Conceptual Development Plan Components

A. Overview

This document summarizes the materials produced in conjunction with the Conceptual Development Plan as part of the Western Montgomery County Transportation and Land Use Study. It describes how the results of public involvement and technical analysis led to the development of an approach to accommodate future growth in the study area. The material discussed in this document includes:

- The Principles, which are statements of purpose intended to describe the direction of future development and redevelopment in the study area.
- The Conceptual Development Typologies and Map, which describe where six generalized land use typologies occur in the study area.
- The Conceptual Development Matrix, a tool that describes the type of development and identifies land uses appropriate for each typology.
- The Development Concepts Map, which illustrates how future development or redevelopment could occur in locations throughout Western Montgomery County.

This document is a draft and will be revised following the Open House and future Steering Committee meetings.
B. Principles

Principles are statements of purpose intended to describe the direction of future development and redevelopment in the study area. The principles were developed by the consultant and MVRPC staff and are based in part on input from the Stakeholder and Steering Committee meetings.

The principles address a range of topics and themes and will ultimately be the basis of the land use recommendations. The principles focus on quality, pattern, character and organization of development; they address a desire to strengthen the quality of the physical environment throughout the study area. Although Western Montgomery County does have historic downtown areas, a majority of the communities in the study area are not unlike most suburbs in the country: dominated by corporate architecture in strip centers and rigidly segregated land uses. The principles indicate a preference for creating a richer community experience for the residents of Western Montgomery County.

Outlined below are the statement of intent and the draft principles:

**Statement of Intent**

Land will be used in a more efficient manner by emphasizing redevelopment and infill development, as well as focusing development to areas already served by infrastructure. The pattern of development will include an integrated mix of uses, better connectivity, improved environmental sensitivity, and a range of housing choice. Transportation investments will be made to support this land use direction.

**Principle Statements**

**Land Use**

Redevelopment and infill development are preferred over greenfield development.

The priority for future growth will be oriented towards infill and redevelopment within communities. When greenfield development is necessary it will occur in areas already serviced with adequate infrastructure. There is a strong preference for the study area to accommodate future growth in a manner that protects open space and viable agricultural land, thus protecting the rural landscape typical of many areas within Western Montgomery County.

Integrated, mixed-use centers will be encouraged throughout Western Montgomery County.

Centers that include a mix of integrated office, retail, residential and civic uses will be found throughout Western Montgomery County. These mixed-use centers – of a scale appropriate to their surroundings – will concentrate uses in a manner that supports walking, biking and public transit, and automobiles.
Open space and natural systems will be protected.

The health and viability of natural systems, such as air quality, water resources and wildlife habitats will be protected. There will be an expanded network of green spaces in the study area that include neighborhood and regional parks, river corridors, forests, flood plains and farmland.

New and redeveloped residential communities will have strong neighborhood qualities.

The interest in providing greater housing choice, improved pedestrian experiences, and more opportunities for community gathering, suggests incorporating qualities of traditional neighborhood development into new and redeveloping residential areas. Some of the desirable qualities of traditional neighborhood design include an integrated network of walkable streets, as well as increased opportunities for working and shopping close to home.

Land with prime agricultural soils will be protected.

Prime agricultural land will be protected from development due to its open space and aesthetic qualities, as well as its contribution to the economy of Western Montgomery County. By preserving agricultural land, each community will contribute to preserving the rural landscape that characterizes much of the study area.

Infrastructure

Infrastructure improvements will occur concurrently with development.

Public facilities and services will be well coordinated among jurisdictions and occur concurrently with land development and redevelopment. Such public facilities and services will include transportation, water, sewer, parks and storm water management systems.

Transportation/Mobility

Connectivity among land uses will be improved.

Neighborhoods will be linked by a network of interconnected streets and walkways as part of a larger system that provides safe motorized and non-motorized access to homes, businesses, schools, recreational facilities and services, and other destinations. These networks will be designed to keep local traffic off major arterials and high-speed, through-traffic local streets, reduce travel time and trip frequency.

Fiscal

Development projects will strengthen the economic health of individual communities and the region.
Decisions on land development, redevelopment, and improvements to public facilities and services will be made with a clear understanding of their fiscal impacts to individual communities, as well as the region.

**Interjurisdictional Cooperation**

*Individual jurisdictions will consider the regional impact of land use decisions and transportation investments.*

Land use policy remains a fundamental prerogative and responsibility of each local jurisdiction. However, local governments will effectively and willingly communicate, cooperate and coordinate on issues of land use, transportation, natural systems, economic development and public facilities and services.

