

- T 2.3 Create standards and require all new and existing commercial and public facilities to provide bike facilities (racks, shelters)
- T 2.4 Create connections between subdivisions and destinations to improve mobility, promoting a wider pedestrian and bicycle network throughout Oxford.

Objective: improve the pedestrian infrastructure

- T 8.1 Construct new sidewalks where none exist in and between existing developments.
- T 8.2 Repair existing sidewalk that are in poor condition.

COMMUNITY FACILITY AND SERVICES - Excellent schools and community facilities and services including cultural and recreational facilities, safety and social services and programs for all.

Objective: Support Education

- CF2.1. Support partnerships between the City, Talawanda School District and Miami University to create new education opportunities for students and the general community.
- CF 2.2. Promote the enhancement of school facilities and creation of high quality academic programs.
- CF 2.3. Work with the School District and University to promote “green” building and site planning for facilities.

COMMENT FORMS (Public Comments)

One comment received.

SITE HISTORY

PC-1998-17 Lot Consolidation

AGENCY REVIEWS

Requests for review were made to the Police, Fire, Engineering and Economic Development Departments. The following comments have been received:

- Police: Returned with comments attached.
- Fire: Returned without comment.
- Engineering: No comment.
- Econ. Dev.: Returned with comments attached.

DECISION CRITERIA

A copy of the Zoning Code Conditional Use Decision Standards is attached.

OXFORD ZONING CODE COMPLIANCE

1141. Accessory, Temporary, Supplementary and Environmental Regulations

- 1141.04(f) light and Glare from Exterior lights
 - (1) The light source within a light fixture shall not be visible from a neighboring structure. Lighting may be shielded or recessed and set on low poles to prevent light from shining onto neighboring properties and distracting drivers.

Comments: The light pole on the southeast side of the school property is very close to the adjoining property. A shield needs to be installed to prevent light from shining onto neighboring property.

1149 Vehicle Management:

- 1149.49.05 Non-Residential parking regulations
 - (e)(4) Parking lot design
 - D. Light fixtures shall be a maximum height of 16 feet above the adjacent ground.

Comments: All light fixtures are more than 16 feet.

- E. All unpaved areas adjacent to an off-street parking area shall be raised, landscaped and separated from the parking area by a minimum of 6-inch high concrete curb.

Comments: The north-west portion of the proposed parking does not have raised area by a 6-inch concrete curb.

- F. A raised, landscaped, and curbed island a minimum of 4.5 feet wide (including the width of the curb) shall be provided at the front and at the ends of each row of parking space and at every interval of 7 parking spaces in a row. End islands shall extend to within 3 feet of the end of the parking space. The width requirement can be shared between adjacent facing rows or by the setback requirement adjacent to lot lines.

Comments: The proposed site layout does not show that a raised, landscaped and curbed island is provided at every interval of 7 parking spaces.

- G. Interior rows of parking shall have an access aisle between each 15 parking spaces.

Comments: The proposed site plan does not show access aisle between each 15 parking spaces.

1151 Sigs

1151.05 Permanent Signs

- (b) Nonresidential Land Use Signs in Residential Zoning Districts for identification purpose:

- (1) No more than 1 sign per development site is permitted as follows.
- A. The sign may be either a wall or a freestanding sign, but not both.
 - B. No more than 12 square feet in area.
 - C. Indirect illumination

Comments: There are two proposed identification signs: one wall sign and one freestanding. Both are larger than allowable square footage.

- (c) Name Plate and Direction Signs in Any Districts for pedestrian and vehicular traffic and for identifying the building entrance for nonresidential land uses in any zoning districts.

- (4) Any number of wall or freestanding signs as follows, to describe intended direction of vehicular travel on-site:
- A. No more than 2 square feet in area
 - B. No high than 4 feet
 - C. No closer than 5 feet to any lot line.
 - D. Display no commercial message except identification and address.

Comments: Three proposed freestanding signs for traffic directional purposes are all exceeding the maximum square footage.

ANALYSIS

The proposed use is in fact a conditional use in the R1A District and the applicant has outlined their responses based on the Decision Standards, which is attached for your information.

The project team has done a great job addressing School District concerns related to on-site traffic circulation issues by creating separated bus from automobiles access points. Additionally, the new building will achieve LEED (Leadership in Energy and Environmental Design) Silver Certification at a minimum. The building is also designed with the ability to add classrooms in the future. Additionally, the new building is designed to meet the "Ohio School Design Manual- 2013 Edition."

Staff identified some zoning compliance issues, outlined under the Zoning Code Compliance, which will require Commission's action to recommend waiving the standards to City Council. Staff does not believe those are issues of significance, given that the school district is striving to achieve LEED certification. Additionally, the parking lot is specifically for staff and parents and is mainly used during student drop-off and pick-up.

The City has been working with the Talawanda School District on a Safe Route to School initiative to encourage more walking and biking and reach out to school principals, staff and parents by evaluating infrastructure issues. As a result of this initiative, Talawanda Safe Route to School Travel Plan was developed that was approved by the Talawanda City School Board in 2014 for the Middle School and Kramer Elementary School. In this approved Travel Plan, numerous deficiencies were identified and countermeasures were also recommended for each site. Those countermeasures range from educational programs to infrastructural improvements.

For the Kramer School site, a list of infrastructure deficiencies was identified and the recommended improvements are also suggested. Some of the issues and recommendations are as follows: (A copy of the approved Travel Plan can be obtained on the ODOT website:

Deficiencies	Countermeasures
1. Lack of formal connection to adjacent neighborhoods	Install pathways
2. On-site pedestrian/vehicle conflict	Direct peds connection
3. Missing sidewalks west of N. Locust St.	Install sidewalks (8ft width)
4. Inadequate sidewalk width for peds and bikes on north side of Sycamore St	Widen sidewalk to 8 feet from Morning Sun to Kramer
5. Lack of signalized intersection at Sycamore and Brown Road	Reconstruct and/or signalize
6. Missing sidewalk on west side of Brown Road	Install missing sidewalks

Given that the approved Travel Plan identified these deficiencies and countermeasures, the focus on this part of the analysis will be primarily around the school site, based on the submitted site plan.

It appears that the existing sidewalk along the north side of Sycamore St. will remain as 5 feet wide to connect to an 8 foot pedestrian walk from the property line to the new school building on both sides of the access off N. Locust St.

The Northridge Subdivision was approved in 1999 by the Oxford City Council subject to certain conditions. One of the conditions was to finalize the agreement of an access easement between the developer of the subdivision and Talawanda connecting Miami Trail, a cul-de-sac, to the Kramer school site (see attachment). It appears that this easement has been recorded and the City Administration has agreed to provide a concrete pathway to fulfill the agreement in 1999. However, the site plan does not show any delineation from this pathway to the new school building. Additionally, there are several unimproved pathways from the apartment complex to the south to the existing building and it appears that there are no plans to improve these passageways.

The project team shows an 8 foot wide concrete sidewalk on both sides of the Locust St. access point. A clearly marked crosswalk needs to be installed from the concrete side on the west side of this access point to the area where a proposed flagpole is located. Based on the submittal, there will be curbing only on the east side of the parking lot and it also appears that the rest of the parking lot will be marked with paint. The site layout does not appear to provide safe crosswalks from the western most parking spaces to both entrances to the building. Considering that the design goal of this project is to achieve LEED designation, the parking lot is designed to allow run-off to flow into landscaped and/or grassy areas.

The proposed new building also shows that there is open-air bike parking in front of the new building. However, it appears there might be 10-12 bikes capacity, but it is not clear about the actual capacity. Given the experience from the National Bike and Walk Day in the last few years, the number of students who rode bikes to school is much higher than the propose capacity shown on the submittal.

RECOMMENDATION

This is the project the community has been waiting for several years to replace the existing building at the same site. It appears that the proposed project can and is able to meet the decision standards of the Conditional Use Permit. However, there are several site development standard issues that need to be waived by the Commission. Staff does not believe waiving those standards would diminish the purpose and intent of the Zoning Code, as long as there are provisions to protect the privacy of the adjoining property owners.

Other design issues in the Analysis Section of the report should be fully considered and incorporated into the approval of the Planning Commission. Since the hope is to encourage more biking and walking for school children, site design on and off-site must be reflected in this philosophy to provide improvements for accomplishment both on and off the site. For on and near site improvements, the following are critical to provide infrastructure to promote and encourage more bike and pedestrian to school.

1. The sidewalk on the north side of Sycamore Street, adjacent to TSB property needs to be 8' to accommodate bike and pedestrian at the same time.
2. Additionally, a clearly marked and graded path shall be installed from the concrete sidewalk, leading to the entrance to the new school to the property line connecting to the easement to Miami Trail.
3. Based on the comments from the OPD, staff is also recommending the design team to incorporate necessary equipment to address the OPD concerns.

Overall, this project is approvable, provided the issues outlined in the Analysis section can be addressed by the project team and agreed to by the Planning Commission.

SUBMITTED

BY:


Jung Han Chen,
Community Development Director

DATE: January 26, 2015

ATTACHMENT

(c) Planning Commission Review. The Planning Commission shall base its review of a proposed Conditional Use upon the complete application, upon any staff report, and upon any relevant and credible public comment presented during the public hearing. If the Planning Commission finds that the information provided is insufficient to make a determination, it may suspend its review until sufficient information has been provided.

(1) Burden of proof.

- A. The Planning Commission has no obligation to recommend approval and City Council has no obligation to approve a Conditional Use. This Zoning Code assumes that the uses listed in this section are not appropriate unless an applicant proves that the use will not be detrimental to the public health, safety, or general welfare of the City or the neighborhood in which it is proposed.
- B. Applicants shall prove that potential negative impacts of elements such as location, size and extent of facilities and operations, site design, traffic generation, site access, and potential impact upon public facilities will be adequately mitigated.

(2) General Decision Standards. All Conditional Uses shall satisfy these General Decision Standards:

- A. The proposed use is in fact a Conditional Use in the zoning district in which it is proposed.
- B. The use and site will satisfy the general intent of this Zoning Code.
- C. The use and site will be compatible with the general intent of the Comprehensive Plan.
- D. The size and shape of the site are sufficient for the proposed use.
- E. The use will not be hazardous or disturbing to existing or potential future neighboring uses that are permitted in the zoning district.
- F. The use will not involve activities, processes, materials, equipment, or conditions of operation that will be detrimental to any person, property, or the general welfare because of excessive production of traffic, noise, smoke, fumes, glare, odors, or other emissions.
- G. The only accessory uses will be directly related to the operation of the principal use and will not be operated independent of the principal use.
- H. The use and site will be adequately served by public facilities and services such as streets, water and sewer, drainage structures, police and fire protection, and refuse disposal, or adequate provisions will be made to provide the same services privately.
- I. Development of the site and operation of the use will not require substantial public expenditure for additional infrastructure or services.
- J. The site will be designed, constructed, and maintained in a character harmonious in appearance and general character with the existing or intended character of the general vicinity, and that such use will not change the essential character of the same area. Structures to be constructed, reconstructed, or altered in a residential zoning district shall have the appearance of residential buildings permitted in the zoning district.
- K. The site is designed so that on-site traffic and traffic accessing the site will not inappropriately impact the movement of traffic on adjacent public streets.
- L. Proposed construction will not result in the destruction, loss, or damage of a natural, scenic, or historic feature of major importance.
- M. All necessary permits and licenses for the Conditional Use and its operation have been or can be obtained for the use at the proposed location.

FINAL RECORD PLAT OF
NORTH RIDGE SUBDIVISION - SECTION 2
ENTIRE LOT NUMBER 3240, CITY OF OXFORD, BUTLER COUNTY, OHIO

FOR VALUABLE CONSIDERATION, WE, THE UNDERSIGNED, DO HEREBY PERMANENTLY GRANT UNTO THE ENERGY AND SUBSIDIARIES, GENERAL TELEPHONE AND CABLE, THEIR SUCCESSORS AND ASSIGNS, FOREVER, NON-EXCLUSIVE EASEMENTS, AS SHOWN ON THE WITHIN PLAT AND HEREINAFTER DESIGNATED AS "UTILITY EASEMENT", FOR THE CONSTRUCTION, OPERATION, MAINTENANCE, REPAIR OR REPLACEMENT OF ANY AND ALL NECESSARY FIXTURES FOR THE OVERHEAD OR UNDERGROUND CONDUITS, DISTRIBUTION OF GAS, ELECTRIC, TELEPHONE OR TELECOMMUNICATIONS, OR OTHER UTILITIES, SAID UTILITY COMPANIES SHALL HAVE THE RIGHT OF INGRESS AND EGRESS AND ALSO THE RIGHT TO CUT, TRIM AND REMOVE TREES AND UNDERGROWTH OR OVERHANGING BRANCHES WITHIN SAID EASEMENT OR WITHIN SAID EASEMENTS, THERE TO, NO BUILDINGS OR OTHER STRUCTURES MAY BE BUILT WITHIN SAID EASEMENTS, THE EASEMENT AREA BE PHYSICALLY ALTERED SO AS TO IMPAIR THE CLEARANCE OF EITHER OVERHEAD OR UNDERGROUND FACILITIES; 2) IMPAIR THE LAND SUPPORT OF SAID FACILITIES; 3) IMPAIR THE ABILITY TO MAINTAIN THE FACILITY OR 4) CREATE A HAZARD.

TO HAVE AND TO HOLD THE SAID EASEMENTS FOREVER, WE ACKNOWLEDGE HAVING FULL POWER TO CONVEY THIS EASEMENT AND WILL DEFEND THE SAME AGAINST ALL CLAIMS.

EASEMENTS ON SAID PLAT DESIGNATED AS "SANITARY SEWER EASEMENTS" OR "WATER EASEMENTS" ARE PROVIDED FOR THE RIGHT TO CONSTRUCT, USE, MAINTAIN AND KEEP IN REPAIR THEREON A SANITARY SEWER PIPELINE AND/OR WATER MAINS AND APPURTENANCES THEREO NECESSARY TO THE OPERATION THEREOF, AND ARE PERPETUALLY DEDICATED TO THE CITY OF OXFORD.

ALL EASEMENTS SHALL BE KEPT CLEAR OF DECKS, POOLS, PLANTING AND OTHER OBSTRUCTIONS TO THE OPERATION AND MAINTENANCE OF THE UTILITIES. EAVES MAY ENCRUCH NO MORE THAN 18 INCHES INTO ANY EASEMENT.

ALL STREETS IN SAID SUBDIVISION SHALL BE CONSTRUCTED IN ACCORDANCE WITH APPROVED PLANS ON FILE IN THE OFFICE OF THE CITY ENGINEER. ALL STREET NAME SIGNS ERRECTED ON THE CITY ENGINEER'S OFFICE SHALL BE CONSTRUCTED AS PER APPROVED PLANS ON FILE IN THE CITY ENGINEER'S OFFICE. ALL STREETS SHALL BE CONSTRUCTED, WITH THE EXCEPTION OF THE TOP COURSE, FROM THE DATE THE PLAT IS APPROVED BY THE CITY COUNCIL, AND SHALL BE MAINTAINED AND KEPT IN REPAIR FOR A PERIOD OF ONE YEAR FROM THE DATE THAT THE CONSTRUCTED STREETS ARE APPROVED BY THE CITY ENGINEER.

ALL BUILDINGS ARE TO BE SERVED BY THE PUBLIC SEWER SYSTEM AND SHALL BE CONSTRUCTED SO AS TO PROVIDE GRAVITY FLOW TO THE SANITARY SEWER MAIN. ANY LOT TRANSFERRED SHALL HAVE A MINIMUM WIDTH AND AREA SUBSTANTIALLY THE SAME AS SHOWN ON THE ACCOMPANYING PLAT AND ONLY ONE PRINCIPAL BUILDING WILL BE PERMITTED ON ANY SUCH LOT. ANY SPLITS OR FURTHER SUBDIVIDING SHALL BE DONE BY REPLAT ONLY, IF AN ADDITIONAL BUILDING SITE(S) IS CREATED.

TYPICAL FIFTEEN FOOT PUBLIC UTILITY EASEMENT TO BE PROVIDED AND DEDICATED ON ALL EXTERIOR LOT LINES. TYPICAL SEVEN AND ONE HALF FOOT PUBLIC UTILITY EASEMENTS TO BE PROVIDED AND DEDICATED ALONG ALL INTERIOR LOT LINES AS DEEMED NECESSARY BY THE CITY ENGINEER.

