

Plan **NEWTOWN** *A New Vision for the Village*

A Comprehensive Plan

ADOPTED JULY 13, 2021



McBride Dale Clarion
FOR THE VILLAGE OF NEWTOWN, OHIO | ORDINANCE #2021-11



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BACKGROUND & OVERVIEW

INTRODUCTION

Plan Newtown, an update to the 1998 Comprehensive Plan, provides a fresh vision to the village. This update brings together community views to shape the Village of Newtown's future, identify the possibilities for the village, and establish implementable actions to reach the desired vision. The planning process to prepare the 2021 comprehensive plan update has been community driven and provides clear and defined priorities and actions the village can take to meet its desired goals. This plan will be used as a guide for future planning and development decisions within the village.

The Role of a Comprehensive Plan

The purpose of a comprehensive plan is to create a vision for the village to meet the current and future needs of the community through a citizen driven process. The plan is required by the Ohio Revised Code for any jurisdiction with zoning. A comprehensive plan is an outline of a long-range statement of the community's vision for the future. It provides strategic guidance for decision making related to development, redevelopment, preservation, and the provision of services and public facilities, and serves as the formal policy document endorsed by the Planning Commission and adopted by Village Council. A comprehensive plan is not a law but rather it is implemented through the application of the zoning ordinance and other regulatory and administrative actions of the village.

This plan includes a summary of trends and forces and the needs identified in the analysis of these trends, goals and objectives for the future, specific topical recommendations for policies, actions, or development regulations, and an implementation program that prioritizes attainable efforts and details methods of maintaining and following the plan.

History

Newtown was originally known as Mercersburg (alternative spellings Mercerborgh) and was founded in the year 1792. Captain Aaron Mercer settled the land with twelve others. The thirteen original landowners built their stockade on the fertile land near the Little Miami River, but only six of the original thirteen remained to live in the village.

The location of Newtown near the Little Miami River made it an ideal area to live. Many of the original settlers were attracted to the fertile land in the flood plains for its substantial farming potential. Newtown's population started to grow steadily through the 1800's and in 1901 the Village of Newtown was incorporated. The incorporated village included all the land immediately to the east of Church Street; and forming a key crossroads at the intersection of Church Street and SR 32. In 1939 a small residential area was annexed. In 1957, the village participated in one of the largest annexations of that time. The annexed land included all the village's current industrial land.

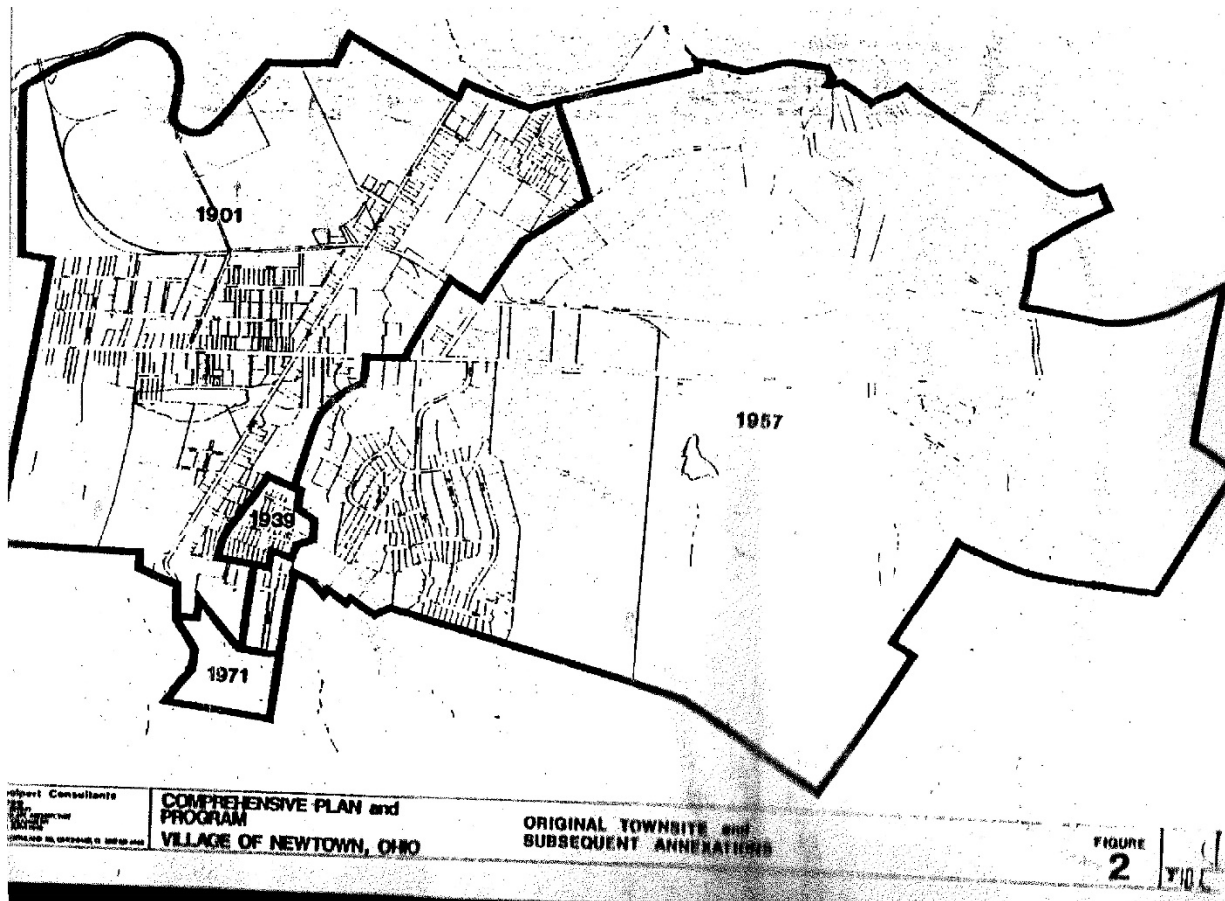


Figure 1: Annexation History

Planning Process and Public Input

The Plan Newtown Comprehensive Plan update was heavily reliant on public input and included a series of community engagement opportunities through online surveys and open house/workshop events to encourage the public to take part in the process. Issues of concern to current Newtown residents and community leaders were identified and formed the foundation for many of the ideas, discussions, and recommendations that are set forth in this plan.

The planning process also included a plan Steering Committee; a group of appointed individuals that included residents, business owners, and other key stakeholders in the community. They were assigned the responsibility to guide the planning process and ensure the adopted plan was one that was championed by the community.

TRENDS AND FORCES

Over time, demographic and land use trends change and impact the direction of how a community plans for its future. In addition to input from village residents and stakeholders, the planning process included a review of these current trends and forces that are influencing Newtown and its citizens. The following summarizes findings that emerged from analysis of the village's transportation network, existing land use, and natural and historic features within the Village of Newtown.

Transportation

Newtown serves as a major crossroads between SR 32 and Church Street and provides key access to downtown Cincinnati and other regions. With its prime location and access to major thoroughfares, the village experiences heavy thru traffic and daily congestion, especially during peak hours of the day. Other major collectors such as Round Bottom Road and Little Dry Run Road also feed onto SR 32, adding to daily traffic counts. The village should explore future efforts to redirect traffic and relieve some of the congestion it currently experiences while also looking into opportunities to promote multimodal forms of transportation to get people into and around the village.

The village has a robust bike and pedestrian network in portions of the community with connections to the Ohio River Trail and the Little Miami Scenic Trail but lacks strong safe connections between the village center in old town, Lake Barber, and Ivy Hills Area neighborhoods. Walking along Main Street/SR 32 is challenging because of the numerous curb cuts and difficulty in crossing the road. Some neighborhoods do not have existing sidewalks, but lack of through traffic and narrow roadways makes walking in the road feasible. The paths in Ivy Hills Country Club are only accessible to members of the club when they are golfing and add no additional pedestrian connectivity for the residents, who tend to walk on the low traffic limited access roads through the neighborhoods. Other public trails or sidewalks will be needed for residents to safely gain access to features like Lake Barber, Moundview Park, the village center businesses, and the Little Miami Trail.

Figure 2 below illustrates the locations of existing sidewalks, and off-road paths and trails that accommodate walking or biking through the village. The map also illustrates the current functional classification of the roads in Newtown.