**C. Conceptual Development Typologies and Map**

The quantitative and qualitative knowledge gathered during the planning process was applied to the physical reality of Western Montgomery County. This process was undertaken to determine where future growth should occur throughout the study area. First, the study area was divided into six generalized land use typologies. These typologies describe conditions that exist in the study area and place strong emphasis on the desirability of future development. Next, a Conceptual Development Map was developed that identified where those land use typologies are recommended to occur in the study area. The typologies and map provide an understanding of how future development in each jurisdiction fits in the broader context of development in the study area as a whole. The six typologies are described below.

**Protected Land** – This typology includes those lands that are not developable. Examples include protected agricultural land, parks, nature preserves and recreation areas. Generally, this typology includes lands that are permanently protected by federal, state and local regulations or public ownership.

**Constrained Unprotected Land** – This typology includes floodplains, hydric soils with steep slopes (over 12 percent), wetlands and land with other notable environmental characteristics that preclude it from being appropriate for development. These lands are not explicitly protected by law, but over time, this land has a high potential to be moved from Constrained Unprotected Land to Protected Land. This typology includes lands that should not be developed.

**Limited Growth** – This typology includes agricultural land, and land with limited potential to sustain new development because it is not adjacent to regional thoroughfares or transit routes, and has limited infrastructure capacity in terms of water, sewer, and other utilities. It can support limited lot splits and cluster developments, with the
Conceptual Development Plan Components

policy intention of limiting new growth and development in the area.

**Intended Growth** – This typology includes developable land within the current boundaries of incorporated jurisdictions. Although these areas are currently used for agriculture, are vacant or underutilized, the jurisdictions already provide services or are planning to extend services into these areas. Also the market analysis determined many of these areas will have the highest demand for future development. New development must give consideration to public services (such as schools and public safety), and health and human services, and these services must be in place in order for these areas to be able to sustain new development. These are the areas designated for future development during the 25-year planning horizon.

**Long-Term Potential Growth** – This typology includes developable land outside the current incorporated jurisdictional borders but within the current urban service boundaries. These lands are already provided services (sewer, water or both) or are within areas designated for future utility extension. It is anticipated that lands with this designation will develop after the 2030 planning horizon. New development must also give consideration to public services (such as schools and public safety), and health and human services.

**Developed Land (Redevelopment and Infill Potential)** – This typology includes land in existing urban/suburban development within incorporated jurisdictions. Selective locations within these areas are appropriate for redevelopment projects or infill development. Specific locations with redevelopment or infill potential should be determined by individual jurisdictions. This land does not include any protected or open space, such as parks or recreational areas.

The typologies were mapped to produce a Conceptual Development Map of the study area. The map shows how Western Montgomery County can grow in the future by maximizing reliance on existing infrastructure and consuming dramatically less land than if growth were to continue following current trends. As previously mentioned, the lands designated as Intended Growth areas are able to accommodate the projected demand for future development. In fact, the Intended Growth areas contain approximately 11,584 acres, which is around nine times more land than is required to meet the demand of future development. Furthermore, new development within the Intended Growth areas could be the impetus for redevelopment projects that will promote reinvestment in existing communities and help ensure their long term sustainability. The areas designated as Long-Term Potential Growth areas illustrate the maximum amount of land that is suitable for future development. It is anticipated the Long-Term Potential Growth areas will not be needed for future development until well after the 2030 planning horizon.
horizon. The amount of developable land within the Intended Growth and Long-Term Potential Growth areas are outlined in Table 1.

Table 1: Developable Land in Future Growth Typologies

<table>
<thead>
<tr>
<th>Developable Land (Incorporated Jurisdictions in acres)</th>
<th>Developable Land (Total in acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Intended Growth</strong></td>
<td>11,584</td>
</tr>
<tr>
<td>Brookville</td>
<td>696</td>
</tr>
<tr>
<td>Clayton</td>
<td>2,454</td>
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<tr>
<td>Dayton</td>
<td>1,710</td>
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<tr>
<td>Englewood</td>
<td>497</td>
</tr>
<tr>
<td>Farmersville</td>
<td>163</td>
</tr>
<tr>
<td>Germantown</td>
<td>830</td>
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<tr>
<td>Miamisburg</td>
<td>800</td>
</tr>
<tr>
<td>Moraine</td>
<td>946</td>
</tr>
<tr>
<td>New Lebanon</td>
<td>428</td>
</tr>
<tr>
<td>Phillipsburg</td>
<td>12</td>
</tr>
<tr>
<td>Trotwood</td>
<td>2,783</td>
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<tr>
<td>Verona</td>
<td>11</td>
</tr>
<tr>
<td>West Carrollton</td>
<td>254</td>
</tr>
<tr>
<td><strong>Long-Term Potential Growth</strong></td>
<td>8,948</td>
</tr>
<tr>
<td>Brookville</td>
<td>4,667</td>
</tr>
<tr>
<td>Germantown</td>
<td>3,334</td>
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<tr>
<td>New Lebanon</td>
<td>857</td>
</tr>
<tr>
<td>Phillipsburg</td>
<td>90</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>20,532</td>
</tr>
</tbody>
</table>