STATE OF OHIO S.S.

BE IT REMEMBERED THAT ON THIS 9th DAY OF December, 1992,
BEFORE ME A NOTARY PUBLIC, IN THE STATE OF OHIO, PERSONALLY CAME
MENNIS DAY AND RAY DAY, WHO ACKNOWLEDGED THAT THEY SIGNED THE
FOREGOING INSTRUMENT MENTIONED AND THAT THE SAME IS THEIR VOLUNTARY
IN TESTIMONY WHEREOF, I HEREBY SUBSCRIBE MY NAME AND AFFIX MY
NOTORIAL SEAL THIS DAY AND YEAR ABOVE SAID.

Notary Public State of MO
 April 03, 2004
 MY COMMISSION EXPIRES:

APPROVED AND ACCEPTED BY THE CITY OF OXFORD COUNCIL BY
ORDINANCE PASSED AT THE MEETING OF

April 20th, 1999
Donna J. Heale
CLERK OF COUNCIL
ORDINANCE # 21635
Paul Brantly
MAYOR

PLANNING DIRECTOR 2/10/00 DATE
 SERVICE DIRECTOR 2/14/00 DATE
 CITY ENGINEER 2/14/00 DATE

ENTERED FOR TRANSFER April 28 A.D. 1924
TRANSFERRED April 28 A.D. 1924
BY: Tom Kneen
AUDITOR BUTLER COUNTY, OHIO C. M. Lewis

FILE FOR RECORD 4-28-2000 AT 12:54 pm.
 RECORDED 4-28-2000 A.D., 19 2000
 PLAT ENVELOPE 3159 PAGES A-B
 BY: Donna H. Grant
 RECORDER, BILLY COUNTY, OHIO
42457 413 20
 DEPUTY

ARTHUR C. BALTH
CIVIL ENGINEER & SURVEYOR
1145 CALIFORNIA ROAD
OKEANA, OHIO 45053
PHONE 513-756-9111
DATE: 2/1/99
REVISION DATE: 4/30/99

SHEET 1 OF 2

NOTE A:
LOTS 3273 AND 3274 REQUIRE A GRADING
PLAN TO BE SUBMITTED TO THE CITY BEFORE
BUILDING PLAN WILL BE ISSUED.
PLAN TO SHOW PROPOSED FLOOR ELEVATIONS AND
SANITARY SEWER INVERTS.

TOTAL AREA OF SECTION 2 ~ 11.646 ACRES

NOTE: BENCHMARK FOR SEC. 2
SHALL BE THE ACROW NUT OF
THE EXISTING FIRE HYDRANT
IMMEDIATELY SOUTH AND EAST OF
THE INTERSECTION OF MIAMI TRAIL
AND NORTH RIDGE DR.
ELEV. 902.89



BEARINGS SHOWN ARE BASED ON
STATE PLANE COORDINATE SYSTEM
AND ARE USED TO DENOTE ANGLES ONLY.

GRAPHIC SCALE - FEET

60 0 50 120 180

① R.D.: 25.00'
A.P.C.: 22.39'
TAN: 12.01'
CEN. ANG.: 5° 19' 04"
CHORD: 21.65'

② R.D.: 56.00'
A.P.C.: 271.33'
CEN. ANG.: 282° 38' 08"
CHORD: 68.75'

LEGEND:

- 000.00 - INDICATES MIN. INVERT OF SAN. SEW. LAT. AT BLDG. LINE
- B— BUILDING LINE
- U— UTILITY EASEMENT LINE
- 1/2" IRON PIN SET
- IRON PIN EQUIV. (UNLESS OTHERWISE NOTED)
- CONCRETE MONUMENT SET

NOTE: A NOTCH WILL BE SET AT EACH POINT WHERE THE PROPERTY LINE EXTENDED MEETS THE BACK OF CURB.

NOTE: A NOTCH WILL BE SET AT EACH POINT WHERE THE PROPERTY LINE EXTENDED MEETS THE BACK OF CURB.

A map of the North Ridge area. The map shows the intersection of Westgate Dr. and North Ridge Dr. North Ridge Dr. runs diagonally from the bottom left to the top right. Westgate Dr. runs horizontally across the middle. A trail labeled 'MIMI TRAIL' branches off Westgate Dr. to the right. To the left of the intersection, there is a label 'NORTH RIDGE SUB. SEC. 1'. To the right of the intersection, there is a label 'NORTH RIDGE SUB. SEC. 2'. At the top of the map, there is a label 'BROWN RD.'. A north arrow is located in the upper left corner. The text 'TRACT MAP - NO SCALE' is written vertically along the right edge of the map.

ARTHUR C. BALPH
CIVIL ENGINEER & SURVEYOR

145 CALIFORNIA ROAD
WAKEANA, OHIO 45053
PHONE 513-755-9111
DATE: 2/ /99
REVISION DATE:

STATE OF OHIO
ARTHUR C. BALPH
5445
REGISTERED SURVEYOR

SHEET 2 OF 2



**CITY OF OXFORD
PLANNING COMMISSION
REVIEW AND COMMENT FORM**

CASE NO.: PC-2015-02

DATE OF HEARING: February 10, 2015

PC-2015-02 CONDITIONAL USE, Kramer Elementary School, construction of a new elementary school building at the site of the existing Kramer Elementary School, 400 West Sycamore Street, **Board of Education, Talawanda School District, Applicant**

If you cannot attend this public hearing being held before the City of Oxford Planning Commission, but would like to comment on this matter, please complete this form and return it at your earliest convenience before the hearing date to Lynn Taylor, 101 East High Street, Oxford, OH 45056.

Name: Parkview Arms Apartments

Address: 5032 College Corner Pike
Oxford OH 45056

Telephone: Home: 513-523-6454 Work: 513-688-0104

COMMENTS:

NO comment.


Signature

2/12/15
Date

Managing Agent, LIF Management, Inc.

City of Oxford
Inter-Office Review Transmittal Sheet

Date: January 8, 2015

To: Fire Department Engineering Division Police Department Econ Dev Department

From: Community Development Department

PC-2015-02 CONDITIONAL USE, Kramer Elementary School, construction of a new elementary school building at the site of the existing Kramer Elementary School, 400 West Sycamore Street, **Board of Education, Talawanda School District, Applicant**

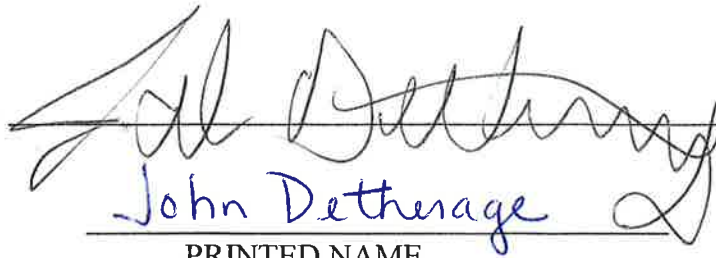
 X Review Revisions Other

Please return no later than: **1/30/2015** Note: If no comments are received, we will assume the project meets your department's standards.

.....

Drawings are returned: w/comments without/comments

Drawings reviewed by:


John Dethenage
PRINTED NAME

Date: 1-15-15

City of Oxford
Inter-Office Review Transmittal Sheet

Date: January 8, 2015

To: Fire Department Engineering Division Police Department Econ Dev Department

From: Community Development Department

PC-2015-02 CONDITIONAL USE, Kramer Elementary School, construction of a new elementary school building at the site of the existing Kramer Elementary School, 400 West Sycamore Street, **Board of Education, Talawanda School District, Applicant**

 X Review Revisions Other

Please return no later than: **1/30/2015** Note: If no comments are received, we will assume the project meets your department's standards.

.....
Drawings are returned: w/comments without/comments

As I look at the plans for Kramer, I believe that the review is only for the land use and not necessarily the building although I am not certain. Regardless, I would like the Community Development Department to be aware of the following regarding this proposed new construction.

At the recent 800 Advisory Board meeting, BRICS staff informed us of a Section in the Ohio Fire Code that requires buildings have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the radio system. I would request that the Building Department make the following comments to the developer: "Contact the Fire Department to establish requirements. Provide documentation that this is being addressed or correspondence from the Fire Department that this will not be required." That line is from a review by the City of Grove City, Ohio for an elementary school.

The appropriate section in the Ohio Building Code is 4101:1-9-01 Fire Protection Systems – Section 915.1 General which references Section 510 of the Ohio Fire Code. (Chapter 1301:7-7 Ohio Fire Code (J) Section 510 Emergency responder radio coverage)

This issue exists in the current High School where we have very poor radio coverage in parts of the building. That building needs to have a radio amplifier installed. However we cannot require the school district to install it now. So to avoid this with the new elementary building, we need to make it part of the review process. BRICS recently assisted in this process with the building of Children's Hospital in Liberty Township.

Thank you,

John A. Jones | Support Services Lieutenant

Bob Holzworth, OPD



Internal Use Only:

Case No.

PC-2015-02

Date Filed

12/23/14

Conditional Use Permit Application

Applicant Information

Attach a Letter of Agency if the Applicant is not the property owner.

Name * Board of Education of the Talawanda City School District
Mailing Address * 131 W. Chestnut Street
City, State & Zip Code * Oxford, Ohio 45056
Telephone Number(s) * 513-273-3107
Email Address davism@talawanda.org

Owner Information

Name * Board of Education of the Talawanda City School District
Mailing Address * 131 W. Chestnut Street
City, State & Zip Code * Oxford, Ohio 45056
Telephone Number(s) * 513-273-3107
Email Address davism@talawanda.org

Location and Lot Information

Location of Property * north side of Sycamore Street at Locust Street 400 W. Sycamore
Legal Description * Lot 3817
Zoning District * R-1A & R-1MS
Total Area * 20.324 → Check One * Acres ☒ Square Feet ☐
Existing Use Description * Elementary School
Proposed Use Description * Elementary School

Submission Requirements and Documentation

From Section 1147.02(a)¹.

- (1) Contents of application for conditional use permit. Thirteen complete sets of all information shall be submitted with an application. The Zoning Administrator may modify this requirement based upon the type of materials included. Please contact the Zoning Administrator prior to submitting an application to discuss the submission requirement. If any information is submitted in color or on non-standard paper, more copies may be required.

A. Application Fee.

B. Description of Use and Site.

A written, detailed description shall include the following information. A separate response is required for each subsection.

1. The name, mailing address, and telephone number of the applicant and the property owner.
2. If the applicant is not the owner, a statement from the owner that the applicant is entitled to apply on his or her behalf.
3. A legal description of the site, including all separate lots.

- A. The proposed use is in fact a Conditional Use appropriate for the zoning district in which it is proposed.
- B. The use and site will satisfy the general intent of this Zoning Code.
- C. The use and site will be compatible with the general intent of the Comprehensive Plan.
- D. The size and shape of the site are sufficient for the proposed use.
- E. The use will not be hazardous or disturbing to existing or potential future neighboring uses that are permitted in the zoning district.
- F. The use will not involve activities, processes, materials, equipment, or conditions of operation that will be detrimental to any person, property, or the general welfare because of excessive production of traffic, noise, smoke, fumes, glare, odors, or other emissions.
- G. The only accessory uses will be directly related to the operation of the principal use and will not be operated independent of the principal use.
- H. The use and site will be adequately served by public facilities and services such as streets, water and sewer, drainage structures, police and fire protection, and refuse disposal, or adequate provisions will be made to provide the same services privately.
- I. Development of the site and operation of the use will not require substantial public expenditure for additional infrastructure or services.
- J. The site will be designed, constructed, and maintained in a character harmonious in appearance and general character with the existing or intended character of the general vicinity, and that such use will not change the essential character of the same area. Structures to be constructed, reconstructed, or altered in a residential zoning district shall have the appearance of residential buildings permitted in the zoning district.
- K. The site is designed so that on-site traffic and traffic accessing the site will not inappropriately impact the movement of traffic on adjacent public streets.
- L. Proposed construction will not result in the destruction, loss, or damage of a natural, scenic, or historic feature of major importance.
- M. All necessary permits and licenses for the Conditional Use and its operation have been or can be obtained for the use at the proposed location.

Fees & Receipt

The required fee is \$400.00, plus postage charge. Write a check payable to **City of Oxford**. You may also pay in-person using Visa, MasterCard, and Discover. To calculate the postage charge, multiply the number of adjoining properties by current postage rate³.

Sign and Date

Applicant Signature *

M. Davis

CFO/TREASURER

Date *

12/15/14

Submit Application, Submission Requirements and Documentation, and Fees

We will not accept incomplete applications and/or plans and documentation.

Send or drop off this application with required plans and documentation as attachments and a check for fee and postage charges made payable to **City of Oxford**, to Community Development Director, 101 East High Street, Oxford, OH 45056.

Direct questions to the Community Development Dept. at (513) 524-5204. The application will be placed on the next possible agenda.

Note: You must adhere to notification and publication requirements. Submit materials 45 days prior to the Planning Commission meeting on which the action is requested. City Staff will place a public hearing sign on the subject property. **The Applicant is responsible for removing the signage at the completion of the hearing(s).**

For Staff Use Only

Fee Paid Date *

12/23/14

Receipt Number *

433.32

¹ City of Oxford Codified Ordinances: <http://www.cityofoxford.org/fees-ordinances-and-charter/>

² Butler County Auditor Real Estate Search: <http://www.butlercountyauditor.org/>

³ The United States Postal Service: <http://www.usps.com/>



Where Creativity
Meets Functionality

Civil Engineers | Transportation Engineers | Landscape Architects | Planners | Land Surveyors

January 28, 2015

Mr. Sam Perry
Planner
City of Oxford
101 East High Street
Oxford, Ohio 45056

JAN 28 2015

Re: Kramer Elementary
Conditional Use
Submittal of Revised drawings

Dear Mr. Perry:

Based upon the feedback received from City staff in the project review meeting on January 12th, we have revised several of the documents to address the following items:

- 1) A required parking calculation is provided herein.
- 2) Building elevations for the north and east side are included herein.
- 3) Updated photometric plans which reflect all the site lighting to be installed.
- 4) Examples of directional/informational signage to be installed within the site.
- 5) Trash enclosure details.
- 6) Lot coverage calculations.

Enclosed please find the following items in support of the Board of Education of the Talawanda City School District's Application for Conditional Use approval for Kramer Elementary School to be located on the north side of Sycamore Street:

- 1) Thirteen (13) individual packets containing one (1) copy of each of the following items:
 - a. Conditional Use Application.
 - b. List of property owners within 200 feet of the site.
 - c. Legal description of the property.
 - d. Site Plan, including existing site, layout plan and grading plan.
 - e. Preliminary Building Elevations and signage
 - f. Preliminary Landscape Plan.
 - g. Preliminary Lighting Plan, with fixture detail sheets.
 - h. Site Analysis.
 - i. Photos of the subject site and surrounding area.
 - j. Required Parking Calculator.

2) Description of use and site:

- a. Applicant & Property Owner:
Board of Education of the Talawanda City School District
131 W. Chestnut Street
Oxford, OH 45056
513-273-3107

6900 Tylersville Road, Suite A
Mason, OH 45040
513-336-6600

318 South College Avenue
Oxford, OH 45056
513-523-4270

1404 Race Street, Suite 204
Cincinnati, OH 45202
513-834-6151

209 Grandview Drive
Fort Mitchell, KY 41017
859-261-1113

<http://www.bayerbecker.com>

- b. A legal description of the boundary of the proposed development is enclosed.
- c. The property currently contains the existing Kramer Elementary School.
- d. The property contains 2 zoning districts; R-1A, Single Family Low-Density Residential, and R-1MS, Single Family Residential Mile-Square District.
- e. A description of the proposed use:
 - i. A description of operations, including types of goods sold, services performed, and expected number of customer, clientele, delivery, and service vehicles.

New PK-5 elementary school building consisting of 69,984 SQ FT. Kramer Elementary will be constructed on the existing approximately 21 acre site on West Sycamore Street. Abatement and demolition of existing school is included. The building is required to achieve LEED Silver Certification at a minimum but the community is challenging the team to seek a higher level if viable.