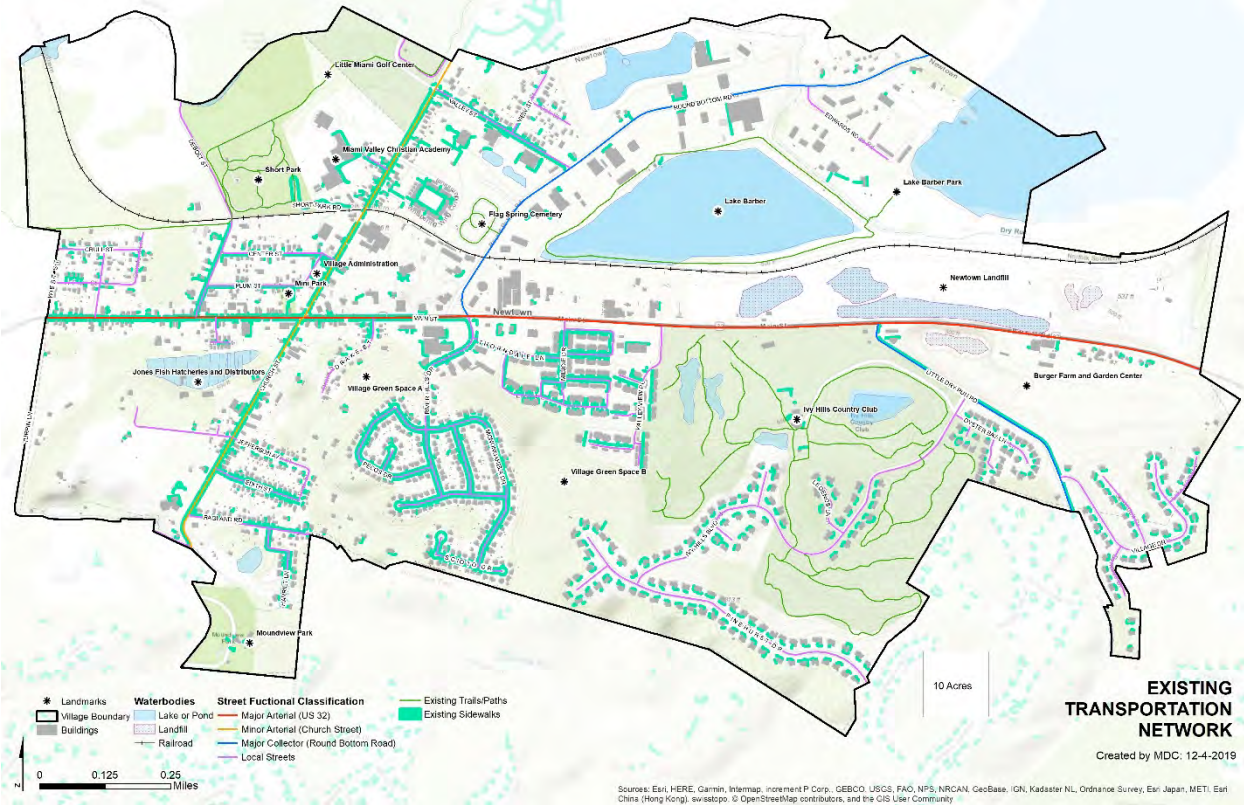


Figure 2: Existing Transportation Network Map

General Transportation and Mobility Needs

- Need to focus on improvements to reduce traffic congestion at primary intersections; especially SR 32 and Church Street.
- Make access, safety, and capacity improvements along SR 32.
- Explore feasibility to reduce speed limit around the village center.
- Strategically evaluate the development/redevelopment of the auto corridor along SR 32 to improve access management.
- Require service road connections and other access management techniques as development and redevelopment continues in the area.
- Evaluate the need for alternative transportation routes to relieve traffic congestion along SR 32.
- Explore bike trail, sidewalks, and streetscaping in all modifications to existing roadways.
- Develop a pedestrian network plan and upgrade sidewalk connections where missing to promote walkability.
- Install wayfinding signage to destination points and public spaces throughout the village and to direct traffic along alternative routes to reduce congestion through the village center.

Plan Newtown | Adopted July 13, 2021

- Adopt streetscape and road type design cross sections to ensure all new roads and improvements are cohesive in function and aesthetics.
- Improve existing sidewalks and sidewalk connectivity to increase walkability.
- Require bike racks and/or bike lanes in urban design and site development standards where applicable.
- Create new street and landscaping standards for public right-of-way to include trees and greenspace.
- Explore options for busing services for residents to Downtown Cincinnati. A small shuttle that runs from 32 to US 50.
- Develop and implement a wayfinding signage program for the village to direct traffic.

Land Use

A critical element to the comprehensive plan update is the evaluation of the village’s existing land use. Existing land use is determined by the process of researching and recording the current utilization of each property within the Village of Newtown and reveals to us how the makeup of the overall village and individual properties could be influencing other development patterns and trends.

Using Hamilton County Auditor information and aerial images, existing land uses for each parcel in the village were identified. The following is the breakdown of existing land use in the Village of Newtown.

Approximately, 112 acres of Newtown is pond or lake with the largest lakes located in the Public Semi-Public and Industrial parcels (about 8% of the village is covered by water). There are also about 17 acres of former extraction created lakes that are being used for landfill. These are located in the Heavy Industrial and Commercial parcels in the eastern gateway of the village.

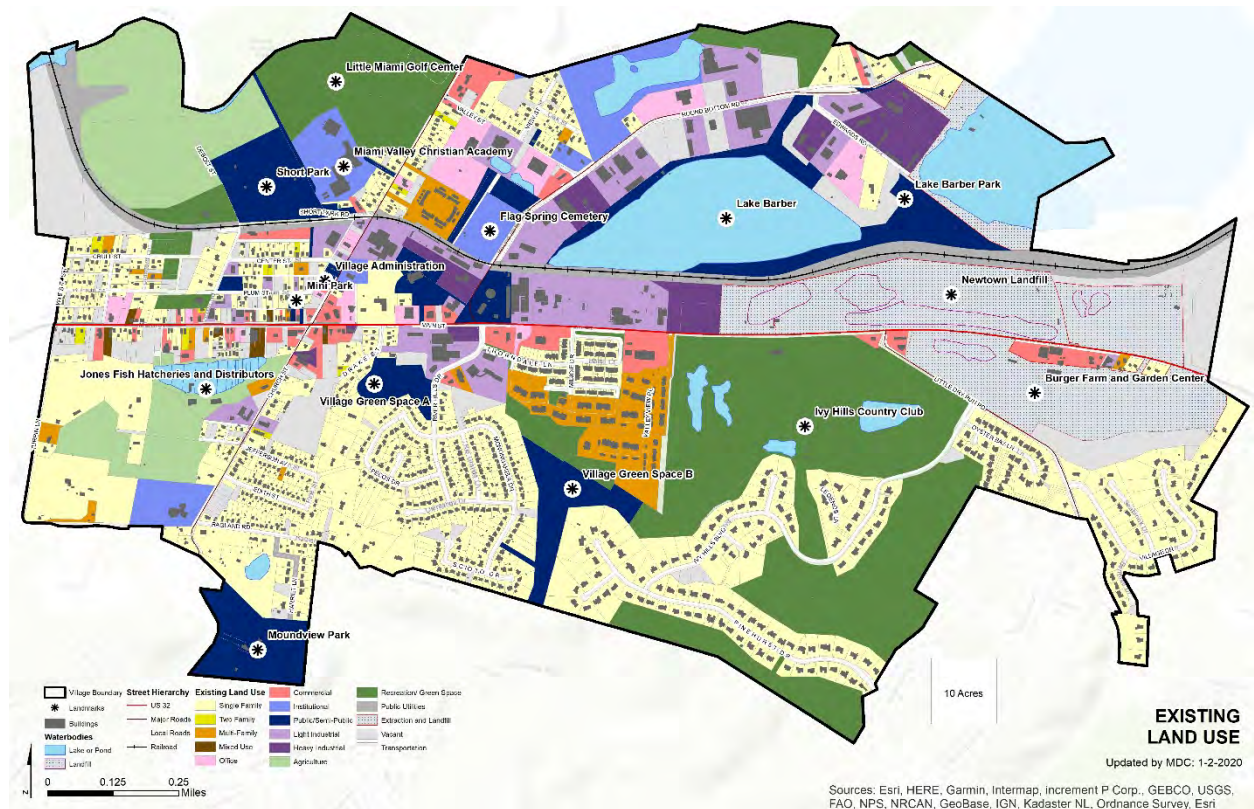


Figure 3: Existing Land Use Map

Existing Land Use	Number of Properties	Average	Percentage of Land Area
Single-Family	911	341.02	23%
Two-Family	15	2.77	0%
Multi-Family	143	136.32	9%
Mixed-Use	9	2.55	0%
Office	22	24.41	2%
Commercial	55	75.58	5%
Institutional	13	47.73	3%
Public Semi-Public	33	146.29	10%
Light Industrial	66	115.65	8%
Heavy Industrial/Extraction	19	98.81	7%
Agriculture	8	81.71	6%
Recreation/Green Space	40	230.33	16%
Public Utility	14	40.61	3%
Vacant	194	102.61	7%
Transportation	46	29.36	2%
	1588	1,475.76	100%

Figure 4: Existing Land Use Table

General Land Use Planning Needs

The following are the general issues that need to be addressed in the villages land use plan.

- Encourage context sensitive redevelopment with desired character and scale along SR 32 and Church Street.
- Protect land zoned for business and employment generating uses from low benefit uses like warehousing without a manufacturing or research and sales component, and self-storage facilities, or residential encroachment to preserve it for economic development.
- Consider the economic impact for the village of all land use, development, and redevelopment proposals and projects.
- Adopt village center and traditional neighborhood design guidelines and facade improvement standards including scale, material, and color palettes especially for infill or redevelopment. Include accommodations for affordable maintenance of existing homes.
- Create gateway design guidelines or standards and address wayfinding and lighting design.
- Identify all parcels that could be used for future investment or development, including parcels in the floodplain.
- Evaluate the permitted recreational and institutional uses in residential districts to determine compatibility and appropriateness with the intent of the neighborhood areas.
- Explore collective or shared parking options for businesses and destination uses in the village center, gateways, and auto corridor planning character areas.

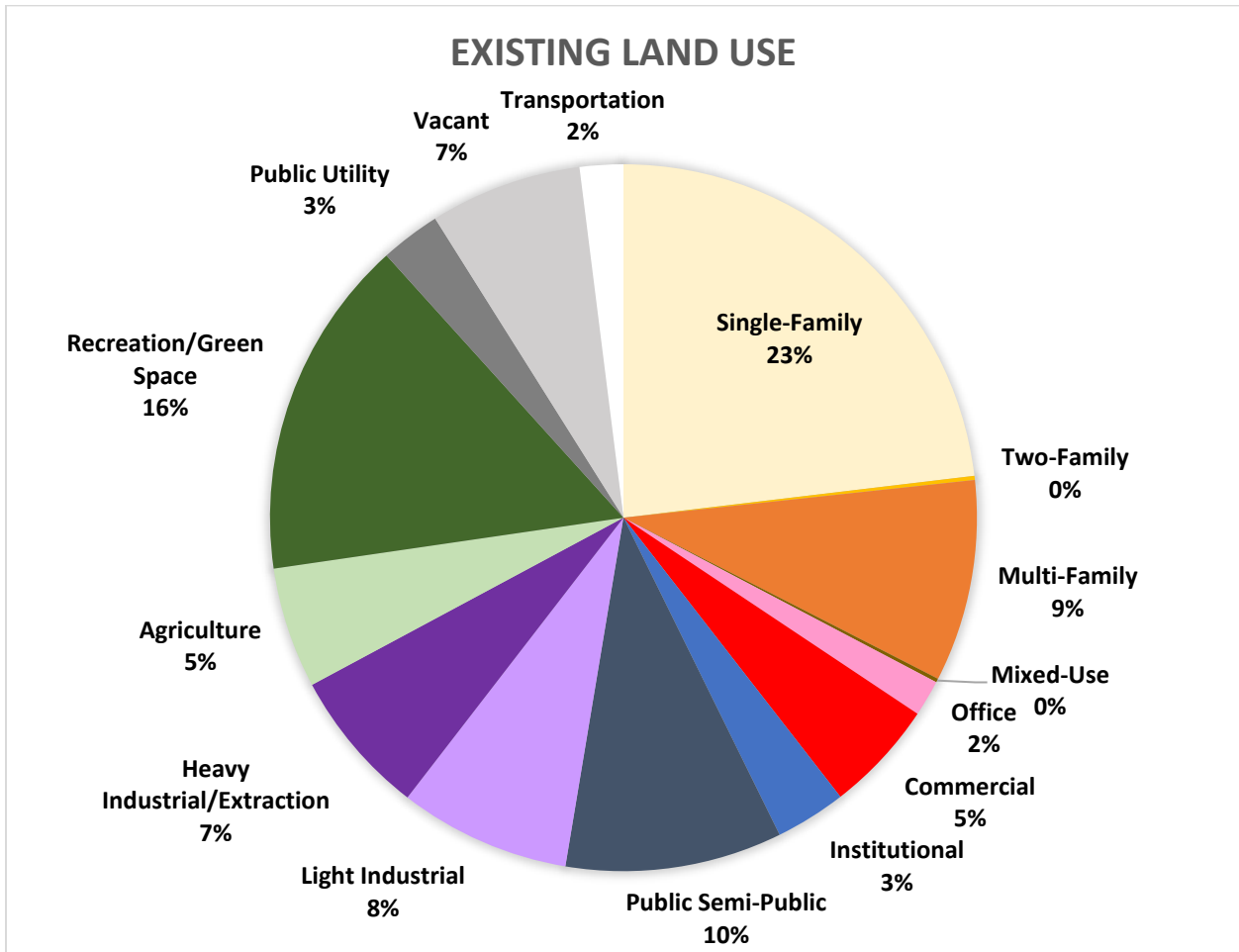


Figure 5: Existing Land Use Distribution Chart

Natural and Historic Resources

The village has a rich history that includes artifacts, burial grounds, and other findings of the Native Americans who settled near the Little Miami River. Some of these areas, as well as historic buildings, fall under the National Registrar of Historic Places. There are some state/federal policies that impact the use of these areas and there may be more locations the village wants to identify for additional protection or consideration in this process. The village has a currently adopted historic district with development standards, however, they should be reviewed and considered for their general efficacy and applicability.