Source: ACP-Visioning & Planning

In addition to the land use typologies, the Conceptual Development Map also displays a development edge. The location of the edge was partially influenced by feedback from the public meetings, Steering Committee meetings and jurisdictional planning documents. In an effort to focus growth into existing communities, preserve productive farmland and open space, it is recommended that future development occur within the development edge.

The Conceptual Development Map (see Map 1) on the next page graphically depicts where development should occur. The map is based on the principle statements and will be refined following the input from the public during the Open House.
Map 1: Conceptual Development Map
D. Conceptual Development Matrix

While the Conceptual Development Map identifies where future development should occur, it does not provide indications of what type of development is best suited to the character and scale of those areas. The conceptual development matrix is a tool that begins to address those questions. Table 2 shows how conventional land use categories in the “built” (residential, commercial, etc.) and natural (preserve and reserve) environment compare to various “community types” (rural, suburban, city, etc.). A community type is an historic form of settlement pattern that varies in size and scale with the intensity of the public roadway network (from widely spaced, rural roads to tightly space urban streets) and the corresponding intensity (units or square feet per acre) of private development.

Table 2: Conceptual Development Matrix

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Protected</th>
<th>Constrained</th>
<th>Rural</th>
<th>Rural/Suburban</th>
<th>Incorporated Jurisdictions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mixed Use</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Village Center</td>
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<tr>
<td>Town Center</td>
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<tr>
<td>TOD</td>
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<td></td>
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<tr>
<td>Residential</td>
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<tr>
<td>Single-Family</td>
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<tr>
<td>Multi-Family</td>
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<tr>
<td>Conservation Development</td>
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<tr>
<td>Commercial</td>
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<tr>
<td>Retail</td>
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<tr>
<td>Office</td>
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<td>Civic</td>
<td></td>
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<tr>
<td>Services</td>
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<tr>
<td>Education</td>
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<tr>
<td>Parks &amp; Recreation</td>
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<tr>
<td>Industry</td>
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<tr>
<td>Light</td>
<td></td>
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<tr>
<td>Heavy</td>
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<tr>
<td>Natural Resource</td>
<td></td>
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<tr>
<td>Agriculture</td>
<td></td>
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<td></td>
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<tr>
<td>Sensitive Lands</td>
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<tr>
<td>Growth Potential</td>
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<td></td>
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</tr>
<tr>
<td>No Growth</td>
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<td></td>
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<tr>
<td>Limited Growth</td>
<td></td>
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<tr>
<td>Long-Term Potential Growth</td>
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<tr>
<td>Intended Growth</td>
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<td></td>
</tr>
<tr>
<td>Developed Land (Redevelopment &amp; Infill Potential)</td>
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</tbody>
</table>

Source: ACP-Visioning & Planning

In addition to the typical land use categories, the following five other, less conventional types of development are also included in Table 2 and described below:

- Village Center: can usually be attributed to its location on a transportation corridor, main road or crossroads. It can include a mix of uses, but is primarily commercial with a civic component. The appropriate mix of uses that can occur in a Village Center within the limited and long-term potential growth areas are indicated by dashed lines.
- Town Center: is a community consisting of several neighborhoods, sharing a substantial, mostly mixed-use center with a civic component.

Example of Town Center Development. Source: ACP

- Transit Oriented Development: is a mixed-use community within walking distance of a transit stop that mixes residential, retail, office, open space, and public uses in a way that makes it convenient to travel on foot or by public transportation instead of by car.