The owner has expressed a variety of goals to date. These include:

- *Designing safe, healthy and energy efficient schools that have appropriate life cycle costs.*
- *Open school for the 2016-2017 school year.*
- *Designing new school with the ability to add classrooms in the future.*
- *Make the best possible education decision / solution for the KIDS.*
- *Embrace our desire to be an innovative and transformed facility for future focused learning.*
- *Continue as a good neighbor.*

The building will be designed using the "Ohio School Design Manual – 2013 edition." The building will be Type IIB Construction per the 2011 Ohio Building Code utilizing masonry cavity wall construction on the exterior walls and interior masonry load bearing walls where required. The classroom wing will be 2 stories in height. The roof and floor framing will be of steel. We anticipate a 14'-0" floor to floor height at this point in the design to allow ample space for above ceiling mechanical, electrical, plumbing and technology systems. An elevator will be included in the design. The gymnasium will be approximately 26' high masonry wall construction and will face West Sycamore Street. There will be a storefront entry to allow for gymnasium use off hours and to create transparency on the south facing wall. The roofs throughout the building will be primarily low sloped and the front entry & art room will have a pitched system to help identify the front door of the school.

There will be an enclosed mechanical yard that will house a generator and air cooled chiller for the school. The walls will be 12' and will have an operable gate so equipment can be serviced. The design team will minimize rooftop equipment above the administration area. We are currently locating rooftop heat pumps for the administration behind the high gym wall so it cannot be seen from West Sycamore Street.

- ii. The hours of operation.

Current school hours are 9:15 am to 4:00 pm. They are expected to remain the same with the construction of the new school.

- f. A narrative statement that evaluates the compatibility of the proposed use with the general vicinity and adjacent properties.
 - i. How the use is similar to or different from existing area uses and if there will be any interaction between the proposed use and existing uses.

The use of the property is not intended to change with this application, it will remain an elementary school with its access off of West Sycamore Street. The property is surrounded by single-family residential, multi-family residential and a portion of commercial development.

Interaction with the adjacent uses will occur along West Sycamore Street. The remainder of the boundary of the property will remain in its existing condition. Sidewalk will be installed along both sides of the westernmost access drive from West Sycamore Street to the proposed school, which will enable residents to walk their children to school.

- ii. How any existing structures, proposed structures, and the site design relate adjacent structures and sites.

The proposed building will be designed in a manner to be compatible with the surrounding residential uses. Likewise the site will be designed to fit into the neighborhood.

- iii. If the use will involve any operations that create potential nuisances such as excessive noise, lighting, odor, fumes, vibrations or emissions.

The proposed use, an elementary school, will not involve any operations that create potential nuisances.

- iv. How any potential negative effects on adjacent land will be mitigated.

The proposed Kramer Elementary School will not have a negative effect on adjacent land, as the use of the property will not change. All proposed lighting will be designed to meet the City of Oxford Zoning requirements. The current elementary school does not contain detention or retention to address stormwater run-off. With the construction of the new elementary school, a detention basin will be constructed. Lastly, landscaping will be installed along West Sycamore Street and the east property line providing a visual buffer for properties to the south and east.

- g. A statement about why the location proposed is more appropriate for the use than other locations.

The site has been developed for decades as an elementary school, and the community has developed around it. Kramer Elementary School addresses the elementary education needs of students in the surrounding neighborhoods.

- h. A statement of the necessity or desirability of the proposed use to the neighborhood or community.

Kramer Elementary School serves students in the surrounding neighborhood areas. The Board of Education of the Talawanda City School District wishes to be a good neighbor and continue to serve the adjacent residents.

- i. Potential Concerns for Schools per Section 1147.03(30) of the Zoning Code:

- i. Adequate lot size to permit future expansion.

The layout for the proposed elementary school is expected to encumber approximately 8 acres of the 20.324 acres site, leaving approximately 12.324 acres for future expansion.

- ii. Bus and van storage.

Bus and/or van storage will not occur at this site. Talawanda City Schools currently store all their buses and vans at an offsite location.

- iii. Access to streets than can handle traffic generated by the use.

Access to the site will be provided at 2 locations. The west curb cut will be at the location of the existing access point at the intersection of West Sycamore and Locust Streets. This entry will be for car drop-off / pick-up, visitor, and staff parking. The proposed east curb cut will be the main point of entry for buses and deliveries. There will be a small parking lot south of the building for kitchen and custodial staff along with waste and recycling removal. Sidewalks are shown throughout site. Bike racks are shown on L101 near the front door.

iv. Design of vehicle management area.

As aforementioned, the westernmost parking lot will be for car drop-off / pick-up, visitor, and staff parking. While the proposed easternmost parking lot will be the main point of entry for buses and deliveries. There will also be a small parking lot south of the building for kitchen and custodial staff along with waste and recycling removal.

v. Location of outdoor facilities such as ball fields and band practice areas.

The existing play area located in the center of the property is proposed to remain. No additional ball fields are proposed.

vi. Proximity to incompatible uses (establishments serving alcohol).

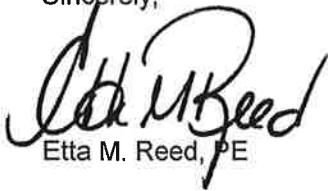
Site is predominantly surrounded by residential uses. The commercial uses that are adjacent consist of a post office (to the east) and to the west a hotel, Bob Evans Restaurant and Funeral Home.

j. A list of the names and addresses of all land owners within 200 feet of the site is enclosed.

Please place this item on the February 10th Planning Commission Meeting agenda.

Should you have any questions, or need any additional information, please do not hesitate to contact us.

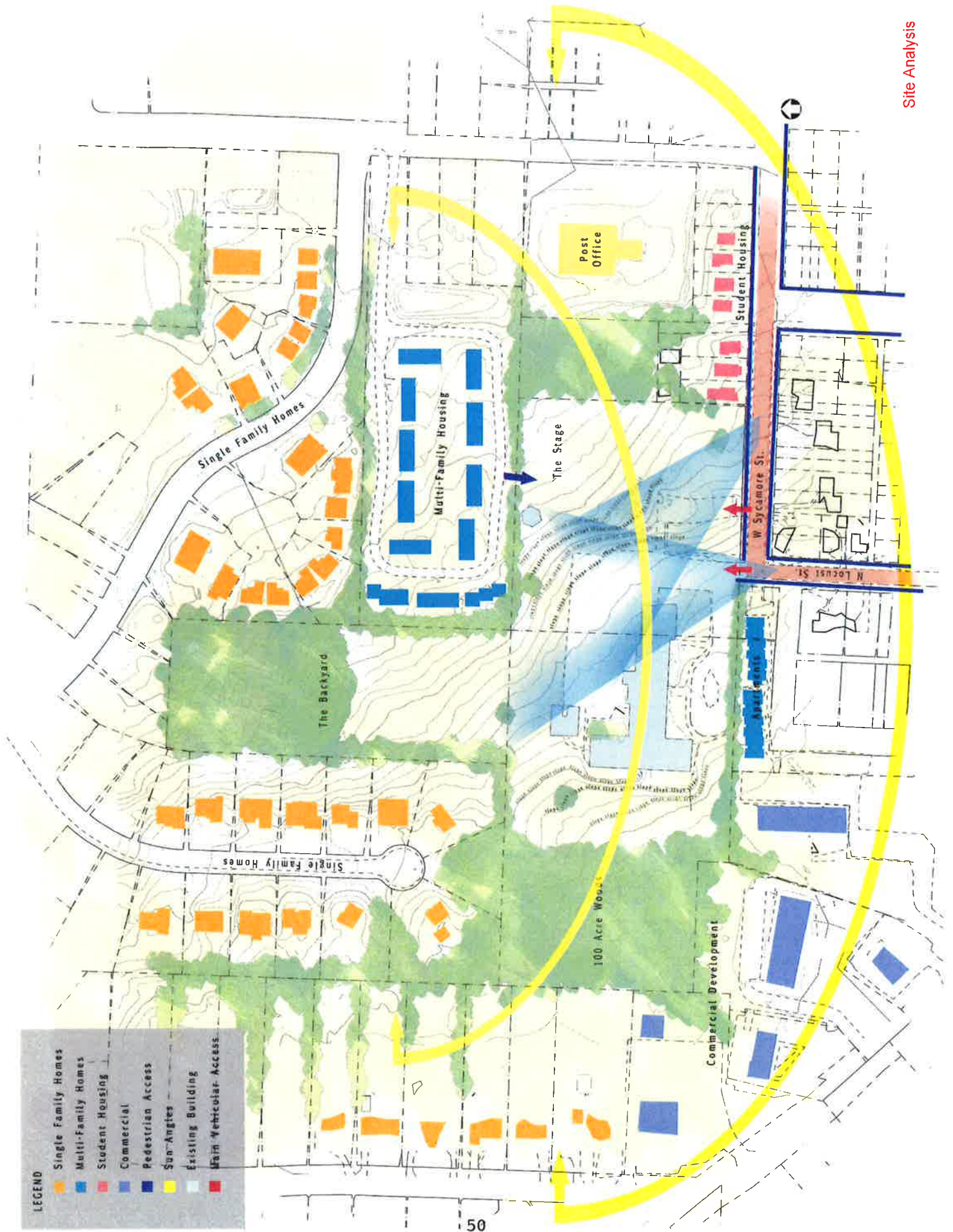
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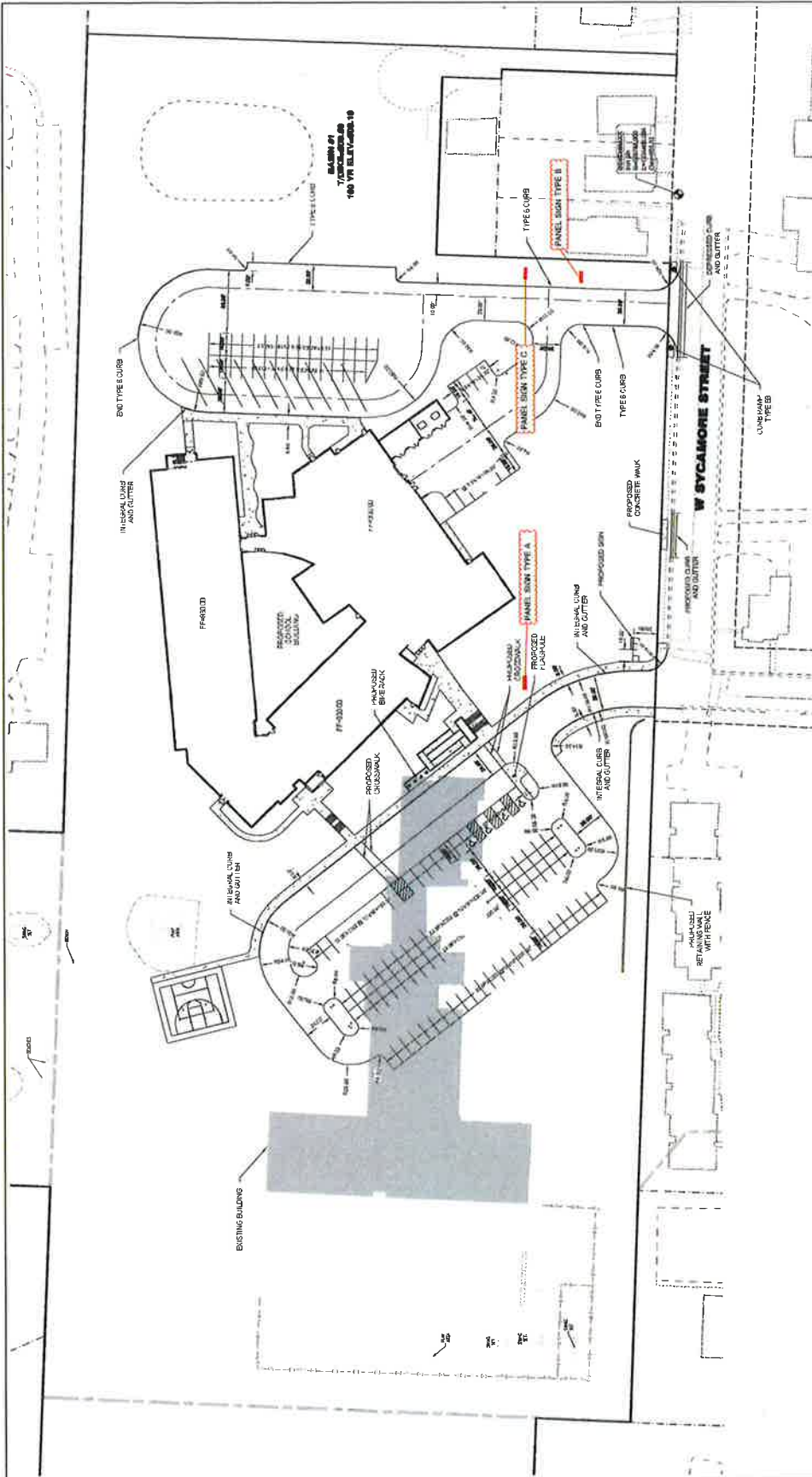


Etta M. Reed, PE

Enclosures

Cc: Mike Davis, Talawanda City Schools
Charlie Jahnigen, SHP Leading Design





SITE SUMMARY		2/23/94 4:55PM
LOT #	ADAPACE	
PARCEL #	00000000	
CITY/BLDG	STANDARD	00 SPACES
ESTIMATED TOTAL	123 SPACES	123 SPACES
PROCESSOR	STANDARD	55 SPACES
TOTAL		55 SPACES
PROCESSOR	STANDARD	25 SPACES
ESTIMATED TOTAL		123 SPACES



1800 TAYLOR ROAD, SUITE 100
 MARY, CT 06458-1000
 203-261-1000

SEE INSTRUCTION




Know what's below.
 Call before you dig.

LOCATION OF ALL EXISTING UTILITIES
 DETERMINED IN THE FIELD PRIOR TO CONSTRUCTION

Scale of Feet
 0 40 80
 1" = 40'

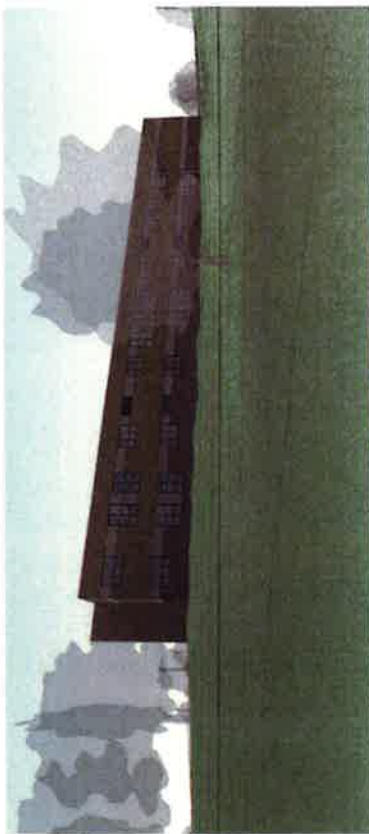
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View from Applewood



View from Sidewalk along Sycamore



View from intersection of Sycamore and Locust



View of Building Entrance from Entry Drive



ZONING IMAGES	DATE	COMMIT NO. 20140225.00
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Z201

TALWANDA SCHOOL DISTRICT
400 W. SYCAMORE ST., OXFORD, OH 45056

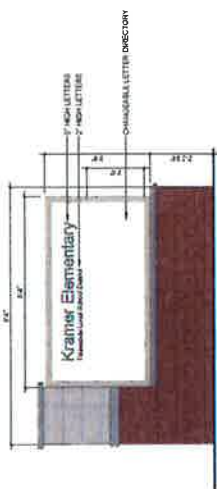
NEW KRAMER ELEMENTARY SCHOOL
131 W. CHESNUT ST., OXFORD, OH 45056



SHIP
LEADING DESIGN

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(Please review large drawing in packet)

Date: January 21, 2014
Description: 20.324 Acres
Lots #1283, #1284, #1474, #1475 and #1477
Location: City of Oxford
Butler County, Ohio



Situated in the City of Oxford, Butler County Ohio, being all of Lots #1283, #1284, #1474, #1475 and #1477, in the City of Oxford, being part of the lands of The Board of Education of the Talawanda Local School District as recorded in Deed Book 1632, Page 263, Deed Book 1632, Page 259, Deed Book 1632, Page 267 and Official Record 6453, Page 2237 of the Butler County Recorder's Office and being more particularly described as follows:

Beginning at a found 5/8" iron pin at the northwest corner of Lot #3242, being the northwest corner of the lands of A-1 Hotel Investments, LLC as recorded in Official Record 7963, Page 1494 and being on the east line of Lot #2684, being the lands of PRY Properties, LLC as recorded in Official Record 8186, Page 1344 of the Butler County Recorder's Office and being the **True Point of Beginning**;

thence, leaving said northwest corner of Lot #3242 and with said east line of the lands of PRY Properties, LLC, North 01° 55' 10" East, 415.50 feet to a found 5/8" iron pin on the east line Lot #1288 and being the lands of Mary Jo Devillez as recorded in Official Record 6497, Page 1360 and being on the south line of Northridge Subdivision, Section 2 as recorded in Plat Envelope 3159, Page A of the Butler County Recorder's Office;

thence, leaving said east line of Lot #1288 and with said south line of Northridge Subdivision, Section 2, South 87° 45' 39" East, 483.57 feet to a found 3/4" pipe, being on the east line of said Northridge Subdivision Section 2;

thence, leaving said south line of Northridge Subdivision, Section 2 and with the east line of said Northridge Subdivision, Section 2, North 02° 08' 42" East, 726.51 feet to a found 1/2" iron pin on the south line of Northridge Subdivision, Section 1 as recorded in Plate Envelope 2358, Page A of the Butler County Recorder's Office;

thence, leaving said east line of Northridge Subdivision, Section 2 and with said south line of said Northridge Subdivision, Section 1, South 87° 37' 03" East, 299.94 feet to a found 5/8" iron pin on the west line of North Ridge Condominiums Phase VII as recorded in Plate Envelope 3519, Page A of the Butler County Recorder's Office;

thence, leaving said south line of Northridge Subdivision, Section 1 and with said west line of North Ridge Condominium Phase VII extended, South 02° 09' 41" West, 725.76 feet to a found wooden post on the southwest corner of Lot #3139 and being the lands of Applewood Townhomes Owners Association as recorded in Official Record 5167, Page 366 of the Butler County Recorder's Office;

thence, leaving said west line extended of said North Ridge Condominium Phase VII and with the south line of said lands of Applewood Townhomes Owners Association, South 88° 06' 48" East, (passing a set 5/8" iron pin at 498.89 feet) for a total of 674.89 feet to a found 5/8" iron pin at the northwest corner of Lot #1473 and being the lands of The United States Postal Service as recorded in Deed Book 1614, Page 240 of the Butler County Recorder's Office;

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Page 1 of 2

6900 Tylersville Road, Suite A
Mason, Ohio 45040
513-336-6600

209 Grandview Drive
Fort Mitchell, Kentucky 41017
859-261-1113

318 South College Avenue
Oxford, Ohio 45056
513-523-4270

P.O. Box 3706
Lawrenceburg, Indiana 47025
812-537-9064

Engineering – Surveying – Landscape Architecture – Planning
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thence, leaving said south line of Lot #3139 and said lands of Applewood Townhomes Owners Association and with the westerly line of said lands of the United States Postal Service, South 02° 06' 33" West, 498.16 feet to a set 5/8" iron pin on the southwest corner of Lot #2439, being the lands of Amy M Glaspey and Brett Leischner as recorded in Official Record 7816, Page 1646 of the Butler County Recorder's Office and being on the northerly right of way of Sycamore Street;

thence, leaving the westerly line of said Lot #2439 and with said northerly right of way of Sycamore Street, North 87° 49' 09" West, 18.00 feet to a set 5/8" iron pin on the south east corner of Lot #1478, being the lands of A G Oxford Properties, LLC as recorded in Official Record 7609, Page 1756 of the Butler County Recorder's Office;

thence, leaving said northerly right of way of Sycamore Street and with the east line of said Lot #1478 and lands of A G Oxford Properties, LLC, North 02° 06' 33" East, 147.95 feet to a set 5/8" iron pin;

thence, with the north line of said Lot #1478 and said lands of A G Oxford Properties, LLC, North 87° 49' 23" West, 8.00 feet to a set 5/8" iron pin on the southeast corner of Lot #1481 and being the lands of Bruce A, and Jennefer Ann Hautau as recorded in Official Record 7403, Page 1046 of the Butler County Recorder's Office;

thence, leaving said north line of Lot #1478 and with the east line of said Lot #1481, North 02° 06' 33" East, 50.00 feet to a set 5/8" iron pin;

thence, with the north line of said Lot #1481, North 87° 49' 23" West, 150.00 feet to a set 5/8" iron pin;

thence, with the west line of said Lot #1481, South 02° 06' 33" West, (passing a found 5/8" iron pin at 195.04 feet) for a total of 197.94 feet to the northerly right of way of Sycamore Street and being the southwest corner of Lot #1480 and being the lands of Holly L. Morrical Tr., as recorded in Official Record 8230, Page 857 of the Butler County Recorder's Office;

thence, leaving said southwest corner of Lot #1480 and with said northerly right of way of Sycamore Street, North 87° 49' 09" West, 981.54 feet to a 1/2" iron pin on the northwest corner of Lot #1213, and being the lands of JCM Parkview Arms, LLC as recorded in Official Record 8298, Page 538 of the Butler County Recorder's Office and being on the east line of said Lot #3242;

thence, leaving said northwest corner of Lot #1213 and with said east line of Lot #3242, North 02° 32' 21" East, 80.00 feet to a found 5/8" iron pin;

thence, leaving said east line of said Lot #3242 and with the northerly line of said Lot #3242, North 87° 49' 09" West, 299.87 feet to the **True Point of Beginning**, containing 885,316 square feet or 20.324 acres of land, more or less and subject to all legal highways, easements, restrictions and agreements of record.

The above description was prepared it by Bayer Becker, David Douglas Smith, Ohio Professional Surveyor No. 7121.

Prior References: Deed Book 1632, Page 263, Deed Book 1632, Page 259 and Deed Book 1632, Page 267 and Official Record 6453, Page 2237.

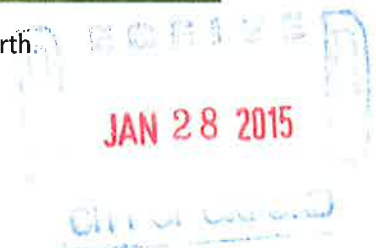
Basis of Bearings: Ohio State Plane Coordinates, South Zone (3402).



View from 50'± east of the southeast property corner facing west along W. Sycamore St.



View from the southeast property corner facing north





View from the southeast property corner facing northwest.



View from the center of the entrance drive of the east parking lot facing north.



View from the center of the entrance drive of the east parking lot facing west along W. Sycamore St.



View from the center of the main entrance drive facing north.



View from the center of the main entrance drive facing east.



View from the main entrance drive facing south along N. Locust St.



View from the intersection of N. Locust St. and W. Sycamore St. facing northwest.



View from the northeast corner of the east parking lot facing north



View from the northeast corner of the east parking lot facing east.



View from the open field on the east side of the property facing south.



View from 50'± southwest of the northeast treeline facing west.



View from 50'± southwest of the northeast treeline facing northeast.



View from 25'± west of the east treeline facing south.



View from the north edge of pavement of the main parking lot facing south.



View from the north side of building facing north.



View from the north side of building facing northeast.



View from the north side of building facing east.



View from the north side of playground facing north.



View from the west end of the building facing southwest.



View from the west end of the building facing north.



View from the west end of the building facing south.



View from the west end of the building facing northwest.



View from 50'± southeast from the treeline facing southeast.



View from the west side of the building facing north.



View from the north play field facing south.



View from the north play field facing southwest.



View from the northwest treeline facing south.



View from the northeast treeline facing south.



View of the entrance loop.



View from the entrance loop facing west.



View from the southwest corner of enclosed playground facing east along the south tree line.



View from the southwest building corner facing northwest.

The following is an example of six sizes of elementary schools with the associated co-funded parking.

DESCRIPTION	EXAMPLES					
Elementary School Student Enrollment	400	550	700	1000	1500	2000
Teaching Stations (Note 1a)	16	22	28	40	60	80
Staff Parking						
Teachers (Note 2)	16	22	28	40	60	80
Ancillary Staff (Note 3)	8	11	14	20	30	40
Administration	6	8	10	14	20	27
Custodial / Maintenance (Note 4)	3	4	5	7	10	14
Food Service (Note 5)	4	5	6	8	12	16
Total Staff Parking	37	50	63	89	132	177
Other	19	27	35	51	78	103
Total Visitor (Note 6)	8	11	14	20	30	40
High School Parking (Note 7)	na	na	na	na	na	na
TOTAL CO-FUNDED ES PARKING	64	88	112	160	240	320

WORKSHEET

DESCRIPTION	
Elementary Student Enrollment	600
Teaching Stations (Note 1a)	24
Staff Parking	
Teachers (Note 2)	24
Ancillary Staff (Note 3)	12
Administration	8
Custodial / Maintenance (Note 4)	4
Food Service (Note 5)	5
Total Staff Parking	53
Other	31
Total Visitor (Note 6)	12
High School Parking (Note 7)	na
TOTAL CO-FUNDED ES PARKING	96

Enter Student Enrollment

Administration includes principals, secretarial, and itinerant staff. Quantities of parking spaces indicated are based upon number of administrative personnel developed by the POR's for each configuration and student enrollment.

Other parking spaces are defined as the quantity of additional parking spaces to be co-funded to meet the minimum local zoning requirements.

Total parking is determined by the total of staff, visitor, student, and other parking or by required zoning if greater than calculated quantities.

Formulas					
Notes					Quantities
1a	ES Student Enrollment	/ 25		=	ES Teaching Stations
1b	MS Student Enrollment	/ 25	/ 0.85	=	MS Teaching Stations
1c	HS Student Enrollment	/ 25	/ 0.85	=	MS Teaching Stations
2	ES Student Enrollment	/ 25		=	ES Teacher Parking
2	MS Student Enrollment	/ 25	/ 0.85	=	MS Teacher Parking
2	HS Student Enrollment	/ 25	/ 0.85	=	HS Teacher parking
3	ES Student Enrollment	x	2%	=	ES Ancillary Staff Parking
3	MS Student Enrollment	x	2%	=	MS Ancillary Staff Parking
3	HS Student Enrollment	x	1%	=	HS Ancillary Staff Parking
4	Student Enrollment	/	150	=	Custodial / Maintenance Parking
5	(Full Service Kitchen) Student Enrollment x 80%	/	100	=	Food Service Staff Parking
5	(Satellite Kitchen) Student Enrollment x 80%	/	100 x 65%	=	Food Service Staff Parking
6	Student Enrollment	x	2%	=	Visitor Parking
7	HS Student Enrollment	x	20%	=	HS Student Parking



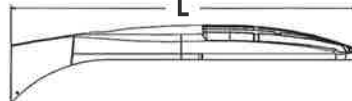
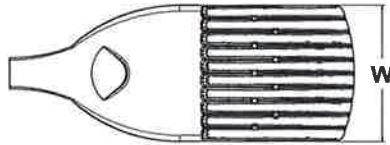
D-Series Size 1 LED Area Luminaire



d"series

Specifications

EPA:	1.2 ft ² (0.11 m ²)
Length:	33" (83.8 cm)
Width:	13" (33.0 cm)
Height:	7-1/2" (19.0 cm)
Weight (max):	27 lbs (12.2 kg)



Catalog
Number

Notes

Type

Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment.

The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire. The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing 100 - 400W metal halide in pedestrian and area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

Ordering Information

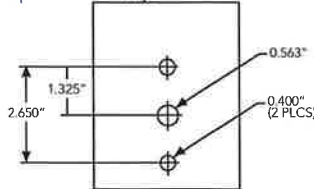
EXAMPLE: DSX1 LED 60C 1000 40K T3M MVOLT SPA DDBXD

DSX1 LED

Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Mounting	Control options	Other options	Finish
DSX1 LED	Forward optics	530 530 mA	30K	3000 K (80 CRI min.)	T1S Type I short	MVOLT ³	Shipped included	Shipped installed	DDBXD Dark bronze
	30C 30 LEDs (one engine)	700 700 mA	40K	4000 K (70 CRI min.)	T2S Type II short	120 ³	SPA Square pole mounting	PER NEMA twist-lock receptacle only (no controls) ⁷	DBLXD Black
	40C 40 LEDs (two engines)	1000 1000 mA (1 A)	50K	5000 K (70 CRI)	T2M Type II medium	208 ³	RPA Round pole mounting	DMG 0-10V dimming driver (no controls) ⁸	DNAXD Natural aluminum
	60C 60 LEDs (two engines)		AMBPC	Amber phosphor converted ⁹	T3S Type III short	240 ³	WBA Wall bracket	DCR Dimmable and controllable via ROAM [®] (no controls) ⁹	DWHXD White
	Rotated optics ¹				T3M Type III medium	277 ³	SPUMBA Square pole universal mounting adaptor ⁵	DS Dual switching ^{10,11}	DDBTXD Textured dark bronze
	60C 60 LEDs (two engines)				T4M Type IV medium	347 ⁴	RPUMBA Round pole universal mounting adaptor ⁵	PIR Motion sensor, 8-15' mounting height ¹²	DBLBXD Textured black
					TFTM Forward throw medium	480 ⁴		PIRH Motion sensor, 15-30' mounting height ¹²	DNATXD Textured natural aluminum
					TSVS Type V very short			BL30 Bi-level switched dimming, 30% ^{11,13}	DWHGXD Textured white
					TSS Type V short		Shipped separately ⁶	BL50 Bi-level switched dimming, 50% ^{11,13}	
					TSM Type V medium		KMA8 Mast arm mounting bracket adaptor (specify finish)		
					T5W Type V wide				

Template #8

Top of Pole



DSX1 shares a unique drilling pattern with the AERIS™ family. Specify this drilling pattern when specifying poles, per the table below.

DM19AS	Single unit	DM29AS	2 at 90° *
DM28AS	2 at 180°	DM39AS	3 at 90° *
DM49AS	4 at 90° *	DM32AS	3 at 120° **

Example: SSA 20 4C DM19AS DDBXD

Visit Lithonia Lighting's [POLES CENTRAL](#) to see our wide selection of poles, accessories and educational tools.

*Round pole top must be 3.25" O.D. minimum.

**For round pole mounting (RPA) only.

Tenon Mounting Slipfitter **

Tenon O.D.	Single Unit	2 at 180°	2 at 90°	3 at 120°	3 at 90°	4 at 90°
2-3/8"	AST20-190	AST20-280	AST20-290	AST20-320	AST20-390	AST20-490
2-7/8"	AST25-190	AST25-280	AST25-290	AST25-320	AST25-390	AST25-490
4"	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490

DL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) ¹⁴
DL1347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) ¹⁴
DL1480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) ¹⁴
SC U	Shorting cap ¹⁴
DSX1HS 30C U	House-side shield for 30 LED unit
DSX1HS 40C U	House-side shield for 40 LED unit
DSX1HS 60C U	House-side shield for 60 LED unit
PUMBA DDBXD U*	Square and round pole universal mounting bracket adaptor (specify finish)
KMA8 DDBXD U	Mast arm mounting bracket adaptor (specify finish) ⁴

For more control options, visit [DLI](#) and [ROAM](#) online.

NOTES

- Rotated optics only available with 60C.
- AMBPC only available with 530mA or 700mA.
- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options).
- Not available with single board, 530mA product (30C 530, or 60C 530 DS). Not available with DCR, BL30 or BL50.
- Available as a separate combination accessory: PUMBA (finish) U.
- Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" mast arm (not included).
- Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Not available with DS option.
- DMG option for 347v or 480v requires 1000mA
- Specifies a ROAM[®] enabled luminaire with 0-10V dimming capability; PER option required. Not available with 347 or 480V. Additional hardware and services required for ROAM[®] deployment; must be purchased separately. Call 1-800-442-6745 or email: sales@roamservices.net. N/A with BL30, BL50, DS, PIR or PIRH.
- Requires 40C or 60C. Provides 50/50 luminaire operation via two independent drivers on two separate circuits. N/A with PER, DCR, WTB, PIR, or PIRH.
- Requires an additional switched circuit.
- PIR specifies the SensorSwitch SBGR-10-ODP control; PIRH specifies the SensorSwitch SBGR-6-ODP control; see Motion Sensor Guide for details. Dimming driver standard. Not available with DS or DCR.
- Dimming driver standard. MVOLT only. Not available with DCR.
- Also available as a separate accessory; see Accessories information.
- WTB not available with DS.
- Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
- Available with 60 LEDs (60C option) only.
- Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item from Acuity Brands Control.