There are six buildings/sites listed on the National Register including:

- The Perin Site (Hopewell Settlement Site. C. 500 BC-500 AD)
- William Edwards Farmhouse (Structure c. 1840 3851 Edwards Road)
- Hahn Field Archeological District (Restricted site)

- Harrison-Landers House (Structure, originally at 3881 Newtown Road, relocated to 6838 School Street in 1984 next to the Joseph Martin House)
- Odd Fellow's Cemetery Mound (Hopewell burial Mound)
- Joseph Martin House (Structure located on School Street).

In 2009, the firm Gray & Pape, INC, prepared a *History Architecture Red Flag Summary for Segments II-III of the Eastern Corridor Multi-Modal Project in Hamilton And Clermont Counties*. This field survey of the village and surrounding area for historically significant structures or sites revealed two properties for potential consideration. The Imogene Whitley House, 6810 Main Street, and the Herbert Waddell House at 3520 Crawford Street. Both structures were identified for their unique architecture and intact original features.



Figure 6: Imogene Whitley House, 6810 Main Street



Figure 7: Herbert Waddell House 3520 Crawford Street

The Ohio Department of Natural Resources (ODNR) provided flood zone data that presented areas that were less likely to develop due to flood constraints, and areas that should be preserved and protected. These areas include much of the northwestern part of the village. The village should plan to mitigate potential flood impacts in these areas and explore uses most suitable to endure potential flooding.

The elevation of the railroad tracks along the northern part of the old village provides some protection from river flooding, however the threat for overflow and pooling along 32 in the eastern part of the village is still of considerable concern. Engineering solutions have been explored but have been cost prohibitive to implement to date. Some property acquisition has occurred near Crull Street and Crawford Lane to prevent recurring property loss and safety concerns.



Figure 8: Natural and Historic Resources Map

Natural and Historic Feature Needs

- Better utilize Lake Barber as a public space and amenity.
- Additional recreational spaces such as sports fields and useable park space.
- Proactive flood response or sustainable land use planning.
- Preserve green space as village continues to develop and redevelop.
- Capitalize on access to the bike trail and the Little Miami River.
- Extend bike trails to improve connectivity and accessibility around the village.
- Improve walking and biking accessibility to Lake Barber.
- Improve wayfinding signage to Lake Barber.
- Emphasize and promote the ancient American culture as a community asset.
- Survey locally significant buildings and sites and identify any potentially significant local structures or sites not listed on the National Register.
- Review Historic Overlay District and Standards to ensure appropriate infill and rehabilitation for the protection and preservation of historically contributing structures.
- Consider becoming a Certified Local Government which gives communities access to historic preservation grants and funding.
- Harness the potential of attracting visitors by consolidating historic resources and becoming listed on the Ohio State Museum and Historic Site Locator.

VISION AND GOALS

VISION FOR THE FUTURE

The vision statement defines the expectations for Newtown's future and provides the target for which the village should aim when addressing community development and planning issues. The vision was created based on current trends and forces, as well as input from the community and steering committee.

Vision

Newtown, Ohio-A Modern American Village

Newtown will be a thriving, vibrant village with a charming identity. A modern American village.

Guiding Principles

Newtown embraces our history, people, and natural resources; strives for a prosperous economy, walkable and safe neighborhoods and business districts; encourages citizen engagement; and continues to be a friendly and welcoming community for residents, businesses, and visitors.

GOALS AND OBJECTIVES

The goals describe the end state the community sees itself in after they have accomplished a set of implementable actions/objectives. They are meant to describe the necessary improvements or approaches to direct the community towards its desired vision. Each goal has a set of objectives that outline necessary steps to achieve the corresponding goal.

Newtown will have an interconnected and efficient transportation network.

Objectives

- Encourage multi-modal forms of transportation (walking, biking, driving)
- Improve safety and access throughout the village to people on foot or bikes
- Improve and maintain infrastructure including sidewalks, trails, and roadways
- Improve traffic flow in and around the village
- Increase wayfinding and signage throughout the village to key destination points

Newtown will have a thriving economy and environment that serves its citizens, welcomes local business and industry, and promotes economic investment within the village.

Objectives

- Encourage private investment along Main Street to become an active destination in the village
- Encourage and incentivize properties owners to improve and maintain the look of their properties
- Encourage private investment in Church Street neighborhoods and commercial areas
- Promote and support local businesses to conduct business in the village
- Market available properties to potential tenants or developers

- Target sites for redevelopment, infill, or growth and prioritize efforts and resources on supporting development in these locations
- Assign a representative to market Newtown to potential investors
- Include business owners and community in discussions and significant decisions.

Newtown will be a charming family-friendly village, with an identity that builds on its historic community character and cultural resources.

Objectives

- Establish a visual theme and cohesive brand and image that is carried throughout the public spaces in the village
- Preserve historic character and landmarks as the community grows and develops
- Design, build, and maintain public spaces to encourage community events, provide open space and recreation, and maintain character contributing natural features and landscapes
- Adopt development standards or guidelines to manage character and quality of development

Newtown will preserve its environmental resources to promote individual and community well-being.

Objectives

- Develop a flood mitigation strategy/program to mitigate impacts of flooding
- Utilize Lake Barber as a community asset
- Explore opportunities to establish more recreational assets such as bike paths and sports fields
- Protect and maintain parks and green spaces
- Mitigate the impacts of the limestone mine on the community
- Monitor air quality along SR 32

Newtown will have high quality of life where citizens are welcomed and engaged, and the community is proud to call the village home.

Objectives

- Encourage community pride and support
- Establish more community events and engagement opportunities
- Continue publishing the newly established village newsletter to inform citizens of upcoming community events and engagement opportunities

THE PLAN

The following set of plan recommendations are meant to guide the village to achieve the vision and goals set forth in this plan. These recommendations cover general planning topics recommendation for topics such as community character and overall land use, as well as geographic recommendations that address specific areas in the village that need to be planned for.

MOBILITY AND GREENSPACE PLAN (NETWORKS)

The primary needs identified in the planning process focus on the ability for people to move around and through the village for their daily commutes, access to amenities, and for recreational purposes. Walkability is increasingly an important community defining feature that draws people to want to live and work in a place. Newtown is uniquely situated with an authentic old town village center that is compact and walkable. However, other areas of the village are disconnected from this area.

The village is also part of the OKI Regional Eastern Corridor Project. The Ohio Department of Transportation are partners in this effort and several improvements have been prepared for the roads in Newtown. The details and concepts are shown in the area plans and as concepts which follow the general recommendations.

The map below illustrates both the existing and proposed future networks of roads, sidewalks, and off-road trails to connect people in the neighborhoods to the many resources and amenities in Newtown.

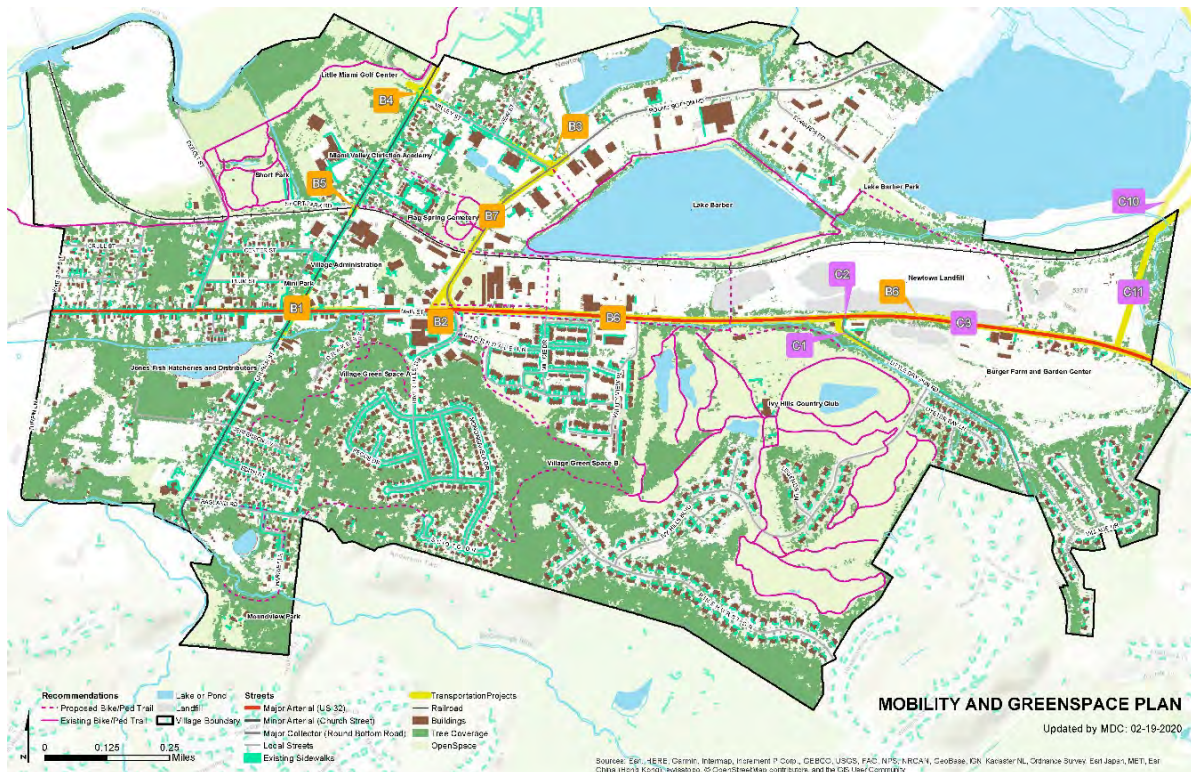


Figure 9: Village Mobility and Greenspace Plan

Mobility and Greenspace Recommendations

The following recommendations correspond to the map.