Example of Transit Oriented Development. Source: ACP

- Traditional Neighborhood Development: is the basic unit of town planning. It is a compact, urbanized area containing a balanced range of human activities. The neighborhood district is designed to support the development of human scale, walkable areas where residences, business and commercial uses are within walking distance of one another. It should always contain a balanced mix of dwellings, workplaces, shops, civic buildings and parks. Regardless of size, the pedestrian-oriented nature of the district is reinforced by human-scaled buildings which relate to the street, provide safe pedestrian access, and create a distinct district identity.
• Conservation Development: is a contiguous area of land to be planned and developed as a single entity, in which housing units are accommodated under more flexible standards, such as building arrangements and setbacks, than those that would normally apply under single-family district regulations. This allows for the flexible grouping of houses in order to conserve open space and existing natural resources.
Potential Areas for Development

There are five different types of development areas indicated in Table 2 that correspond to the different types of settlement patterns. They include:

- No Growth
- Limited Growth
- Long-Term Potential Growth
- Intended Growth
- Developed Land (Redevelopment & Infill Potential)

Each of these types of growth also corresponds to the land use typologies illustrated on the Conceptual Development Map (see Map 1). The relationship between land use and the transportation network cannot be overstated; therefore, the relationship between settlement patterns and roadway capacity is discussed for the intended and long-term potential growth areas.

**No Growth.** No growth areas include protected land (dedicated open space) and constrained/unprotected land (open space that could potentially be dedicated as open space) areas should not be developed, unless for passive or active recreation purposes. The protected land and constrained/unprotected land are indicated in green and light green on Map 1.

**Limited Growth.** Limited growth areas include agricultural land, and land with limited potential to sustain new development because it is not adjacent to regional thoroughfares or transit routes, and has limited infrastructure capacity in terms of water, sewer, and other utilities. It can support limited lot splits, cluster developments or conservation development, with the policy intention of limiting new growth and development. The limited growth areas are white areas on the Map 1.
Long-Term Potential Growth. Long-term potential growth areas include current rural areas that could be developed, but in a more restrictive pattern that would allow the conservation of farmland and help connect greenways through stream corridors and woodland networks. This would allow nonresidential and higher density residential or mixed-use development to concentrate at roadway intersections. Single-family development would cluster in a development pattern nearby that would help conserve farmland and as much of the native landscape as possible.

As Figure 1 shows, two “scales” of development are illustrated: a larger scale that corresponds to the capacity of the adjoining roadway (high capacity thoroughfare, larger scale) and a smaller scale that is located along intermediate capacity roadways. Development of properties along high capacity corridors should concentrate at intersections, and be limited to a certain radius (e.g. 1/2 mile) from the point of intersection. Beyond the intersection the depth of development (as measured from the roadway) should not exceed a certain distance (e.g. 1/4 mile) and should not extend more than a certain length (e.g. 1/2 mile) along the thoroughfare. Village center development is encouraged in this area and includes mixed-use (residential or office above retail). Large format and freestanding retail on individual lots is discouraged. Most of the development in the remaining long-term potential area would be residential and arranged in a cluster or conservation pattern.

Development of properties along intermediate capacity corridors should concentrate at intersections, and be limited to a certain radius (e.g. 1/4 mile radius) from the point of intersection. Beyond the intersection the depth of development as measured from the roadway should not exceed a certain distance (e.g. 1/8 mile) and should not extend more than a certain length (e.g. 1/4 mile) along the thoroughfare. Village center development is encouraged in this area and includes a mix of residential or office above retail and civic uses. Large format and freestanding retail on individual lots is discouraged. Most of the development in the remaining long-term potential growth areas would be residential and arranged in a cluster or conservation pattern. This area is shown in pink on Map 1.
Intended Growth. Intended growth areas include suburban and greenfield areas that could be developed, but in a more controlled pattern. This would allow nonresidential and higher density residential or mixed-use development to concentrate at roadway intersections in the form of town centers or transit oriented (TOD) developments. Traditional neighborhood development (TND) would be located nearby, allowing trips for most goods and services to be accommodated within walking distance or 1/4 mile form the neighborhood center.

As Figure 2 shows, two “scales” of development are illustrated: a larger scale that corresponds to the capacity of the adjoining roadway (high capacity thoroughfare) and a smaller scale that is located along intermediate capacity roadways.

Development of properties along high capacity corridors should concentrate at intersections, and be limited to a certain radius (e.g. 1/2 mile from the point of intersection). Beyond the intersection the depth of development (as measured from the roadway) should not exceed a certain amount (e.g. 1/4 mile) and should not extend more than a certain distance (e.g. 1/2) mile along the thoroughfare. Town center or transit-oriented development is encouraged in this area and includes mixed-use (residential or office above retail) and prominently located civic uses. Unless located as part of a mixed-use center, large format and freestanding retail are discouraged. Most of the development in the remaining intended growth
areas would be predominantly residential, with a diverse range of single family and multi-family units within the same neighborhood.