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Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Actual performance may differ as a result of end-user environment and application. Actual wattage may differ by +/- 8% when operating between 120-480V +/-10%. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 80 minimum CRI)					40K (4000 K, 70 minimum CRI)					50K (5000 K, 70 CRI)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
30C (30 LEDs)	700 mA	68 W	T1S	5,290	1	0	1	78	6,524	2	0	2	96	7,053	2	0	2	104
			T2S	5,540	1	0	1	81	6,833	2	0	2	100	7,387	2	0	2	109
			T2M	5,360	1	0	2	79	6,611	2	0	2	97	7,147	2	0	2	105
			T3S	5,479	1	0	1	81	6,757	1	0	2	99	7,305	2	0	2	107
			T3M	5,452	1	0	2	80	6,724	2	0	2	99	7,269	2	0	2	107
			T4M	5,461	1	0	2	80	6,736	2	0	2	99	7,282	2	0	2	107
			TFTM	5,378	1	0	2	79	6,633	1	0	2	98	7,171	1	0	2	105
			TSVS	5,708	2	0	0	84	7,040	3	0	0	104	7,611	3	0	1	112
			TSS	5,639	2	0	0	83	6,955	2	0	0	102	7,519	3	0	0	111
			TSM	5,710	3	0	1	84	7,042	3	0	1	104	7,613	3	0	2	112
	TSW	5,551	3	0	1	82	6,847	3	0	2	101	7,401	3	0	2	109		
	1000 mA	105 W	T1S	7,229	2	0	2	69	9,168	2	0	2	87	9,874	2	0	2	94
			T2S	7,572	2	0	2	72	9,603	2	0	2	91	10,342	2	0	2	98
			T2M	7,325	2	0	2	70	9,291	2	0	2	88	10,005	2	0	3	95
			T3S	7,488	2	0	2	71	9,496	2	0	2	90	10,227	2	0	2	97
			T3M	7,451	2	0	2	71	9,450	2	0	2	90	10,177	2	0	2	97
			T4M	7,464	2	0	2	71	9,467	2	0	2	90	10,195	2	0	2	97
			TFTM	7,351	1	0	2	70	9,323	2	0	2	89	10,040	2	0	3	96
			TSVS	7,801	3	0	1	74	9,894	3	0	1	94	10,655	3	0	1	101
			TSS	7,803	3	0	2	74	9,774	3	0	1	93	10,526	3	0	1	100
			TSM	7,707	3	0	0	73	9,897	3	0	2	94	10,658	4	0	2	102
TSW			7,586	3	0	2	72	9,621	4	0	2	92	10,363	4	0	2	99	
40C (40 LEDs)	700 mA	89 W	T1S	6,876	2	0	2	77	8,639	2	0	2	97	9,345	2	0	2	105
			T2S	7,202	2	0	2	81	9,049	2	0	2	102	9,788	2	0	2	110
			T2M	6,968	2	0	2	78	8,755	2	0	2	98	9,469	2	0	3	106
			T3S	7,122	2	0	2	80	8,948	2	0	2	101	9,679	2	0	2	109
			T3M	7,088	2	0	2	80	8,905	2	0	2	100	9,632	2	0	2	108
			T4M	7,100	2	0	2	80	8,920	2	0	2	100	9,649	2	0	2	108
			TFTM	6,992	1	0	2	79	8,785	2	0	2	99	9,502	2	0	2	107
			TSVS	7,421	3	0	0	83	9,323	3	0	1	105	10,085	3	0	1	113
			TSS	7,331	2	0	0	82	9,210	3	0	1	103	9,962	3	0	1	112
			TSM	7,423	3	0	2	83	9,326	3	0	2	105	10,087	4	0	2	113
	TSW	7,216	3	0	2	81	9,066	4	0	2	102	9,807	4	0	2	110		
	1000 mA	138 W	T1S	9,521	2	0	2	69	11,970	2	0	2	87	12,871	3	3	0	93
			T2S	9,972	2	0	2	72	12,558	3	0	3	91	13,481	3	0	3	98
			T2M	9,648	2	0	3	70	12,149	3	0	3	88	13,043	3	0	3	95
			T3S	9,862	2	0	2	71	12,418	2	0	2	90	13,331	2	0	2	97
			T3M	9,814	2	0	2	71	12,358	3	0	3	90	13,267	3	0	3	96
			T4M	9,831	2	0	2	71	12,379	2	0	3	90	13,290	2	0	3	96
			TFTM	9,681	2	0	2	70	12,191	2	0	3	88	13,087	2	0	3	95
			TSVS	10,275	3	0	1	74	12,937	3	0	1	94	13,890	4	0	1	101
			TSS	10,150	3	0	1	74	12,782	3	0	1	93	13,721	3	0	1	99
			TSM	10,278	4	0	2	74	12,942	4	0	2	94	13,894	4	0	2	101
TSW			9,991	4	0	2	72	12,582	4	0	2	91	13,507	4	0	2	98	
60C (60 LEDs)	700 mA	131 W	T1S	10,226	2	0	2	78	12,871	3	0	3	98	13,929	3	0	3	106
			T2S	10,711	2	0	2	82	13,481	3	0	3	103	14,589	3	0	3	111
			T2M	10,363	2	0	3	79	13,043	3	0	3	100	14,115	3	0	3	108
			T3S	10,592	2	0	2	81	13,331	2	0	2	102	14,427	3	0	3	110
			T3M	10,541	2	0	2	80	13,267	3	0	3	101	14,357	3	0	3	110
			T4M	10,559	2	0	2	81	13,290	2	0	3	101	14,382	3	0	3	110
			TFTM	10,398	2	0	3	79	13,087	2	0	3	100	14,163	2	0	3	108
			TSVS	11,036	3	0	1	84	13,890	4	0	4	106	15,032	4	0	1	115
			TSS	10,902	3	0	1	83	13,721	3	0	1	105	14,849	4	0	1	113
			TSM	11,039	4	0	2	84	13,894	4	0	2	106	15,036	4	0	2	115
	TSW	10,732	4	0	2	82	13,507	4	0	2	103	14,617	4	0	2	112		
	1000 mA	209 W	T1S	14,017	3	0	3	67	17,632	3	0	3	84	19,007	3	0	3	91
			T2S	14,681	3	0	3	70	18,467	3	0	3	88	19,908	3	0	3	95
			T2M	14,204	3	0	3	68	17,867	3	0	3	85	19,260	3	0	3	92
			T3S	14,518	3	0	3	69	18,262	3	0	3	87	19,687	3	0	3	94
			T3M	14,448	3	0	3	69	18,173	3	0	4	87	19,591	3	0	4	94
			T4M	14,473	3	0	3	69	18,205	3	0	3	87	19,625	3	0	4	94
			TFTM	14,253	2	0	3	68	17,928	3	0	4	86	19,326	3	0	4	92
			TSVS	15,127	4	0	1	72	19,028	4	0	1	91	20,512	4	0	1	98
			TSS	14,943	4	0	1	71	18,797	4	0	1	90	20,263	4	0	1	97
			TSM	15,131	4	0	2	72	19,033	4	0	2	91	20,517	5	0	3	98
TSW			14,710	4	0	2	70	18,503	5	0	3	89	19,946	5	0	3	95	

Note: Available with phosphor-converted amber LED's (nomenclature AMBPC). These LED's produce light with 97+% >530 nm. Output can be calculated by applying a 0.7 factor to 4000 K lumen values and photometric files.



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DSX1-LED
Rev. 10/10/14

Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient	Lumen Multiplier
0°C 32°F	1.02
10°C 50°F	1.01
20°C 68°F	1.00
25°C 77°F	1.00
30°C 86°F	1.00
40°C 104°F	0.99

Electrical Load

Number of LEDs	Drive Current (mA)	System Watts	Current (A)					
			120	208	240	277	347	480
30	530	52	0.52	0.30	0.26	0.23	—	—
	700	68	0.68	0.39	0.34	0.30	0.24	0.17
	1000	105	1.03	0.59	0.51	0.45	0.36	0.26
40	530	68	0.67	0.39	0.34	0.29	0.23	0.17
	700	89	0.89	0.51	0.44	0.38	0.31	0.22
	1000	138	1.35	0.78	0.67	0.58	0.47	0.34
60	530	99	0.97	0.56	0.48	0.42	0.34	0.24
	700	131	1.29	0.74	0.65	0.56	0.45	0.32
	1000	209	1.98	1.14	0.99	0.86	0.69	0.50

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a 25°C ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

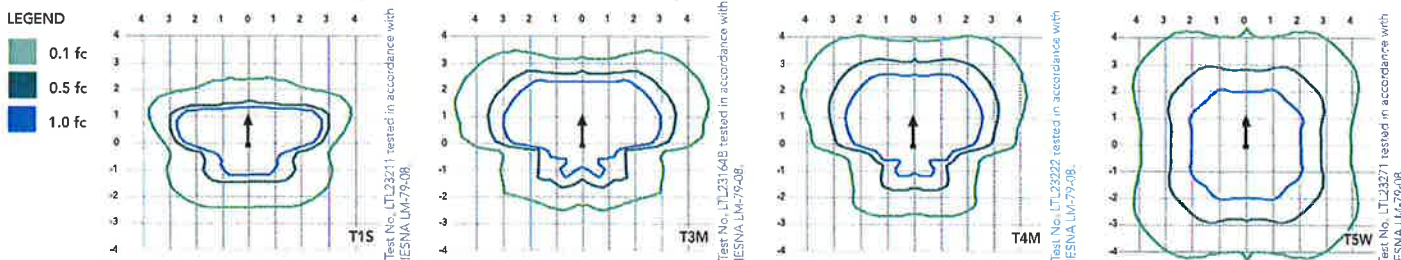
To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	DSX1 LED 60C 1000			
	1.0	0.95	0.93	0.88
	DSX1 LED 60C 700			
	1.0	0.99	0.98	0.96

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [D-Series Area Size 1 homepage](#).

Isofootcandle plots for the DSX1 LED 60C 1000 40K. Distances are in units of mounting height (20').



FEATURES & SPECIFICATIONS

INTENDED USE

The sleek design of the D-Series Size 1 reflects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and streetscapes.

CONSTRUCTION

Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED driver is mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (1.2 ft²) for optimized pole wind loading.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in standard 4000 K (70 minimum CRI) or optional 3000 K (80 minimum CRI) or 5000 K (70 CRI) configurations. The D-Series Size 1 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine configurations consist of 30, 40 or 60 high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L96/100,000 hours at 25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an

expected life of 100,000 hours with <1% failure rate. Easily serviceable 10kV or 6kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

INSTALLATION

Included mounting block and integral arm facilitate quick and easy installation. Stainless steel bolts fasten the mounting block securely to poles and walls, enabling the D-Series Size 1 to withstand up to a 3.0 G vibration load rating per ANSI C136.31. The D-Series Size 1 utilizes the AERIS™ series pole drilling pattern. Optional terminal block, tool-less entry, and NEMA photocontrol receptacle are also available.

LISTINGS

UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP65 rated. Rated for -40°C minimum ambient. U.S. Patent No. D672,492 S. International patent pending.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

WARRANTY

Five-year limited warranty. Full warranty terms located at: www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Note: Specifications subject to change without notice.



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DSX1-LED
Rev. 10/10/14



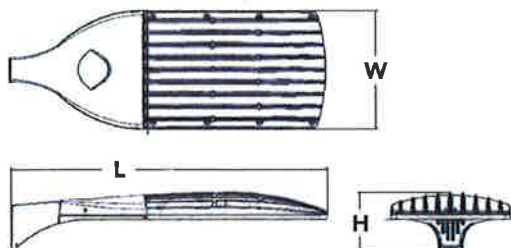
D-Series Size 2 LED Area Luminaire



d^{series}

Specifications

EPA:	2.0 ft ² (0.19 m ²)
Length:	40" (101.6 cm)
Width:	15" (38.1 cm)
Height:	7-1/2" (19.0 cm)
Weight (max):	39 lbs (17.7 kg)



Catalog
Number

Notes

Type

Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment.

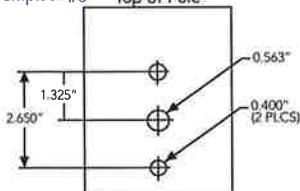
The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire. The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. The Size 2 is ideal for replacing 400-1000W metal halide in area lighting applications with energy savings of up to 80% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSX2 LED 80C 1000 40K T4M MVOLT SPA DDBXD

Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Mounting	Control options	Other options	Finish
DSX2 LED	Forward optics	530 530 mA	30K 3000 K	T1S Type I Short	MVOLT ³	Shipped included	Shipped installed	Shipped installed	DDBXD Dark bronze
	80C 80 LEDs (four engine)	700 700 mA	40K 4000 K	T2S Type II Short	120 ³	SPA Square pole mounting	PER NEMA twist-lock receptacle only (no controls) ⁷	HS House-side shield ¹⁸	DBLXD Black
	100C 100 LEDs (four engines)	1000 1000 mA (1 A) ²	50K 5000 K	T2M Type II Medium	208 ³	RPA Round pole mounting	DMG 0-10V dimming driver (no controls)	WTB Utility terminal block ¹⁴	DNAXD Natural aluminum
	Rotated optics ¹		AMBPC Amber phosphor converted	T3S Type III Short	240 ³	WBA Wall bracket	DCR Dimmable and controllable via ROAM [®] (no controls) ⁸	SF Single fuse (120, 277, 347V) ¹⁵	DWHXD White
	80C 80 LEDs (four engines)			T3M Type III Medium	277 ³	SPUMBA Square pole universal mounting adaptor ⁵	DS Dual switching ^{9,10}	DF Double fuse (208, 240, 480V) ¹⁵	DDBTXD Textured dark bronze
				T4M Type IV Medium	347 ⁴	RPUMBA Round pole universal mounting adaptor ⁵	PIRH Motion sensor, 15-30' mounting height ¹¹	TLS Tool-less entry trigger latch ¹⁶	DBLXD Textured black
				TFTM Forward Throw Medium	480 ⁴	KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish) ⁶	BL30 Bi-level switched dimming, 30% ^{10,12}	L90 Left rotated optics ²	DNATXD Textured natural aluminum
				TSVS Type V Very Short			BL50 Bi-level switched dimming, 50% ^{10,12}	R90 Right rotated optics ²	DWHGXD Textured white
				TSS Type V Short					
				TSM Type V Medium					
				TSW Type V Wide					

Template #8



Drilling

Controls & Shields

DL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) ¹⁷
DL1347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) ¹⁷
DL1480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) ¹⁷
SC U	Shorting cap ¹⁷
DSX2HS 80C U	House-side shield for 80 LED unit
DSX2HS 100C U	House-side shield for 100 LED unit
PUMBA DDBXD U*	Square and round pole universal mounting bracket (specify finish)
KMA8 DDBXD U	Mast arm mounting bracket adaptor (specify finish) ⁶

For more control options, visit [DTL](#) and [ROAM](#) online.

DSX2 shares a unique drilling pattern with the AERIS[™] family. Specify this drilling pattern when specifying poles, per the table below.

DM19AS	Single unit	DM29AS	2 at 90° *
DM28AS	2 at 180°	DM39AS	3 at 90° **
DM49AS	4 at 90° *	DM32AS	3 at 120° **

Example: SSA 20 4C DM19AS DDBXD

Visit Lithonia Lighting's [POLES CENTRAL](#) to see our wide selection of poles, accessories and educational tools.

*Round pole top must be 3.25" O.D. minimum.
**For round pole mounting (RPA) only.