1. Work with ODOT and Hamilton County Engineers to improve the rights-of-way for SR 32, Church Street, and Round Bottom Road to include wide protected sidewalks, bike lanes, and streetscaping elements on both sides of the roadways as shown in the Eastern Corridor Concepts (included on the following pages).
2. Work with ODOT and Hamilton County Engineers and local property owners to consolidate access points and reduce curb cuts along SR 32 through redevelopment to improve vehicular travel and pedestrian/bike safety along the corridor.
3. Work with property owners, ODOT, and Hamilton County Engineers to identify an alternative route between Round Bottom Road and SR 32 as shown in the Eastern Corridor Concepts (C10 and C11).
4. Work with ODOT and Hamilton County Engineers to make improvements to the intersection of Little Dry Run Rd and SR 32 per Eastern Corridor Concepts (C1 and C2).
5. Work with Ivy Hills residents and Country Club to improve pedestrian access through the neighborhoods to a point on SR 32 west of Round Bottom Road and to a potential public park access point on the north side of SR 32/Main Street to access Lake Barber.
6. Work with property owners to evaluate the potential of redeveloping a portion of one of the landfill sites north of US. 32 as a "Park and Ride" location for the Metro and offer parking and access to Lake Barber.
7. Partner with METRO to study the feasibility of a "Park and Ride" lot in the eastern part of the 32 Corridor and having a short shuttle-route running from the east end of the village to the Express Line Metro stops on U.S. 50 in Columbia Township.
8. Work with property owners to explore redevelopment options for the eastern gateway to include reuse of the landfill and extraction sites for parks, recreation, parking, and business development. Improve pedestrian and bike access paths through these sites.
9. Improve the two village green spaces in the south part of town to include circuit hiking and walking trails that connect from Ivy Hills and Drake Road to Church Street.
10. Improve the pedestrian crossing at Ragland Road and Church Street to provide access via sidewalks along Ragland and Harriet Ln to Moundview Park.
11. Add a connecting pedestrian trail from Harriet Lane through Moundview Park.
12. Work with Norfolk Southern Railroad to add a bike/pedestrian connection between Short Park Road east to Round Bottom Road and then connecting into the Lake Barber Circuit Trail; alternatively work with the HOA of the condos off Church Road to install a sidewalk along their drives to connect into Flag Spring Cemetery.
13. Provide signs and wayfinding to the terminus of Valley Street on Round Bottom Road to provide a pedestrian connection to the Lake Barber Trail.



Additional Westbound Lane at Church and Main Intersection

- \$1.2M to \$1.8M construction cost
- New R/W needed from 33 parcels; no buildings impacted
- AM peak delay reduced approximately 50%, PM peak delay reduced approximately 10%
- Left turn lanes lengthened
- No changes to south side of SR 32
- Complementary to Alternative B2

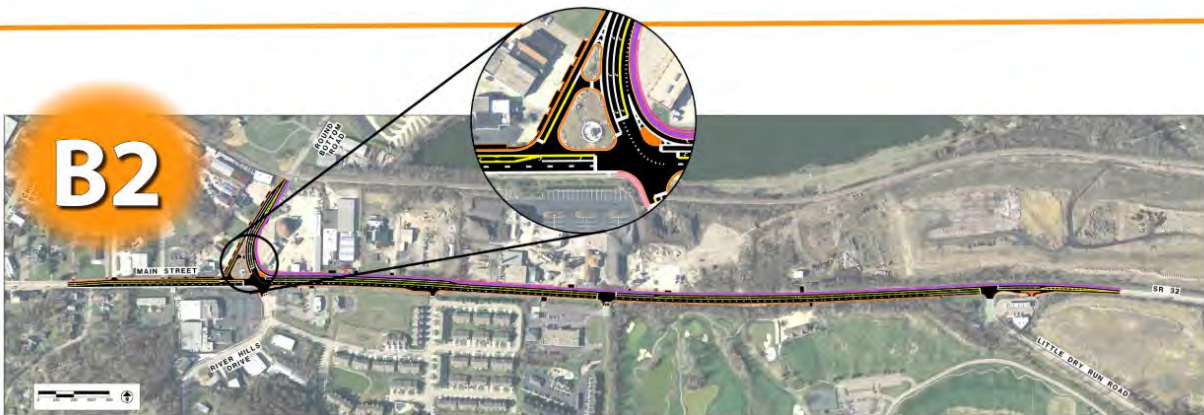


Existing B1



Proposed B1

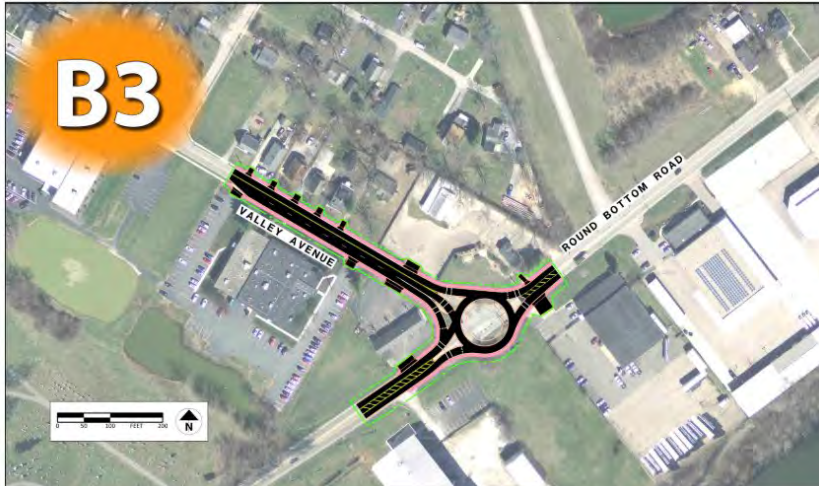
Rendering is for illustrative purposes only and may not reflect final design.



Dual Southbound Left Turn Lanes at Round Bottom and Main Intersection

- \$4.4M to \$6.6M construction cost
- New R/W needed from 27 parcels; one commercial building impacted
- AM peak delay reduced approximately 25%, PM peak delay reduced approximately 60%
- 2 eastbound lanes to Little Dry Run
- 2 walls required on the north side of SR 32
- Includes shared-use path on north side of SR 32
- Complementary to Alternative B1

PID 86462



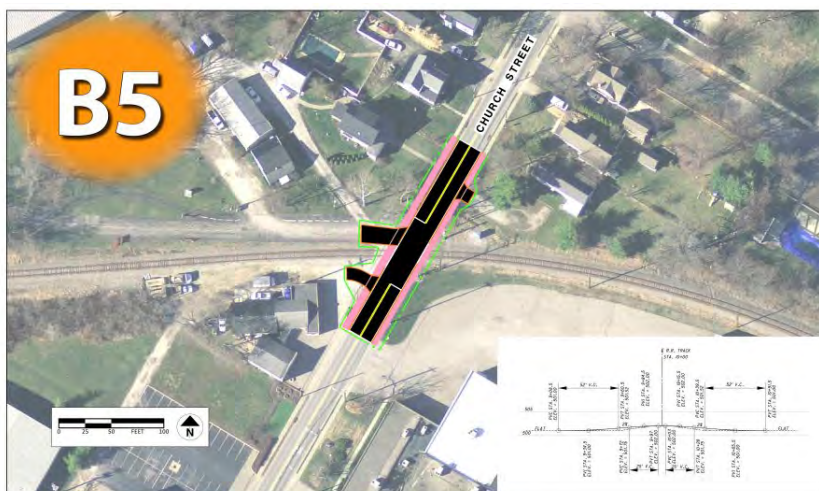
Roundabout at Round Bottom and Valley Intersection

- \$475,000 to \$700,000 construction cost
- New R/W needed from 10 parcels; no buildings impacted
- Reduce delay by approximately 75%
- Eliminate existing traffic signal
- Sidewalk north of Valley extended to Roundbottom
- Improves safety



Roundabout at Church and Valley Intersection

- \$600,000 to \$910,000 construction cost
- New R/W needed from 13 parcels; no buildings impacted
- Reduce delay by approximately 70%
- Eliminate existing traffic signal
- Improves safety
- Impacts within Little Miami Golf Center



Adjust Grade at Railroad Crossing on Church

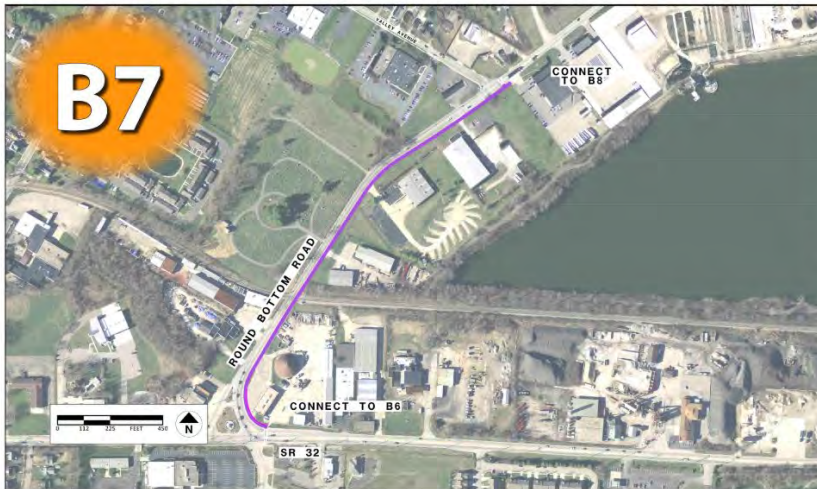
- \$100,000 to \$250,000 construction cost
- New R/W needed from 2 parcels; no buildings impacted
- Reduce hump at railroad tracks for better rideability