Development of properties along intermediate capacity corridors should concentrate at intersections, and be limited to a certain radius (1/4 mile from the point of intersection). Beyond the intersection the depth of development (as measured from the roadway) should not exceed a certain distance (e.g. 1/8 mile) and should not extend more than a certain length (e.g. 1/4 mile) along the thoroughfare. Village center development is encouraged in this area and would include a mix of residential or office above retail and prominently located civic uses (e.g. civic facilities, plazas, squares, etc). Large format and freestanding retail on individual lots are discouraged. Most of the development in the remaining intended areas would be residential and arranged in a traditional neighborhood pattern. Open space would be in the form of linked greenways and parks. This area is shown in red on Map 1.

Figure 2: Intended Growth Area

Source: ACP-Visioning and Planning

Developed Land (Redevelopment and Infill Potential). There are potential locations for redevelopment or infill projects located within the incorporated jurisdictions. Infill and redevelopment can take place in the form of town centers and transit oriented development along high capacity roadways or smaller mixed-use areas on underutilized sites within existing neighborhoods. These areas should be identified by individual jurisdictions and could reduce the amount of greenfield development needed to accommodate future growth. This area is shown in yellow on Map 1.
E. Development Concepts Map

The Development Concepts Map was developed to illustrate how the conceptual development tools can be applied to areas of interest (economic development and redevelopment corridors) within the study area (see Map 2). Through this application, a clearer picture emerges of how development within Western Montgomery County can occur if jurisdictions start to plan and regulate in a manner consistent with the land use principles.

Eight areas were identified as having economic development potential or as redevelopment/ infill corridors. The areas were selected using the following criteria:

- They were identified as areas with economic development potential or areas of concern in the Existing Conditions Report;
- They are in areas defined as appropriate for future growth or redevelopment/infill projects on the Conceptual Development Map;
- They could experience some development activity in the future for a variety of reasons such as redevelopment pressure and development opportunities.

The areas highlighted on the Development Concepts Map include:

A. Salem Mall Redevelopment
B. Brookville Industrial District
C. I-70 at State Route 49
D. Salem Avenue
E. US35 Corridor
F. New Lebanon Village Center
G. State Route 4
H. Germantown Town Center
I. Conservation Development (Limited Growth Areas)
J. Traditional Neighborhood Development (Brookville, Clayton and Germantown)

The information displayed on the Development Concepts Map for each location is provided below. For each area, a photo of the current location is presented with a photo or rendering from an example project. The example project illustrates the scale, form and/or pattern of development that is consistent with the principles. The key characteristics of the project example and the potential land uses are also included for each location.
Map 2: Development Concepts Map
A. Salem Mall Redevelopment

### Salem Mall Redevelopment – Transit-Oriented Development

**Form Characteristics**
- Transit-oriented development within a mixed-use environment
- Higher intensity of development (in comparison with conventional development) adjacent to transit center and moderate density residential development in surrounding areas
- Integration of land use and transportation strategies make transit more visible
- Opportunity to live, work, and play in the same general area
- Pedestrian circulation within the center and connections with surrounding neighborhoods is a priority

**Potential Uses**
- Mix of pedestrian oriented "Main Street" retail and also multi-story "big box" retail
- Office in stand-alone buildings and on upper levels of mixed-use buildings
- Residential – Condos and apartments on upper levels of multi-use buildings
- Open space (plazas, greens or squares) as a place for public gathering
- Civic – Site for a City Hall/Community Center and an expanded transit center

B. Brookville Industrial District

### Brookville – Industrial District

**Form Characteristics**
- Light industrial development of moderate intensity, the equivalent of an industrial park except the parking must be in the rear or side yard area
- Large block size
- Low building height
- Large setbacks
- Access to a major transportation route

**Potential Uses**
- Indoor manufacturing, assembly, fabrication, packaging or other industrial processing
C. I-70 at State Route 49

**I-70 at State Route 49 – Town Center**

**Form Characteristics**
- An area that mixes retail with jobs and housing
- Uses are integrated on a horizontal (side-by-side) and vertical (one use above another)
- Pedestrian circulation within the center and connections with surrounding neighborhoods is a priority
- Visitor parking is on shared surface lots (located behind buildings) or parking structures, and on-street parking
- Commercial uses can be highway-related while the area’s existing and proposed population, in both scale and type of development
- Multi-story buildings will have retail on the first floor with office or residential on the upper floors