Tenon Mounting Slipfitter **

Tenon O.D.	Single Unit	2 at 180°	2 at 90°	3 at 120°	3 at 90°	4 at 90°
2-3/8"	AST20-190	AST20-280	N/A	N/A	N/A	N/A
2-7/8"	AST25-190	AST25-280	N/A	AST25-320	N/A	N/A
4"	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490

NOTES

- Rotated optics only available with 80C.
- Available with 80 LEDs (80C option) only. Not available with AMBPC.
- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options).
- N/A BL30, BL50, WTB or TLS. DMG option requires 1000mA.
- Available as a separate combination accessory: PUMBA (finish) U.
- Requires "SPA" mounting option. Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" mast arm (not included).
- Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Not available with DS option.
- Specifies a ROAM[®] enabled luminaire with 0-10V dimming capability; PER option required. Additional hardware and services required for ROAM[®] deployment; must be purchased separately. Call 1-800-442-6745 or email: sales@roamcontrols.net. Not available with PIRH, DS, BL30, BL50, or TLS.
- Provides 50/50 luminaire operation via two independent drivers on two separate circuits. N/A with PER, DCR, PIRH or WTB.
- Requires an additional switched line.
- Specifies the SensorSwitch SBGR-6-ODP control; see [Motion Sensor Guide](#) for details. Dimming driver standard. Not available with BL30, BL50, DCR, DS, TLS or WTB.
- Dimming driver standard. MVOLT only. Not available with BL30, BL50, 347V, 480V, DCR, TLS or WTB.
- Also available as a separate accessory; see Accessories information.
- WTB not available with BL30, BL50, DS, or PIRH. N/A 347V or 480V.
- Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
- With TLS option, the luminaire is no longer IP65 rated. Not available with BL30, BL50, DCR or PIRH. N/A 347V or 480V.
- Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item from Acuity Brands Controls.



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JAN 28 2015

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Actual performance may differ as a result of end-user environment and application. Actual wattage may differ by +/- 8% when operating between 120-480V +/- 10%. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	System Watts	Dist. Type	40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
80C (80 LEDs)	700	188 W	T1S	16,714	3	0	3	89	17,647	3	0	3	94
			T2S	17,233	3	0	3	92	18,196	3	0	3	97
			T2M	16,839	3	0	3	90	17,779	3	0	3	95
			T3S	16,818	3	0	3	89	17,757	3	0	3	94
			T3M	16,970	3	0	4	90	17,918	3	0	4	95
			T4M	17,201	3	0	4	91	18,162	3	0	4	97
			TFTM	16,944	3	0	4	90	17,890	3	0	4	95
			TSVS	17,899	5	0	1	95	18,899	5	0	1	101
			TSS	18,032	4	0	2	96	19,039	4	0	2	101
			T5M	18,063	5	0	3	96	19,072	5	0	3	101
	1000	275 W	T5W	17,798	5	0	3	95	18,792	5	0	3	100
			T1S	22,771	3	0	3	83	24,137	3	0	3	88
			T2S	23,479	3	0	3	85	24,887	3	0	3	90
			T2M	22,941	3	0	3	83	24,317	3	0	3	88
			T3S	22,912	3	0	3	83	24,287	3	0	3	88
			T3M	23,120	3	0	4	84	24,508	3	0	4	89
			T4M	23,435	3	0	4	85	24,841	3	0	4	90
			TFTM	23,084	3	0	4	84	24,469	3	0	4	89
			TSVS	24,386	5	0	1	89	25,849	5	0	1	94
			TSS	24,567	4	0	2	89	26,041	4	0	2	95
100C (100 LEDs)	700	218 W	T5M	24,610	5	0	3	89	26,086	5	0	3	95
			T5W	24,247	5	0	3	88	25,702	5	0	3	93
			T1S	20,722	3	0	3	95	21,883	3	0	3	100
			T2S	21,366	3	0	3	98	22,563	3	0	3	103
			T2M	20,876	3	0	3	96	22,046	3	0	3	101
			T3S	20,850	3	0	3	96	22,019	3	0	3	101
			T3M	21,039	3	0	4	97	22,219	3	0	4	102
			T4M	21,326	3	0	4	98	22,521	3	0	4	103
			TFTM	21,007	3	0	4	96	22,184	3	0	4	102
			TSVS	22,191	5	0	1	102	23,435	5	0	1	108
			TSS	22,356	4	0	2	103	23,609	4	0	2	108
			T5M	22,395	5	0	3	103	23,650	5	0	3	108
			T5W	22,065	5	0	3	101	23,302	5	0	3	107

Note: Available with phosphor-converted amber LED's (nomenclature AMBPC). These LED's produce light with 97+% >530 nm. Output can be calculated by applying a 0.7 factor to 4000 K lumen values and photometric files.

Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	1.00
40°C	104°F	0.98

Electrical Load

LEDs	Drive Current (mA)	System Watts	Current (A)					
			120	208	240	277	347	480
80	530	142W	1.31	0.76	0.66	0.57	0.45	0.33
	700	188W	1.74	1.00	0.87	0.75	0.60	0.44
	1000	275W	2.55	1.47	1.27	1.10	0.88	0.64
100	530	175W	1.62	0.93	0.81	0.70	0.56	0.41
	700	218W	2.02	1.16	1.01	0.87	0.70	0.50

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a 25°C ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

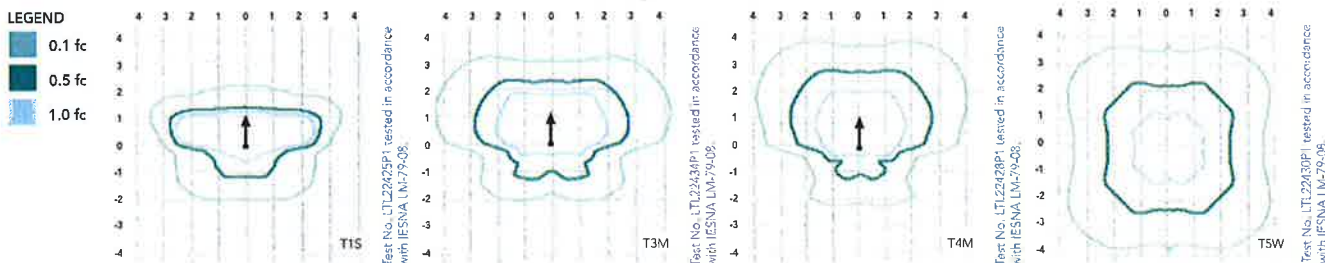
To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	DSX2 LED 80C 1000			
	1.0	0.95	0.92	0.88
	DSX2 LED 100C 700			
	1.0	0.98	0.97	0.95

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's D-Series Area Size 2 homepage.

Isofootcandle plots for the DSX2 LED 80C 1000 40K. Distances are in units of mounting height (30').



FEATURES & SPECIFICATIONS

INTENDED USE

The sleek design of the D-Series Area Size 2 reflects the embedded high performance LED technology. It is ideal for applications like car dealerships and large parking lots adjacent to malls, transit stations, grocery stores, home centers, and other big-box retailers.

CONSTRUCTION

Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance. The LED drivers are mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (2.0 ft²) for optimized pole wind loading.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in 3000 K (80 min. CRI), 4000 K (70 min. CRI), or 5000 K (70 CRI) configurations. The D-Series Size 2 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine configurations consist of 80 or 100 high-efficiency LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L95/100,000 hrs at 25°C). Class 1 electronic drivers have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily-serviceable surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

INSTALLATION

Included mounting block and integral arm facilitate quick and easy installation. Stainless steel bolts fasten the mounting block securely to poles and walls, enabling the D-Series Size 2 to withstand up to a 2.0 G vibration load rating per ANSI C136.31. The D-Series Size 2 utilizes the AERIS™ series pole drilling pattern. Optional terminal block, tool-less entry, and NEMA photocontrol receptacle are also available.

LISTINGS

UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP65 rated. Rated for -40°C minimum ambient. U.S. Patent No. D670,857 S. International patent pending.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

WARRANTY

Five year limited warranty. Full warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx.

Note: Specifications subject to change without notice.



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DSX2-LED
Rev. 10/21/14

**LARGER PRINTS ARE
AVAILABLE IN THE
COMMUNITY DEVELOPMENT
DEPARTMENT DURING
NORMAL BUSINESS HOURS**

City of Oxford
Community Development Department
STAFF REPORT
Planning Commission

Case # PC-2014-20 (2nd PC review)

Date – February 10, 2015

APPLICATION

Applicant: City of Oxford
Action Request: **ZONING CODE TEXT AMENDMENT** to Amend Chapters 1149, Vehicle Management and 1147.03 Use Specific Regulations and Potential Concerns, **City of Oxford, Applicant**

DESCRIPTION

During the January 13, 2015 Planning Commission meeting there was a thorough review of the proposed code revisions. The item was tabled for staff to make adjustments. Staff reviewed the Commission feedback and made adjustments to the proposed code language which is enumerated later in this report along with unchanged proposals. To assist in the review, staff will present examples of potential site layouts using current code compared to proposed code.

Reviewing the existing vehicle management chapter of the Oxford Zoning Code has been one of the priority items of the Planning Commission to incorporate some practical design standards and bring this chapter up-to-date. Additionally, this amendment clarifies some procedures while creating new procedures potentially to be used for flexibility in redevelopment situations and adaptive re-uses. The amendments are a result of staff working with a joint subcommittee from the Oxford Planning Commission, the Oxford Parking and Transportation Advisory Board and local design professionals.

ZONING CODE

The attached text amendment illustrates changes to Chapters 1149 Vehicle Management and 1147.03 Use Specific Regulations and Concerns.

COMPREHENSIVE PLAN

The text amendments align with the Land Use and Transportation Chapters of the amended 2008 Comprehensive Plan regarding alternative transportation modes, pedestrian safety and environmental stewardship. See attached excerpts pages 3.11, 3.12, 3.23 and 5.6 of the Comprehensive Plan.

AGENCY REVIEWS

Police:	Subcommittee participation
Engineering:	Subcommittee participation
Econ. Dev.	Subcommittee participation

DECISION CRITERIA

A copy of the Text Amendment Decision Criteria is attached.

ANALYSIS

Providing adequate off-street parking allows business entities to entice customers via automobiles. The increasing dependence on automobiles for shopping has become a heated debate for many land use practitioners and retailers about the role of parking lots relative to the shopping experience. Recently, the discussion of parking is shifting from focusing on automobiles, to include other modes of transportation, given that the land use trend is moving toward mixed-use town center development and the desire to make those visits a more pleasant experience. Traditional utilitarian parking lot design is no longer the norm of today's development. Many newer projects incorporate parking as one of the many elements of the development, which was to increase the enjoyment potential of whatever is the trip's purpose.

Additionally, studies have shown that high land use percentages of hard surfaces in urban areas have negative environmental impacts.

Current vehicle management regulations have not gone through extensive review for many years and some of the regulations are no longer practical, and are designed specifically for automobiles.

Additionally, some land use parking categories have become irrelevant in today's world.

The Planning Commission created a subcommittee in 2013 as a priority item for 2014 review. The subcommittee was created to lead review and discussion of this task, while engaging the Oxford Parking and Transportation Advisory Board and to collaboratively work together to look at the deficiencies and inconsistencies of the current rules and make recommendations for consideration by the Planning Commission. These changes reflect several paradigm shifts to focusing on a variety of transportation modes and to lessen the dependency on automobiles. These changes could in turn reduce development costs for projects. The major changes are below. Recent changes are marked with a double asterisk (**).

1. **The size of parking stalls is reduced from 9 feet by 20 feet to 9 feet by 18 feet. The amendment also provides a standard parking stall size based on the angle of the parking stall. Additionally, there are also provisions provided for compact vehicles to meet the increasing popularity of smaller vehicles.**
2. **Compact parking spaces may be comprised of up to 25% of the required number of parking spaces. The amendment also takes into consideration scooters and motorcycles.**
3. **A parking maximum of 150% of the minimum except for 1, 2 and 3-family uses.**
4. ****A Conditional Use Permit application is required for shared-use parking, off-site parking, and alternate design plan. Approvals and agreements shall be recorded in the Office of Butler County Recorder in connection with affected properties so that public awareness of the special approval is reasonably discoverable.**
5. **The required number of parking spaces for various uses has also been adjusted down ward, so fewer parking spaces are required for commercial development projects. For instance, the required parking number for a retail store has been reduced from 1 per 200 square feet of usable floor area to 1 per 300 square feet.**
6. **The uses that are no longer relevant in today's world have been removed from the use table. Those uses that are similar in nature are combined but still fit within the existing zoning code definition.**
7. ****The provisions for parking space reduction that was in current and proposed code has been removed and therefore only allowed as part of Share-use parking and Off-site parking. This leaves a simple parking reduction request to follow the Variance process since it would not be related to a special land use situation.**
8. **More emphasis on the environmental impact is stipulated in the parking lot design.**
9. ****Pedestrian safety issues are also being provided in the parking lot design. The proposal for requiring a raised pedestrian crossing has been removed; although there is more detail for where pedestrian crossings should be located. Industry-standard minimum security lighting has been added.**
10. **There are specific requirements for bicycle and motorcycle parking space designs.**
11. **Other operational considerations to modernize current vehicle management regulations.**

RECOMMENDATION

The attached 18 page code revisions (both additions and deletions) represent extensive subcommittee and staff work that now aligns with the amended 2008 Comprehensive Plan and also includes January 13th meeting comments. The most recent round of changes are highlighted in a different color. In addition, enclosed is a clean set of code language include all proposed deletions and additions. Staff recommends that the Planning Commission concur with the changes and forward to City Council for legislation.

SUBMITTED

BY: 

Sam Perry, AICP
Planner

DATE: February 4, 2015

ATTACHMENT

(c) Planning Commission and Council Review. The Planning Commission shall base its recommendation on a proposed Zoning Code amendment upon the complete application, upon any staff report, and upon any relevant and credible public comment presented during the public hearing. Council shall base its decision on the same materials and shall also consider the Planning Commission recommendation.

If the Planning Commission or Council finds that the information provided is insufficient to make a determination, it may suspend its review until sufficient information has been provided.

- (1) Decision standards. A proposed amendment shall be approved only if it meets at least one of the following criteria, and if its benefits will likely outweigh any potential pitfalls.

Text Amendments

- A. The proposed amendment will make the Code conform more closely to the Comprehensive Plan.
- B. The proposed amendment will improve the public health, safety, and general welfare of Oxford.
- C. The proposed amendment will clarify the intent of the Code.
- D. The proposed amendment will better implement the intent of the Code.
- E. The proposed amendment will improve enforcement of the Code.

CHAPTER 1149 Vehicle Management

1149.01 Purpos

e.

1149.02 Applicability of regulations.

1149.03 General regulations.

1149.04 Residential regulations.

1149.05 Non-residential regulations.

1149.01 PURPOSE.

(a) The regulations of this section are intended to minimize the traffic impacts of development on public streets and to assure that all developments adequately and safely provide storage and movement of vehicles in a manner consistent with good site design and site engineering practices **without creating excessive amounts of parking spaces.** This section regulates off-street parking and loading, handicapped accessibility, and vehicular access from public streets.

(b) This section includes provisions that are intended to minimize potential nuisance to adjacent properties by limiting light pollution, **minimizing dust and debris, improving public safety and managing storm water run-off.**

(c) This section includes provisions which are intended to benefit the community by minimizing vehicular and pedestrian conflicts in parking lots, reducing the urban heat island effect, fostering air and water quality, promoting alternative modes of transportation and maximizing the efficient use of land. requiring natural landscaping, and reducing the parking space requirement for vehicle management areas that are large.

(Ord. 2782. Passed 5-20-03.)

1149.02 APPLICABILITY OF REGULATIONS.

(a) Any new development, redevelopment, or change to a use or structure or site (whether conforming or nonconforming) shall meet the current vehicle management regulations for the entire use and structure and site. **Any nonconforming uses, structures or sites shall follow the provisions in Chapter 1137.**

(b) All residential uses of more than three dwelling units must meet the non-residential parking requirements (see Section 1149.05) except for the number of parking spaces required.

(c) All uses in a mixed-use structure or lot must comply with the requirements for non-residential uses.

1149.03 GENERAL REGULATIONS.

(a) All off-street parking and maneuvering areas shall be hard surfaced (includes concrete, asphalt, brick, stone, or bonded gravel). Loose materials are not permitted. **The Zoning Administrator in collaboration with the City Engineer, may establish allow alternative standards, such as for porous paving,** if they satisfy the general intent of all other provisions of this section.