PID 86462



Bicycle and Pedestrian Improvements Along SR 32

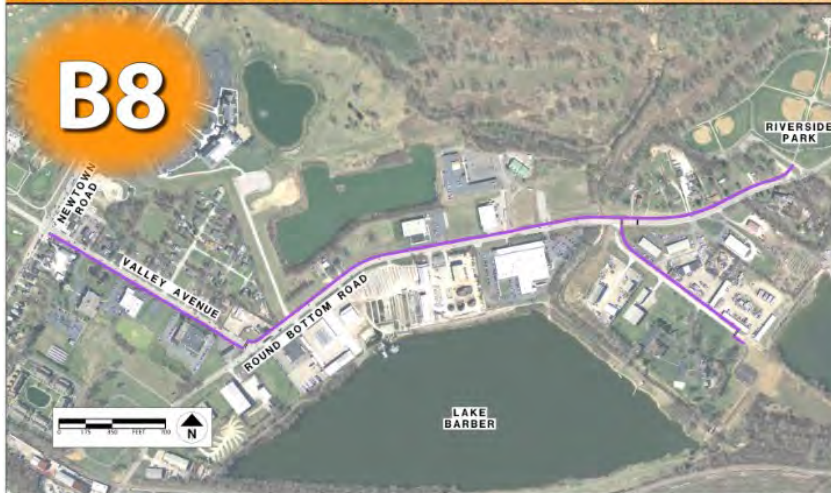
- \$1.9M to \$2.9M construction cost
- New R/W needed from 15 parcels; no buildings impacted
- Shared-use path from Round Bottom to Little Dry Run on north side
- Sidewalk from Little Dry Run to east corp. limits on south side
- Requires 2 walls to prevent building impacts



Shared-Use Path Between SR 32 and Valley

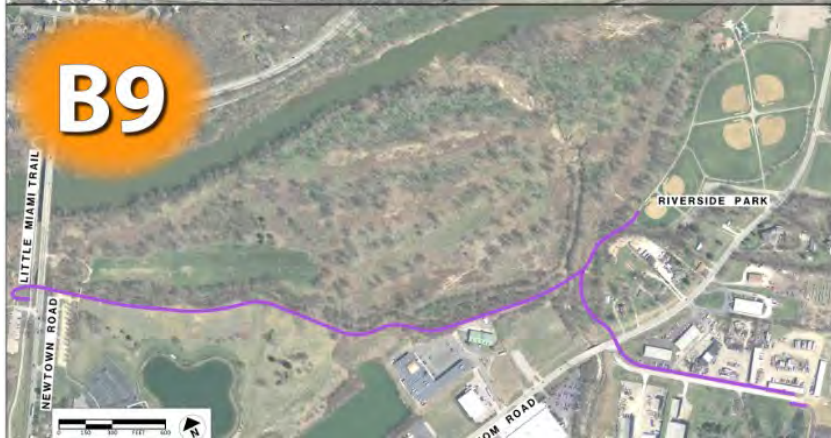
- \$160,000 to \$300,000 construction cost
- New R/W needed from 4 parcels; no buildings impacted
- Requires wall around Hamilton County Garage
- Creates new pedestrian railroad crossing

Alternatives to address pedestrian and bicycle connectivity from Riverside Park and Lake Barber to the Little Miami Trail



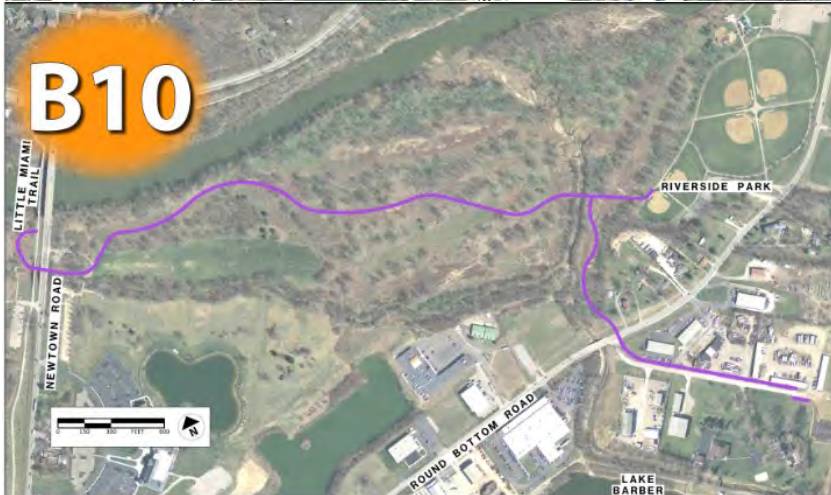
Shared-Use Path Along Round Bottom and Valley

- \$910,000 to \$1.4M construction cost
- New R/W needed from 4 parcels; no buildings impacted
- Connects residential areas to parks
- Separated path along existing road alignments



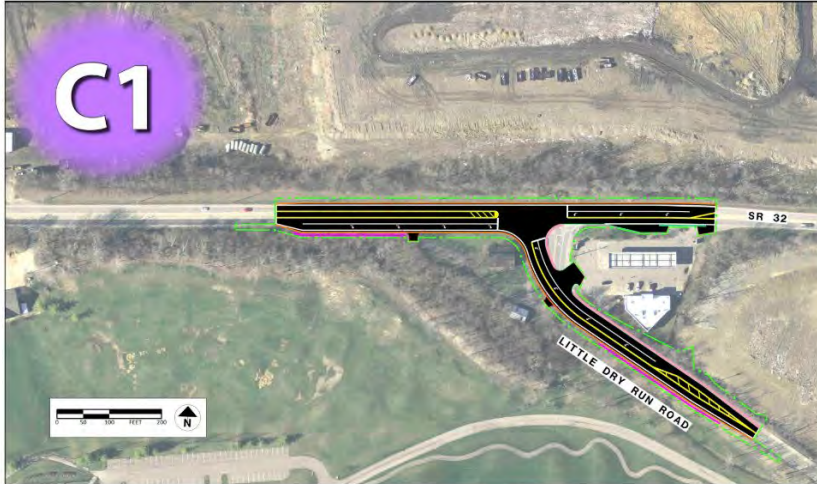
Shared-Use Path Along Tree Line Connecting at Bass Island Access

- \$1.0M to \$1.5M construction cost
- New R/W needed from 11 parcels; no buildings impacted



Shared-Use Path Along River Connecting at Bass Island Access

- \$1.1M to \$1.6M construction cost
- New R/W needed from 11 parcels; no buildings impacted



SR 32 and Little Dry Run Intersection Improvements

- \$1.6M to \$2.4M construction cost
- New R/W needed from 5 parcels; no buildings impacted
- Reduce delay during PM peak by approximately 45%
- Modify curve on Little Dry Run to improve visibility at intersection
- Walls required along SR 32 to protect creek



Signalized Green Tee Intersection at SR 32 and Little Dry Run

- \$1.9M to \$2.8M construction cost
- New R/W needed from 5 parcels; no buildings impacted
- Reduce delay during AM peak by approximately 90%; PM peak by approximately 50%
- Westbound thru movement bypasses traffic signal
- Modify curve on Little Dry Run to improve visibility at intersection
- Wall required along SR 32 to protect creek



SR 32 Widening for Center Turn Lane

- \$1.0M to \$1.5M construction cost
- Little Dry Run to east corp. limit
- Possible new R/W needed; no buildings impacted
- Being developed by Village of Newtown

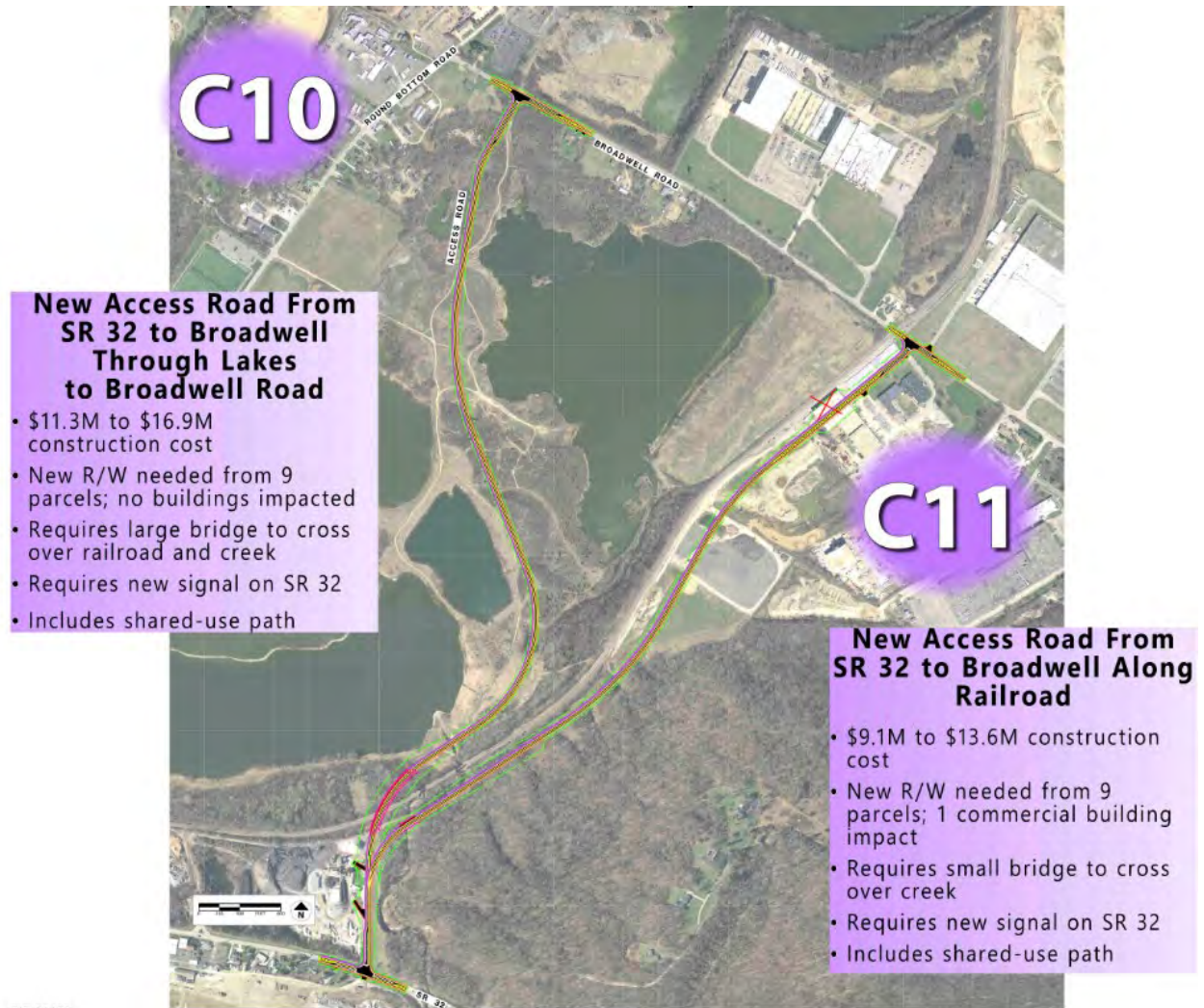


Figure 10. Concepts C10 and C11 are completely outside the Village boundaries but the completion of these projects would have positive impacts on the village.