**Potential Uses**
- Retail uses include restaurants and general retail (clothing stores, book/music stores, dry cleaners, convenience retail)
- Service, office and residential uses are also included
- Civic space (plaza, green or squares) as a place for public gathering

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D. Salem Avenue

**Salem Avenue – Redevelopment Corridor**

**Form Characteristics**
- Redevelopment and infill should be at a scale and type to attract individuals at a regional level
- Mixed-use development is encouraged
- Development should be placed along the roadway with higher intensity development occurring at key intersections and transit stops
- Pedestrian walkability and connectivity to adjacent neighborhoods is an important factor within established street network

**Potential Uses**
- Mix of multi-story big box and convenience retail
- Offices in stand alone buildings and on upper level of mixed-use buildings
- Residential – (medium to high intensity on upper floors of mixed-use buildings)
- Open spaces as places for public gathering
E. US 35 Corridor

**US35 Corridor – Redevelopment Corridor**

**Form Characteristics**
- Redevelopment and infill development should be at a scale to serve surrounding neighborhoods
- Mixed-use development is encouraged
- Development should be placed along the roadway with higher intensity development occurring at key intersections and transit stops
- Pedestrian walkability and connectivity to adjacent neighborhoods is encouraged
- Scale and form of development must transition to blend with adjacent neighborhoods

**Potential Uses**
- Neighborhood serving retail and convenience services
- Offices in stand alone buildings or on upper floors of mixed-use buildings
- Residential development (medium to high intensity)

F. New Lebanon Village Center

**New Lebanon – Village Center**

**Form Characteristics**
- Higher intensity mixed-use development at the intersection of US35 and Clayton Road
- Buildings placed along the roadway with parking in the rear or shared parking
- Creates a concentrated "centershops" of development instead of linear or strip pattern of development
- Connectivity increased between adjacent neighborhoods and government center
- Opportunity to increase housing types available in the community

**Potential Uses**
- Offices in stand alone buildings or on upper floors of mixed-use buildings
- Residential – Condos and apartments on upper levels of multi-use buildings
- Open spaces as places for public gathering
- Neighborhood serving retail and convenience services
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G. State Route 4

State Route 4 – Redevelopment Corridor

Form Characteristics
- Mixed-use development should be limited to key intersections due to the rural nature of the corridor.
- Buildings placed along the roadway with parking in the rear or side.
- Limited access from Route 4.

Potential Uses
- Commercial (convenience store, small restaurant, small retail shops).
- Office in buildings with supportive retail or on upper levels of mixed-use buildings.
- Open spaces as a place for public gathering.

H. Germantown Town Center

Germantown – Town Center

Form Characteristics
- Mixed-use development along Route 4.
- Uses are integrated on a horizontal (side-by-side) and vertical (one-use above another).
- Pedestrian circulation within the center and connections with surrounding neighborhoods is a priority.
- Visitor parking is on shared surface lots (located behind buildings) or parking structures, and on-street parking.
- Access management issues are important.
- Density and form of development must transition into adjacent areas.
- Diverse mix of housing types.

Potential Uses
- Retail – small restaurants, small grocery store, convenience and specialty retailers.
- Office in standalone buildings and on upper levels of mixed-use buildings.
- Residential – Mix of single-family, attached single-family and apartments.
- Open space (plazas, greens or squares) as a place for public gathering.
- Civic use.
I. Conservation Development (Limited Growth Areas)

**Conservation Development – Limited Growth Areas**

**Form Characteristics**
- Clustering of residential lots to increase common open space, protect farmland and/or natural resources
- Generally for parcels 40 acres or larger

**Potential Uses**
- Mix of housing types
- Potential for small scale commercial uses

J. Traditional Neighborhood Development (Brookville, Clayton and Germantown)

**Traditional Neighborhood Development**

**Form Characteristics**
- Designed to support development at a human scale
- Residential, business and commercial uses are within walkable distances of each other
- Contains a mix of housing types, workplaces, shops, civic buildings and parks
- One-quarter mile or five-minute walk in size

**Potential Uses**
- Residential – mix of housing types (single-family, multi-type and apartments)
- Neighborhood retail
- Small professional firms
- Civic – services (government buildings, libraries) and/or education (schools)