(b) All off-street parking shall be located on the same site as the use for which it is required or intended **except that off-site parking may be permitted by a Conditional Use Permit according to procedures set forth in Section 1147. Shared-use parking may be permitted by Conditional Use Permit according to procedures set forth in Section 1147.**

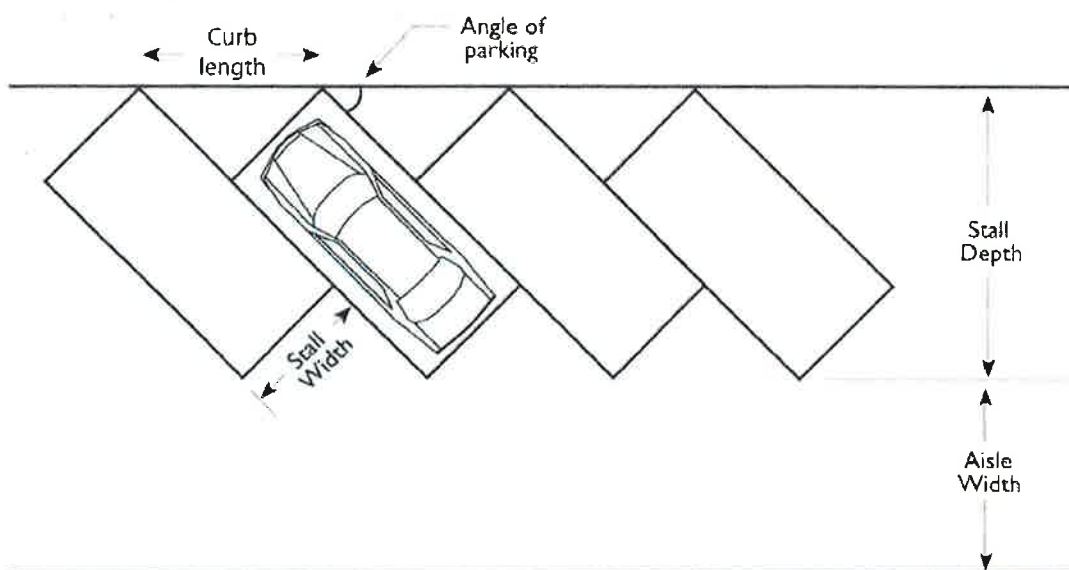
(c) All off-street parking spaces shall contain a minimum **sized rectangular area. Standard spaces are 9 feet wide by 18 feet long. Compact spaces are 8 feet wide by 16 feet long. The tables below outline the non-residential parking lot dimensional requirements for the spaces and aisles based on angle.** rectangular area a minimum of 9 feet wide and 20 feet long, except that parallel parking spaces shall be a minimum of 22 feet long.

Table 1149.03c1 Standard Parking Space and Aisle Dimensions

Angle of Parking	Stall Width	Curb Length Per Stall	Stall Depth	One-Way Aisle Width	Two-Way Aisle Width
Parallel	9'-0"	22'0"	9'0"	12'	20'
30 deg	9'-0"	18'0"	17'4"	11'	20'
40 deg	9'-0"	14'0"	19'2"	12'	22'
45 deg	9'-0"	12'9"	19'10"	13'	24'
50 deg	9'-0"	11'9"	20'5"	15'	24'
60 deg	9'-0"	10'5"	21'0"	18'	24'
70 deg	9'-0"	9'8"	21'0"	19'	24'
90 deg	9'-0"	9'0"	18'0"	24'	24'

Table 1149.03c2 Compact Parking Space and Aisle Dimensions

Angle of Parking	Stall Width	Curb Length Per Stall	Stall Depth	One-Way Aisle Width	Two-Way Aisle Width
Parallel	8'-0"	22'0"	8'0"	11'	20'
30 deg	8'-0"	18'0"	14'11"	11'	20'
40 deg	8'-0"	14'0"	16'5"	11'	22'
45 deg	8'-0"	12'9"	17'0"	11'	24'
50 deg	8'-0"	11'9"	17'5"	13'	24'
60 deg	8'-0"	10'5"	17'10"	16'	24'
70 deg	8'-0"	9'8"	17'9"	16'	24'
90 deg	8'-0"	8'0"	16'0"	21'	24'



(1) Any mixed-use structures or lots must provide parking in an amount equal to the sum of all the individual uses combined.

(2) Any fractional spaces required shall be rounded up to the next whole number.

(d) One-way drive aisles that do not provide direct access to parking spaces shall be 12 feet wide. Two-way drive aisles that do not provide direct access to parking spaces shall be 20 feet wide.

(e) Parking spaces for motorcycles and scooters shall be 5 feet wide by 9 feet long.

(f) Compact spaces must be clustered but clusters must be dispersed in parking lots with over 40 spaces. Compact spaces can comprise up to 25% of the required number of spaces. Compact spaces must be clearly marked.

(g) The table below outlines the minimum number of parking spaces required. The maximum number of spaces is limited to no more than 150% of the minimum unless approved by Conditional Use Permit. Single, Two and Three-Family uses on individual lots are exempt from the maximum.

Residential Uses	Minimum Number Required Up to Maximum of 150%
Single-Family	2 per dwelling unit (exempt from max)
Two-family	2 per dwelling unit (exempt from max)
Three-family	2.5 per dwelling unit (exempt from max)
Multi-family in R-4 District other than R-3 District	2.5 per dwelling unit
Multi-family in R-3 District	The minimum number of parking spaces shall be one times 50% of the number of permitted occupants. 1 per 2 permitted occupants
<i>(EDITOR'S NOTE: The following items 1 through 5 are exemptions only applicable to multi-family uses in the R-3 District.</i>	
1. For R-3 District, the minimum number of off-street parking spaces may be reduced based on the following criteria, but not less than 25% of the permitted occupants.	
2. Building distance to transit stops . MU Metro Stops. (R-3 only)	
a. Less than 500 feet	10% reduction
b. Less than 1000 feet	5% reduction
c. Less than 2000 feet	1% reduction
d. More than 2000 feet	no reduction
3. Sheltered bike facility (R-3 only)	
a. Each 10 bike shelter parking facility	qualifies for 1% reduction
4. Building distance to the MU campus (R-3 only)	
a. Less than 500 feet	10% reduction
b. Less than 1000 feet	5% reduction
c. Less than 2000 feet	1% reduction
d. More than 2000 feet	no reduction

5. Numbers of on-street parking: Each legal, adjacent, on-street parking space would reduce one required off-street parking space **(R-3 only)**.

6. or as permitted by an approved Conditional Use Permit

Efficiency	1 per dwelling unit
Fraternity and Sorority	2 per each 5 beds permitted by a valid City of Oxford rental permit
Family community residence	1 plus 1 per each 2 support staff members
Group community residence	1 plus 1 per each 2 support staff members
Community residence	1 plus 1 per each 2 support staff members
Family day-care home, Type A	1 per each 6 children potentially enrolled
Family day-care home, Type B	1 per each 6 children potentially enrolled
Child day-care center	1 per each 6 children potentially enrolled

Non-Residential Uses	<u>Minimum Number Required Up to Maximum of 150%</u>
<u>Amusement arcade</u>	<u>1 per each 200 square feet</u>
Auditoriums, churches, temples & other places of public assembly	1 per each 8 seats in main auditorium (for bench seating 20 inches equals one seat)
<u>Hotel, Bed & Breakfast</u>	1 per guest room
<u>Billiard parlor</u>	<u>2 per each billiard table</u>
Bowling alley	5 per each alley
<u>Bowling alley with restaurant</u>	<u>5 per each alley plus 1 per each 200 square feet of usable floor area in the restaurant</u>
Car wash	1 per 6 wash bays
<u>Cemetery</u>	<u>1 per each employee on largest shift plus 1 per each 2 seats in any chapel</u>
<u>Clinic, bank, independent offices</u>	<u>3 plus 1 additional per each 300 square feet of usable floor area over 1,000 square feet</u>

Club or lodge	1 per each 5 members
Community center, library, museum, art gallery	1 per each 250 square feet of floor area plus 1 per each employee on largest shift
Funeral home	1 per each 30 100 square feet of usable visitation and funeral service area plus 1 per each employee on largest shift plus 1 per each funeral vehicle
Golf facility	10 4 per each hole plus 1 per tee at a driving range plus 50 percent of the spaces required for other on-site accessory uses
Hospital	1 per each 2 beds (excluding infant beds); 3 plus 1 additional per each 300 square feet of usable floor area over 1,000 square feet plus 1 for each employee based on largest shift
Industrial wholesaling & manufacturing uses	2 per each 3 employees on largest shift for which building is designed plus 1 per each motor vehicle routinely stored on premises or in ratio of 1 space for every 1,000 square feet of total building area; provided, however, that if the number of spaces required by the building ratio is greater than that required by the employee ratios, additional parking spaces need not be provided physically but sufficient spaces shall be reserved for future physical development.
Miniature golf facility	1.5 per each hole
Nursing home	2 1 per each 3 beds plus one for each employee based on largest shift
Offices with office buildings	3 plus 1 additional per each 300 square feet of usable floor area over 1,000 square feet
Other	As determined by Zoning Administrator based upon similarity to requirements for listed uses
Professional offices, studios, non-profit organizations	3 plus 1 additional per each 300 400 square feet of usable floor area over 1,000 square feet
Restaurant	1 per each 100 150 square feet of usable floor area. If a drive-through is present,

	each 20 feet of queuing between the points at which the order is taken and the where the food is served shall count as 1 space toward the total requirement, up to a maximum of 3 spaces.
Retail store, personal service establishment	1 per each 200 300 square feet of usable floor area.
School, elementary	1 per employee on largest shift plus 1 per classroom
School, high	1 per employee on largest shift plus 1 per each four students potentially enrolled
School, junior high	1 per employee on largest shift plus 1 per classroom
Skating rink	1 per each 300 square feet of floor area
Stadium or spectator arena	1 per each 10 seats (for bench seating 22 inches equals one seat)
Swimming pool	1 per each 75 square feet of water surface area

(h) Exceptions.

(1) In the UP district, all dwelling units are exempt from parking requirements.

(2) All non-residential uses in the UP and RO districts are exempt from parking requirements.

(3) A deviation from the number parking spaces provided may be permitted through a conditional use for shared use parking or off-site parking. For non-residential uses that require more than 80 parking spaces, the Zoning Administrator may permit a temporary reduction of up to 50 percent of the total number of required spaces. Regardless of any permitted reduction, all uses shall have adequate land area to provide the total number of spaces required by this Chapter. The applicant shall provide proof that the reduced total number of parking spaces is sufficient for the use and location. The temporary reduction documentation shall be recorded in the Office of the Butler County recorder. The Zoning Administrator is not obligated to permit a reduction. If the Zoning Administrator finds that the total number of parking spaces is operationally insufficient for the use, the landowner shall construct additional parking spaces within one year of notification from the Zoning Administrator.

(4) For any use, a Conditional Use Permit application for permanent parking space reduction may be considered. The procedures of Section 1147 shall be followed. If the permit is granted it shall be recorded in the Office of the Butler County recorder.

1149.04 RESIDENTIAL REGULATIONS.

(a) Locatio

n.

(1) 1 parking space may be located in a required front yard. All other parking spaces required or provided in excess of the minimum requirement shall not be located in the required front yard.

(2) 1 required parking space may be a stacked space. All other required off- street parking spaces shall have direct access to a driveway or alley, without crossing another space.

(3) Parking spaces shall not be located within 3 feet of any lot line.

(4) Unenclosed parking spaces shall not be located within 3 feet of any principal structure.

(b) Access and Maneuvering. **The City Engineer shall have the authority to amend any of the below regulations.**

A. 30 feet from the intersection of two local roads

B. 50 feet from any intersection with a collector road

C. 70 feet from any intersection with an arterial road

(2) Where a lot is adjacent to an alley, access may be from any location along the lot line except in a required front yard.

(3) Driveways shall be a minimum of 2 feet from a side lot line.

(4) A residential use shall have a maximum of one curb cut per 100 feet of frontage, or fraction thereof (e.g. a lot with 101 feet of frontage may have two curb cuts).

(5) A residential use on a corner lot shall have its access from a local street, if available.

(6) Driveways shall be a maximum of 18 feet wide at the right-of-way **line and shall flare no greater than 30 degrees from perpendicular with the right of way line.**

(c) Utilizatio

n.

(1) No vehicle or trailer shall be parked in any off-street parking area to warehouse or distribute goods, except for loading and temporary sales.

(2) Off-street parking spaces for a non-residential use shall not be used by commercial vehicles that do not fit entirely within the parking space.

(3) Vehicles with signs attached to them shall not be parked in a manner such that they circumvent the Signs provisions (see Chapter [1151](#)).

(4) Off-street parking areas shall not be used to display vehicles for sale, except as a permitted use.

(5) The off-street parking of any recreational vehicle, boat and/or boat trailer, dual purpose truck camper or converted van, pickup camper or coach (designed to be mounted on automotive vehicles), motorized dwelling, tent trailer, travel trailer, utility trailer, bus or semi-tractor or commercial vehicle designed or used for carrying merchandise or freight shall be permitted in a residential district only under the following conditions:

A. All such vehicles must be parked on a permanently hard surface.

B. No more than one camping or recreational vehicle may be parked in a residential district on a front driveway that is permanently hard-surfaced or at the curb in front of the residence of the owner of such recreational vehicle for a period of time not to exceed 48 hours for the purposes of loading and unloading and/or preparation, except where specifically prohibited by other parking regulations.

C. No more than one commercial vehicle having empty weight of less than 4,000 pounds and not more than seven feet in height may be parked on any lot in a residential district provided that it is on a driveway that is permanently hard-surfaced.

D. No more than one vehicle less than 8,000 pounds empty weight and/or ten feet in height, or buses, boats and trailers less than 30 feet in length may be parked or stored on any lot in a residential district. However, such parking or storing shall be prohibited in any front yard provided that it is parked on a permanently hard surface.

E. The conditions set forth in Subsections 2 through 4 above shall not apply to commercial vehicles making service calls, including vehicles being used for moving personal goods.

(6) Vehicles owned, rented or leased by a church, school or other institutional use, provided that such vehicle is parked or stored only on the property where such use is located and that the location and screening of such storage or parking area complies with the provisions of Subsection 3 above.

(7) All permitted camping and recreational vehicles and equipment and commercial vehicles shall be kept in good repair and carry a current year's license and/or registration. Automotive vehicles or trailers of any kind or type without current license plates shall not be parked or stored on any residentially zoned property other than in completely enclosed buildings.

(8) Parked or stored camping and recreational vehicles and equipment or other similar habitable vehicles shall not be permanently connected to electricity, water, gas or sanitary sewer facilities; and at no time shall these vehicles or equipment be used for living, sleeping or housekeeping purposes. No person shall permanently remove the wheels or similar transporting devices of any habitable vehicle parked in any residential district, nor shall such vehicle be otherwise fixed to the ground by any person in any manner that would prevent the ready removal of said habitable vehicle.

(Ord. 2782. Passed 5-20-

03.)

1149.05 NON-RESIDENTIAL REGULATIONS.

(a) Locatio

n.

(1) Parking spaces shall not be located within the required front setback.

(2) All paved areas of an off-street parking area shall be a minimum of 6 feet from any lot line or 10 feet from any lot line in a residential zoning district.

(3) In the GB District, the maximum total number of off street parking spaces provided on site in front of the principal structure shall not exceed 70% (seventy) of the total number of required off street spaces.

(b) Access and Maneuvering. The City Engineer shall have the authority to amend any of

the below regulations.

- (1) Curb cuts shall be a minimum of:
- A. 40 feet from the intersection of two local roads
 - B. 50 feet from any intersection with a collector road
 - C. 70 feet from any intersection with an arterial road
 - D. 30 feet from any other curb cut (measured at the lot line)

(2) Driveways shall be a minimum of 10 feet wide and a maximum of 13 feet wide per lane at the right-of-way line.

~~(3) Driveways shall be a minimum of 20 feet wide adjacent to parking spaces.~~

~~(4) Maneuvering area shall be provided that permits all vehicles to exit the parking area in a forward motion, without reliance on an ability to turn around in an unoccupied parking space.~~

~~(5) Separate entrance and exit lanes, and any intended internal circulation pattern shall be clearly marked.~~

~~(6) Curb cuts shall be directly opposite existing curb cuts, where possible.~~

~~(7) Parking areas in a commercial district with more than 10 parking spaces shall have separate entrance and exit lanes.~~

(c) Utilization

n.