COMMUNITY CHARACTER AND FUTURE LAND USE PLAN

Community character will play a key role in how the village brands itself to outside communities. It is formed not only by physical attributes such as architecture and landscape, but also by the atmosphere that is set by the community.

The community character and area plans are conveyed both in the village wide future land use map and definitions and in greater detail for the ten distinct Character areas based on the original settlement pattern, architecture, and mix of uses in the different districts of the village.

Village Wide Land Use Recommendations

The future land use recommendations generally reflect the existing use of land within Newtown. The map below illustrates the desired future land use composition to instruct the community on development approval, rezoning requests, and updates to zoning regulations. Several categories are mixed-use categories which indicate a mixture of residential uses, or residential, civic, and business uses are appropriate in these areas when following a comprehensive and context sensitive set of design guidelines.

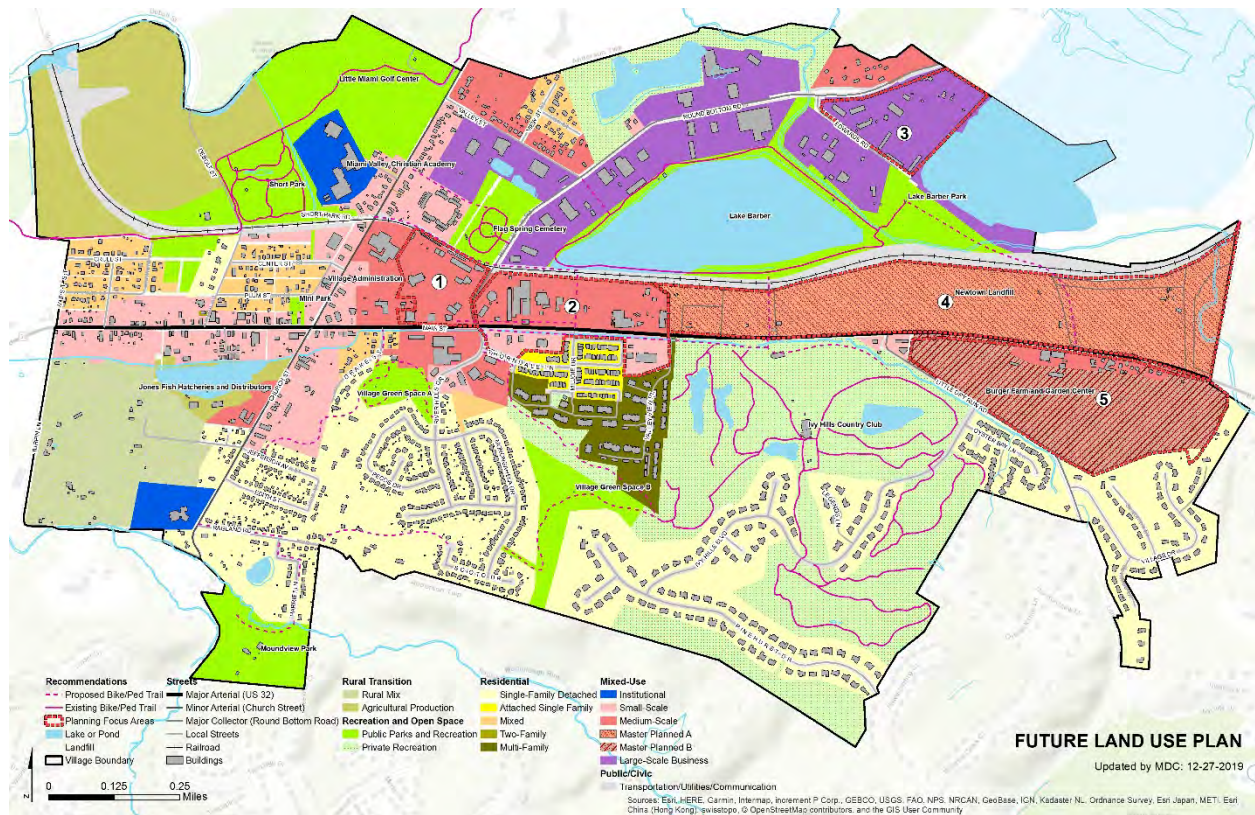


Figure 11: Future Land Use Plan

Future Land Use Categories

The uses depicted on the Future Land Use Map in Figure 11, and in the individual area plans are defined as follows:

Rural Transition

Rural Mix-A mix of small format agriculture, forested/wooded land, low-density residential (less than one unit per acre-gross) and low impact rural or agricultural businesses that sell goods produced on-site such as a farm stand, or a retail store that makes up less than 10% of the total building area.

Agricultural Production-Commercial operation of land for agriculture, silviculture, or aquaculture to raise plants or livestock. These areas may also include residential uses which are secondary to the primary agricultural production. Retail or wholesales is acceptable.

Recreation and Open Space

Private Recreation-Either commercial or private recreational uses with significant landscaped open space such as a Country Club, private parks, pools, ponds, or outdoor sports fields or courts, not open to the general public, but available for use for a fee or membership in an organization.

Public Parks & Recreation-Passive or developed open spaces in public ownership, accessible to the general public either for or without a fee. These may include parks owned and operated by the village, Hamilton County, or the state.

Residential

Single-Family Detached-Traditional single-family homes on any sized lot, subdivisions in these areas include only single-family detached homes.

Attached Single Family-Townhouses or attached single-family housing is only found in small areas of the village. Each unit has a dedicated outdoor entrance and often a garage. While the building itself is attached to a neighboring structure, the land on which the home is located is deeded as an individual parcel for individual ownership.

Mixed-Residential-A very traditional style of residential uses that allows for a mix of small to medium scale single-family, two-family, and small multi-family homes not to exceed 4 units. This generally does not include townhouses. See the Traditional Neighborhood Character Area for additional recommendations related to Mixed-Residential development.

Multi-Family-Is any single building including more than four residential units or any lot containing more than two buildings including more than four residential units. This classification applies to both rental and owner-occupied buildings.

Mixed-Use and Business

Institutional-Is primarily large lot campus style development that houses uses such as schools or places of worship. These uses are most notable for their "attractive" nature drawing large numbers of people at specific times of day creating significant traffic and transportation situations.

Small-Scale Mixed Use-Is a variety of business, civic, institutional, residential, and recreational uses organized on individual small lots, in small buildings compatible with single-family architecture. Most buildings are between 1 and 3 stories in height, have footprints less than 1000 square feet, and are proportionally sized to the lot/parcel on which they are situated. Taller buildings have deeper setbacks and larger lots. Some buildings may contain both commercial and residential space in the same building, but more often uses may be mixed along a street with former homes being used for professional offices, restaurants, or studios. This is the prevailing use in the village center.

Medium-Scale Mixed Use-Is a variety of employment focused business, civic, institutional, residential, and recreational uses organized on shared lots and built as a cohesive master planned development with consistent internal site design, parking, circulation, access management, landscaping, and architecture. Most buildings are between 1 and 4 stories in height. Individual buildings could contain in excess of 40,000 square feet of floor area. Mixed-use structures are more common in Medium-Scale Mixed-Use than in in Small-Scale Mixed-use, and multi-family buildings, townhouses, and small lot detached single-family housing. Medium-Scale Mixed use is best enforced through special form-based development standards, or planned unit developments.

Large-Scale Business-Are business only properties, occupied by small to very large format buildings with significant land area dedicated to parking or materials/equipment storage. These uses generally require significant road capacity for large trucks and high volumes of employee traffic. Most large-scale businesses are free standing uses and are not included in a campus master plan. Formerly these uses were identified as industrial, manufacturing, or office, but trends in building and business are leaning towards “flex” space which can be internally adapted to a number of uses from research and development and office functions to light manufacturing and wholesaling and distribution. As the village moves away from mining and extraction, the ability to accommodate a variety of business formats in these areas will be important. These areas should be reserved for economically productive uses. Self-storage and warehousing only businesses are not appropriate.

Master Planned Development – Are locations which should undergo extensive special planning, design, and reinvestment to produce a cohesive master planned development with coordinated internal roads, infrastructure, related land uses and buildings. A mix of agricultural, entertainment/recreational, commercial/business, institutional, and residential development may be appropriate in various amounts. These areas should be developed using the village’s Planned Unit Development (PUD) overlays and not subject to straight zoning.

Public/Civic

Transportation/Utilities/Communications-These are the land areas occupied by roads, railroads, transportation facilities, and easements for powerlines, cellular towers, etc.

Planning Character Areas

As communities grow and develop, a consistent trend is to preserve history and character, but also to embrace new development. One way to address the different kinds of places this creates in the plan is to identify character areas. Character areas address different development patterns throughout the village and allow for different recommendations based on the character and needs of the specific area. In addition to the general future land use recommendation, each planning character area has a set of recommendations specific to the needs of that area.

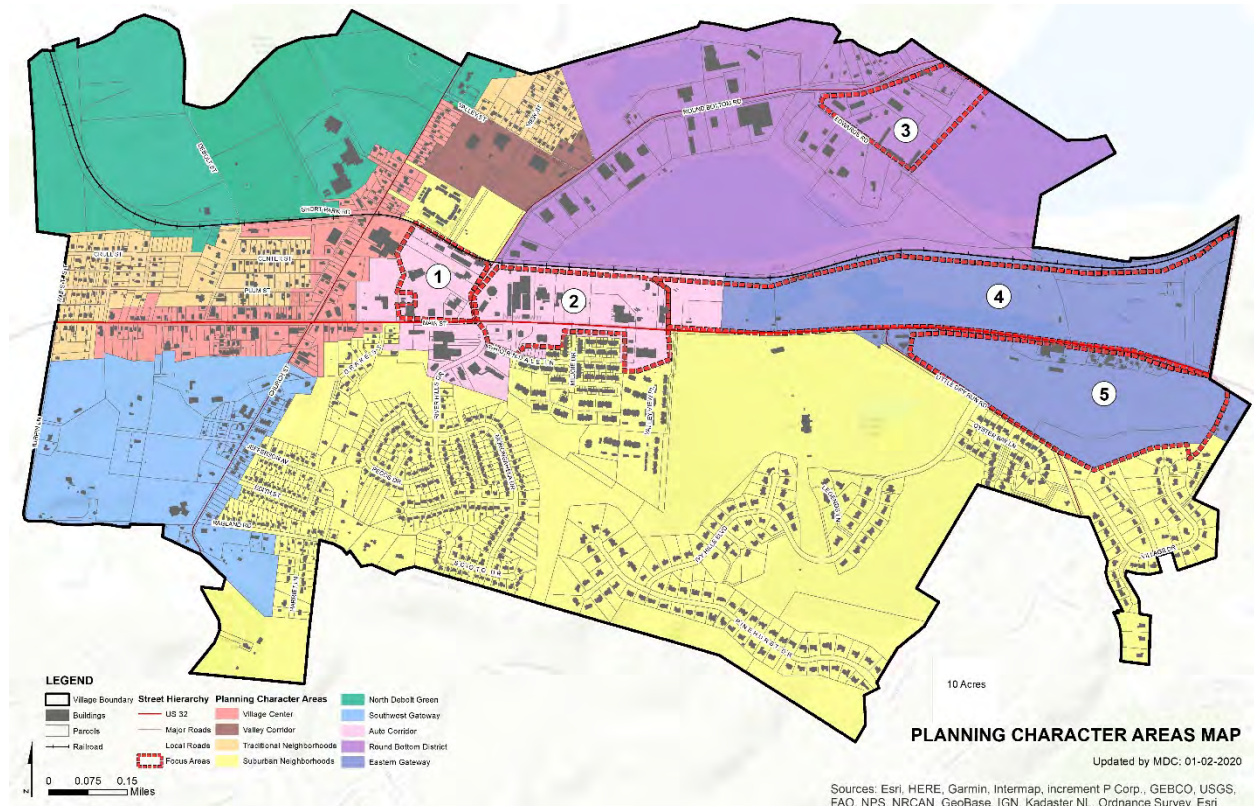


Figure 12: Planning Character and Focus Areas Map

Focus Areas

Most of the village’s development pattern is set and established by the existing neighborhoods and businesses. However, there are five Focus Areas in which the village would like to prioritize redevelopment efforts and focus economic and community development efforts. When approaching redevelopment in these areas the following guidelines should apply.

Focus Area Redevelopment Guidelines

- Adjust the current zoning if necessary to protect these areas from incompatible interim redevelopment with undesirable uses including self-storage or other non-employment uses.
- Continue to target public infrastructure investments in these Focus Areas. Public infrastructure improvements can include minor investments, such as streetscapes, signs, or more significant investments like utility infrastructure or roadway improvements.
- Increase potential housing options suitable for infill and redevelopment in these areas to gently increase the village's population.
- Use strategic incentives that the village can control to promote reinvestment in the Focus Areas.
- Use the abilities of the Community Improvement Corporation and partnerships with Hamilton County to begin a community dialogue on the use of financial incentives for redevelopment, with both quantitative and qualitative information provided to the participants and stakeholders.
- Work with property owners in each area to prepare unified redevelopment plans for each area to leverage the advantages of a public/private partnership to catalyze redevelopment with positive outcomes for all parties.
- Consider short-term marketing through local and regional events, pop-up events, recent investments, established businesses, and local champions to create buzz and interest in the potential redevelopment of the Focus Areas.
- When consistent with the redevelopment plans, and agreement from the property owners use a design/build request for proposals to catalyze redevelopment and reinvestment on key sites within the Focus Areas. This would be best applied on village or CIC owned/controlled land.

Planning Character Area Recommendations

Village Center

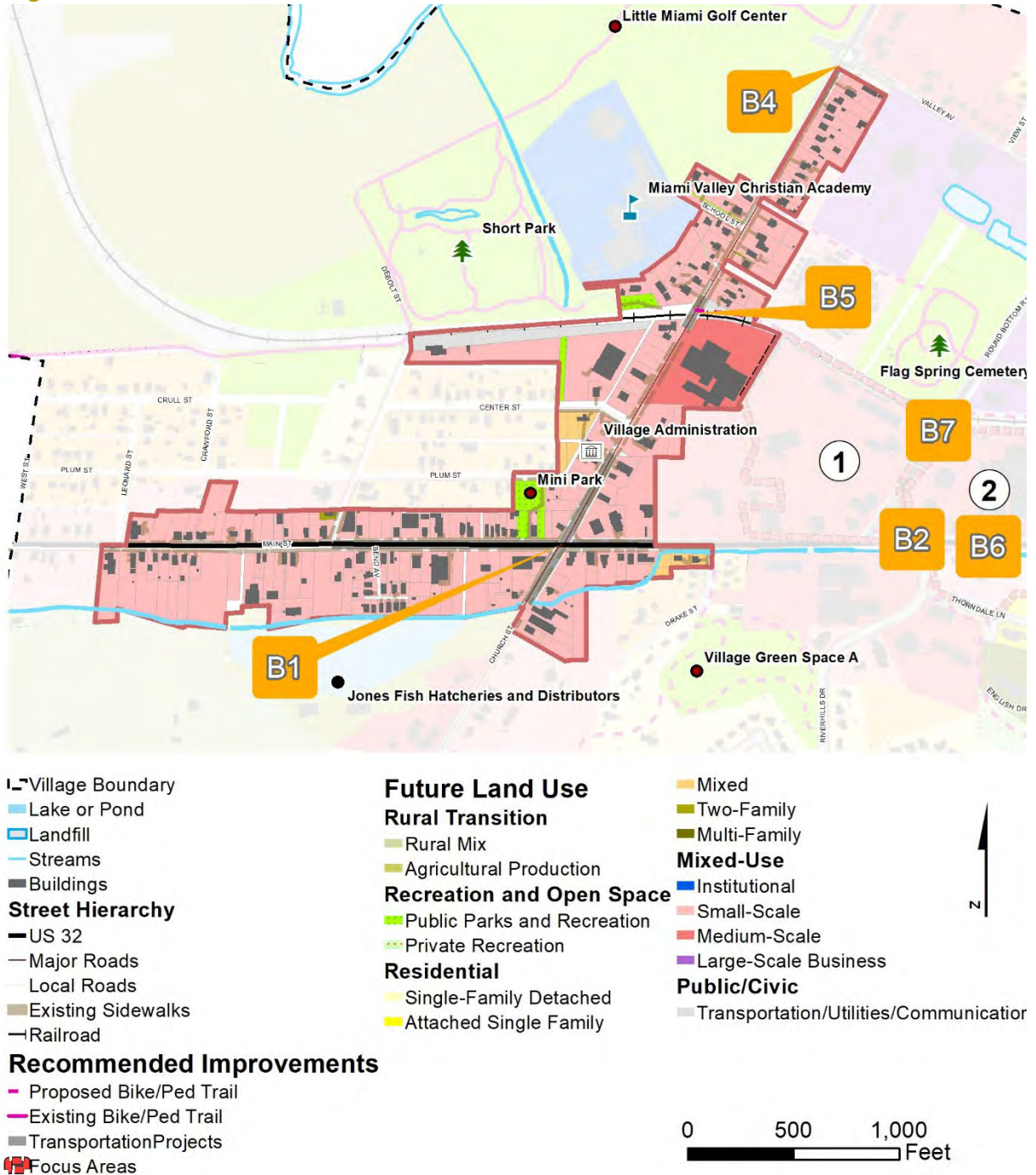


Figure 13: Village Center Area Map

Formed at the crossroads of two major thoroughfares, the Village Center is both the original footprint of Newtown and the current cultural and activity hub for the village. As the location for the village municipal building and police station, this area contributes significantly to the village's identity and image. Buildings face the street with a mix of historic architectural styles. Parking, when present, is typically located on the side or in the rear of the lot.

The area has narrow and deep lots and is walkable with sidewalk connections on both sides of the street. Uses include civic, commercial, and single-family residential as you move away from the intersection of Main Street and Church Street.

Recommendations

- Improve the intersection of Main Street and Church Street to make it safer and more welcoming to walk and follow concept B1 from the Eastern Corridor Study.
- Improve existing sidewalks and access management for businesses along Main Street to promote walkability.
- If funding becomes available, prioritize flood control for the Village Center and placing power and communication lines underground during any street and right-of-way improvements.
- Establish streetscaping standards and install light posts, banners, and planters in the area.
- Focus on collaborative public events between the village, organizations, and neighborhoods.
- Update and enhance the enforcement of historic preservation standards for the Village Center.
- Acknowledge and support the valuable contributions of local businesses through annual award programs and marketing of the village.
- Complete the roundabout and other associated improvements in concept B4 from the Eastern Corridor Study at the intersection of Church Street and Valley Avenue.
- Modify the grade crossing of the railroad tracks at Church Street, and Short Park Road per concept B5 from the Eastern Corridor Study.