(1) No vehicle or trailer shall be parked in any off-street parking area to warehouse or distribute goods, except for loading and temporary sales.

(2) Off-street parking spaces for a non-residential use shall not be used by commercial vehicles that do not fit entirely within the parking space.

(3) Vehicles with signs attached to them shall not be parked in a manner such that they circumvent the Signs provisions (see Chapter [1151](#)).

(4) Off-street parking areas shall not be used to display vehicles for sale, except as a permitted use.

(d) Screening and Landscaping.

(1) Off-street parking areas of more than four spaces must meet the landscaping requirements set forth in this chapter.

(e) Additional Requirements.

(1) Handicapped accessible. The design and construction of all new, expanded, or comprehensively redesigned off-street parking areas shall comply with applicable requirements of the Americans with Disabilities Act (ADA).

A. Locati

on.

1. Required handicapped accessible spaces shall be located on the shortest accessible route of travel to the use for which they are required.

2. For buildings with multiple accessible entrances, accessible parking spaces shall be dispersed and located closest to the accessible entrances.

3. In parking facilities that do not serve a particular building, accessible parking shall be located on the shortest accessible route of travel to an accessible pedestrian entrance of the parking facility.

B. Marki

ng.

1. Handicapped accessible spaces shall be designated as reserved by a sign showing the international symbol of handicapped accessibility at a height such that the sign is visible when the space is occupied.

C. Desi

gn.

1. Accessible parking spaces shall be at least 8 feet wide.

2. Each accessible space must have an adjacent loading aisle at least 5 feet wide and 18 20 feet long **unless there is only one space; in which case the aisle should be 8 feet wide and on the passenger side.**

3. Two accessible parking spaces may share a common access aisle.

4. Parking access aisles shall be part of an accessible route to the building or facility entrance.

5. Parked vehicle overhangs shall not reduce the clear width of an accessible route.

6. The surface of handicapped parking spaces and access aisles shall not exceed 2 percent slope in any direction.

7. The route from handicapped accessible spaces to the entrance of the use for which it is required (if applicable) may not exceed 5 percent slope.

8. A minimum vertical clearance of 9.5 feet must be provided at handicapped accessible spaces and loading isles, and along at least one vehicle access route to such spaces from the site entrance and exit.

(2) Loading spaces.

A. Num

ber.

1. One loading spaces shall be required for all non-residential uses and for residential uses with greater than three dwelling units.

2. One additional loading space shall be required for each 20,000 square feet or fraction thereof of floor area over the first 10,000 square feet.

3. All residential and non-residential uses in the UP district are exempt from the loading space requirements.

B. Locati

on.

1. Loading spaces may be located anywhere on

a lot.

C. Desi

gn.

1. Loading spaces must be a minimum of 10 feet wide by 25 feet

long.

D. Utilizati

on.

1. Loading spaces shall be utilized primarily for loading purposes. No vehicle shall occupy a loading space continuously for more than 48 hours.

(Ord. 3019. Passed 10-7-

08.)

(3) Queue and exit spaces.

A. Queuing and exiting spaces are required for drive-through and other uses that result in cars lining up to access a service.

B. Queuing and exiting spaces shall not interfere with required parking or adequate area for vehicle maneuvering.

C. All queuing and exiting spaces shall contain a rectangular area a minimum of 9 feet wide and **18 20** feet long.

D. Queuing spaces shall not be located in the required front setback.

E. The following uses require queue and exit spaces:

Use	Queue Spaces	Exit Spaces
Car wash bays	3 per bay	1 per bay
Vacuum stations	1 per station	None
Drive-through convenience store	7 per bay	1 per bay
Drive-up banking	3 per bay	1 per bay
Drive-up pharmacy	3 per bay	1 per bay

Fuel pumps	1 per pump	Non e
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(4) Parking lot design.

A. All non-residential parking areas shall be screened from an adjacent residential district by a 6-foot high visual screen.

B. Any parking space oriented in such a way as to have headlights shine into a residential structure shall have a fence, wall, or solid hedge of no less than 4' in height screening the headlights.

C. All off-street parking areas shall be designed, constructed, and maintained to ensure that stormwater, dust, and debris do not adversely impact any other lot. **Storm water management shall be in compliance with Section 1141.04, Environmental Regulations.**

D. **Parking areas shall provide a minimum security lighting level of 1 foot candle.** Light fixtures shall be a maximum height of 16 feet above the adjacent ground. **Glare and light pollution is regulated by Section 1141.04, Environmental Regulations.**

E. All unpaved areas adjacent to an off-street parking area shall be raised, landscaped, and separated from the parking area by a minimum 6-inch high concrete curb. **Openings shall be permitted in specific locations for storm water quality management.**

F. A raised, landscaped, and curbed island a minimum of 4.5 feet wide (including the width of the curb) shall be provided at the front and at the ends of each row of parking spaces and at every interval of **15** parking spaces in a row. End islands shall extend to within 3 feet of the end of the parking space. The width requirement can be shared between adjacent facing rows or by the setback requirement adjacent to lot lines. **Openings in curbing shall be permitted for storm water management.**

G. Interior rows of parking shall have an access aisle between each 15 parking spaces.

H. Visibility shall be assured for pedestrians, bicyclists, and motorists entering individual parking spaces, circulating within a parking facility, and entering or leaving a parking facility.

I. Internal circulation patterns, and the location and traffic direction of all access drives, shall be designed and maintained in accordance with accepted principles of traffic engineering and traffic safety.

J. Off-street parking and loading areas shall be provided with sufficient maneuvering room so that all vehicles can enter and exit from a public street by forward motion only. The maneuvering of vehicles necessary to enter or exit loading areas shall not occur on City streets.

K. Parking lots shall be designed so that solid waste, emergency, and other public service vehicles can provide service without backing unreasonable distances or making other dangerous or hazardous turning movements.

L. Parking Lot Layout. No more than 200 parking spaces shall be allowed together in one group or cluster. Parking lot clusters shall be separated by landscaping, pedestrian connections, cross aisles, retention basins or similar features.

M. In office-use and industrial projects, a minimum 25 percent of the required parking spaces shall be provided within 200 feet of the building served, with

the balance of the required parking within 400 feet.

N. In commercial and mixed use projects, a minimum of 50 percent of the required parking spaces shall be located within 300 feet of the building served.

O. In multi-family residential projects, required parking spaces shall be arranged to provide at least one parking space per unit within 200 feet of the dwelling units they are intended to serve.

P. Drive aisle intersections are to be perpendicular to each other.

Q. Separate vehicular and pedestrian circulation systems shall be provided where possible.

R. Pedestrian Safety. The design standards described below shall be provided for multi-family residential developments of 5 or more units and for commercial, mixed-use, and/or industrial developments that are 80 feet or more in depth and/or include 50 or more parking spaces.

1. *Pedestrian Safety.* Parking lot design should be laid out in a way to minimize the times pedestrians would typically have to walk between parked cars and then cross a drive aisle to get to locations on the site. Internal circulations systems shall be clearly defined. For example, walkways should be incorporated into the median or landscape of some double loaded parking bays that terminate close to access points such as building entries or adjacent street intersections.

2. *Materials and Width.* Walkways shall provide at least 5 feet of unobstructed width and be hard-surfaced with a material that differs from the drive aisle by composition, texture, or through the use of a differing color that is integral to the material. For areas beyond ADA accessible spaces, a combination of stepping stones and landscaping can be used, however ADA compliance must also be demonstrated.

3. *Identification.* Pedestrian walkways shall be clearly differentiated from driveways, parking aisles, and parking and loading spaces through the use of elevation changes, a different paving material, or similar method. Where a pedestrian sidewalk crosses a vehicle lane, the pedestrian sidewalk shall be raised a minimum of 3 inches above the vehicle lane and made distinct by use of textured paving and contrasting color. Where a raised crossing is not feasible, lighted pedestrian bollards and signage can be used to raise awareness to vehicle operators.

4. *Separation.* Where a pedestrian walkway is parallel and adjacent to an auto travel lane, it must be raised and separated from the auto travel lane by a raised curb at least 6 inches high, decorative bollards, or other physical barrier.

(5) Bicycle and Motorcycle Parking

A. Bicycle Parking.

1. Spaces Required.

a. Bicycle parking is required for multi-unit residential buildings and nonresidential development. Unless otherwise expressly stated, buildings and uses subject to bicycle parking requirements must provide at least 3 bicycle parking spaces or at least 1 bicycle space per 10 on-site vehicle parking spaces actually provided, whichever is greater. After the first 50 bicycle parking spaces are provided, the required number of additional bicycle parking spaces is 1 space per 20 vehicle parking spaces. Covered spaces are strongly encouraged.

b. The requirements of subsection a, above, notwithstanding, the following minimum bicycle parking requirements apply to colleges, universities, schools and libraries:

i. Elementary and junior high school: 1 bicycle parking space per 1000 square feet;

ii. High school: 1 bicycle parking space per 1500 square feet;

iii. Colleges and universities: 1 bicycle parking space per 5 vehicle parking spaces provided; and

iv. Libraries: 1 bicycle space per 5 vehicle parking spaces provided.

2. Design and Location.

a. *General.* Required bicycle parking spaces must:

i. Consist of racks or lockers anchored so that they cannot be easily removed and of solid construction, resistant to rust, corrosion, hammers, and saws;

ii. Allow both the bicycle frame and the wheels to be locked using a standard U-lock;

iii. Be designed so as not to cause damage to the bicycle;

iv. Facilitate easy locking without interference from or to adjacent bicycles and maintain a separation of at least 24 inches from the nearest wall; and

v. Be located in close proximity to entrances and other high activity areas, highly visible, active, well-lighted areas without interfering with pedestrian movements.

b. *Size.* Required bicycle parking spaces for nonresidential uses must have minimum dimensions of 2 feet in width by 6 feet in length, with a minimum overhead vertical clearance of 7 feet.

c. *Location.* Required bicycle parking may be located indoors or outdoors. Such spaces must be located out of the ROW unless an encroachment agreement is approved. If required bicycle parking facilities are not visible from the abutting street or the building's main

entrance, signs must be posted indicating their location.

B. Motorcycle and Scooter Parking. For any nonresidential use providing 50 or more off-street spaces, a maximum of 2 required off-street parking spaces per 50 vehicle spaces may be reduced in size or otherwise redesigned to accommodate parking for motorcycles and scooters. When provided, motorcycle and scooter parking must be identified by a sign. Motorcycle and Scooter parking shall be counted concurrently as part of the minimum number of vehicle spaces required for the development.

(5

6) Landscaping.

A. Purpo

se.

1. Trees and other vegetation help to limit the negative effects of large, paved areas by improving stormwater control, reducing erosion, avoiding unnatural microclimates, and improving aesthetics. This section requires minimum landscaping requirements to satisfy this purpose.

B. Trees and landscaped

areas.

1. T

rees

a. A parking area shall have 2 trees per parking facility plus 1 tree for every 5 parking spaces or fraction thereof generally distributed throughout the parking area. Any dead or severely diseased trees used to fulfill these regulations shall be replaced at the request of the Zoning Administrator.

b. **Trees shall be selected for the local soil and climate. The area and soil depth of the site shall be adjusted to sustain the tree.** Immediately following planting, each tree shall be a minimum of 6 feet tall and have a minimum 2-inch **caliper diameter at breast height (4.5 feet above adjacent grade).** At maturity, each tree shall have a clear trunk at least four feet above the adjacent parking surface and average mature crown greater than 12 feet.

c. Each existing tree that meets the minimum regulations for a newly planted tree shall count as 1 tree.

d. Each newly planted or existing tree with a minimum 6-inch diameter at breast height that is in a living and healthy condition shall count as 2 trees.

C. Landscaped areas. All areas that are not paved shall be landscaped and shall satisfy the following regulations:

1. Shrubs, vines, and ground cover shall be healthy
stock.

2. Shrubs shall be a minimum of 1
gallon.

3. Shrubs shall be maintained so that their height does not exceed 3 feet above the adjacent parking surface.

4. Lawn grass shall be a species common to Southwest Ohio. Sod shall be used in areas subject to erosion.

5. Synthetic or artificial lawns or plants may not be used in lieu of plant requirements.

6. Concrete and asphalt shall not be used in landscaped areas. Decorative aggregate and other pervious surfaces may be used in landscaped areas if approved by the Zoning Administrator.

D. Alternate design plan. If the design regulations in this chapter will not result in an appropriate parking area for the site on which a use is located or proposed, a property owner may apply to the Planning Commission **for a Conditional Use Permit to approve an Alternate Design Plan per procedure in Section 1147.**

1. The application for an alternate design plan is available from the Planning Department and shall include:

a. A written description explaining how and why the proposed design better accomplishes the purposes of this chapter.

b. A site plan with the following elements:

i. The date, scale, north arrow, title and name of owner;

ii. An accurate 1" = 10' or larger scale site plan of the proposed parking facility with boundary lines and dimensions;

iii. Total area of the site;

iv. Existing and proposed utility lines, both overhead and underground, and easements on or adjacent to the site;

v. Existing and proposed improvements on the site, including all paving and structures (including structure height);

vi. The location, size, plant unit value and the common and scientific names of landscaping to be installed and maintained on the site;

vii. The current zoning and land use of surrounding properties;

viii. Any additional factors that affect the practical application of this section, such as notable topographic changes, watercourses, and bodies of water.

2. The application shall be placed on the agenda of the next regularly scheduled Planning Commission meeting. The Planning Commission shall consider the application and make its decision based upon any element of the plan, the principal use of the property, and the existing use and configuration of adjacent sites.

3. If the Planning Commission approves an application, it may impose conditions or modify the approved plan in any manner required to protect the public health, safety, and general welfare.

1147.03 USE SPECIFIC REGULATIONS & POTENTIAL CONCERNS.

The uses listed in this section are Conditional Uses in at least 1 zoning district. Each use is listed with Potential Concerns and may be listed with specific regulations.

The Potential Concerns are use-specific criteria that Planning Commission shall consider when it makes a recommendation to Council on an application for a Conditional Use. The Planning Commission may also consider additional use-specific concerns not listed here if it deems them appropriate.

The Additional Regulations are more strict or additional dimensional regulations or operational conditions that apply to the use, regardless of whether it is permitted or conditional, and regardless of the zoning district in which it is located, and are enforced by the Zoning Administrator.

(a) General. Wherever no specific area, lot width, or setback requirements are specified in the provisions for specific Conditional Uses, then the dimensional regulations for the most restrictive permitted use in the applicable zoning district shall apply.

(b) Uses.

.....

(30) Schools.

A. Potential Concerns.

1. Adequate lot size to permit future expansion.
2. Bus and van storage.
3. Access to streets that can handle traffic generated by the use.
4. Design of vehicle management area.
5. Location of outdoor facilities such as ball fields and band practice areas.
6. Proximity to incompatible uses (establishments serving alcohol).

B. Regulations.

1. Parking spaces shall not be located in a yard adjacent to a residential zoning district.
2. Structure shall be setback a minimum of 30 feet from a residential zoning district.

(31) Temporary and/or Outdoor Sales of Plants and Garden Supplies

A. Potential Concerns.

1. Signs.
2. Sight distance at corner lots.

B. Regulations.

1. Storage of goods shall not reduce the usable number of parking spaces by more than 10 percent of the required total.
2. Goods shall not be stored in a driveway required to access required parking spaces.

(32) Off-site Parking and Shared-Use Parking

A. Potential Concerns

1. Adequate supply of spaces for all modes of transportation

2. Distance from use

3. Hours of operation/schedule conflict

4. Valet service

5. Proximity to mass transit

6. Accommodation for special needs/accessibility

7. Maintenance responsibility

8. Future land use changes/parking demand

B. Regulations

1. Recorded agreement

2. Specific distance limit for off-site

3. Performance review timeframe

4. Requires evidence justifying sufficient parking

(33) Parking lot Alternate Design Plan

A. Potential Concerns

1. Safety of all modes of transportation

2. Green space

3. Storm water quality/environmental

4. Storm water quantity/run off rate

B. Regulations

1. Any additional factors that affect the practical application of this section, such as notable topographic changes, watercourses, and bodies of water.

2. Conditions of approval to protect the public health, safety, and general welfare

3. Modifications of this chapter to protect the public health, safety and general welfare