Valley Corridor

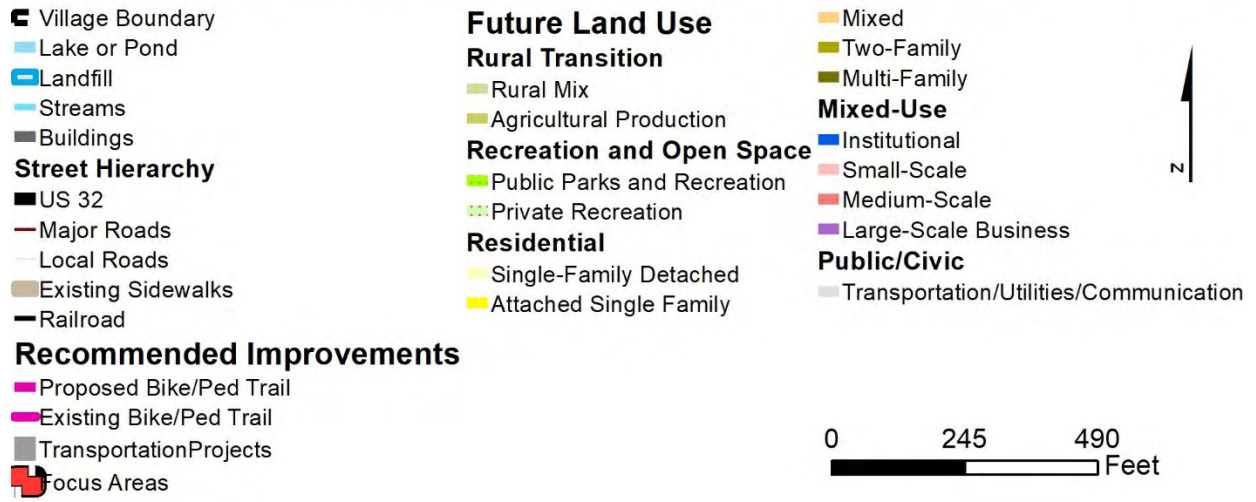
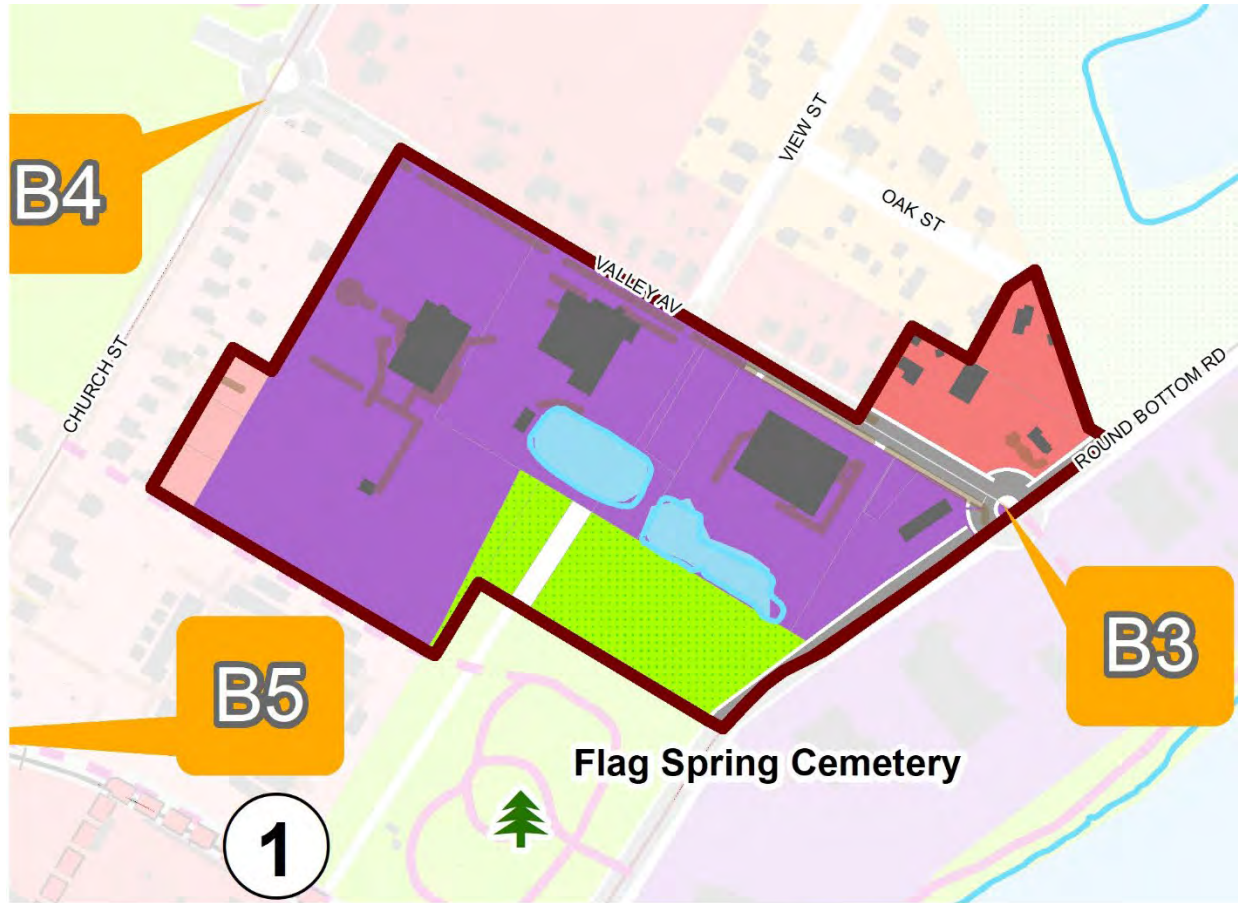


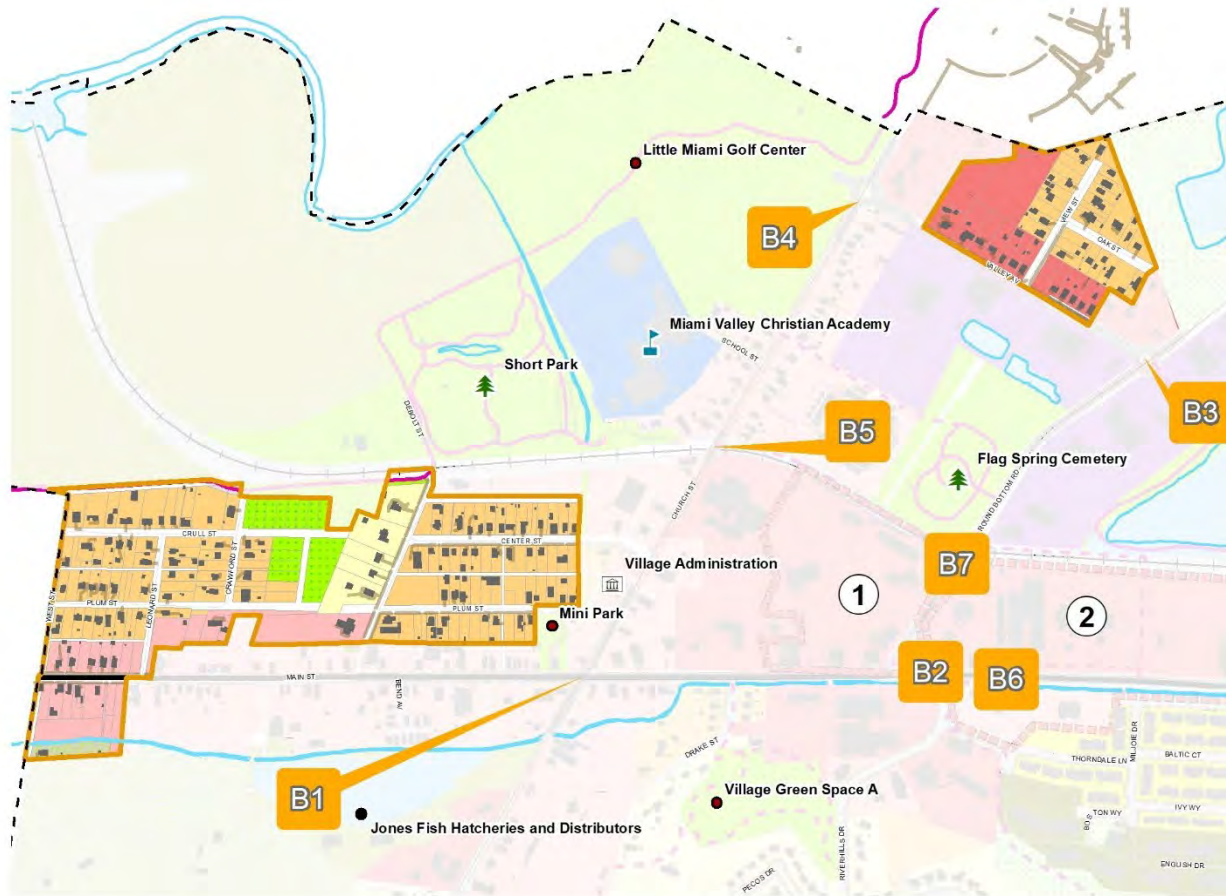
Figure 14: Valley Corridor Area Map

The Valley Corridor is generally a business corridor with large office and retail businesses. The corridor is surrounded by single-family residential neighborhoods, with its south side abutting the Flagship Cemetery. Development or redevelopment in this area should add to the office/industrial feel while respecting the fabric of the residential uses that surround it. However, the existing pattern of development and uses is highly desirable and should be maintained.

Recommendations

- Maintain Valley Avenue to ensure access to businesses.
- Improve existing sidewalks and sidewalk connectivity between the businesses and along Valley Avenue to Lake Barber on the east side of Round Bottom.
- Make the recommended roundabout improvements in concept B3 from the Eastern Corridor Study, at the intersection of Valley Avenue and Round Bottom Road.
- Support the existing businesses to retain them and encourage expansion within the village.

Traditional Neighborhoods



<ul style="list-style-type: none"> ⬜ Village Boundary 🟦 Lake or Pond 🟩 Landfill 🟨 Streams 🏠 Buildings Street Hierarchy — US 32 — Major Roads — Local Roads 🏡 Existing Sidewalks → Railroad Recommended Improvements 🚲 Proposed Bike/Ped Trail 🚲 Existing Bike/Ped Trail 🚧 Transportation Projects 🏠 Focus Areas 	<p>Future Land Use</p> <p>Rural Transition</p> <ul style="list-style-type: none"> 🟩 Rural Mix 🟨 Agricultural Production <p>Recreation and Open Space</p> <ul style="list-style-type: none"> 🟨 Public Parks and Recreation 🟩 Private Recreation <p>Residential</p> <ul style="list-style-type: none"> 🟨 Single-Family Detached 🟩 Attached Single Family 	<ul style="list-style-type: none"> 🟨 Mixed 🟩 Two-Family 🟩 Multi-Family Mixed-Use 🟩 Institutional 🟨 Small-Scale 🟩 Medium-Scale 🟩 Large-Scale Business Public/Civic 🟩 Transportation/Utilities/Communication 	
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Figure 15: Traditional Neighborhoods Area Map

Traditional Neighborhoods are the first subdivisions that occurred beyond the development that fronted on the major crossroads. They are characterized by small blocks of evenly sized lots, deeper than they are wide. Larger lots are found near the perimeter of the neighborhoods and represent the former transition from the village to surrounding rural and agricultural areas. Most homes in traditional neighborhoods were built before the automobile was commonplace, and many properties do not have driveways or garages. A formal grid of narrow streets, usually with sidewalks on one side, establishes the subdivision pattern. Buildings are situated towards the center of the lot with a front yard that is shallower than the rear yard. Some homes in this area could qualify as historic structures.

Recommendations

- Establish and enforce property maintenance standards.
- Work with neighborhood residents and organizations to establish outreach and support to residents who need help maintaining their properties.
- Collaborate with Hamilton County to access CBDG and other grants to support community improvements.
- Continue to maintain the roads and consider signs to improve connections from the neighborhoods to Short Park and Lake Barber via the bike trail.
- Consider village sponsored community beautification events by awarding a best garden, or seasonal decorations to encourage community spirit and create a potential event around walking tours.
- Maintain Short Park and other public spaces as important community gathering spaces.
- Consider neighborhood design standards to address building size, bulk, orientation, and architectural features, to ensure any redevelopment or infill meets the established residential community character.
- Develop a transitional site plan for the Small-Scale Mixed-Use area off Church Street behind Drake Road to ensure a sensitive transition in use, building height, bulk, and setbacks from existing homes along Drake and Jefferson Streets.

Suburban Neighborhoods

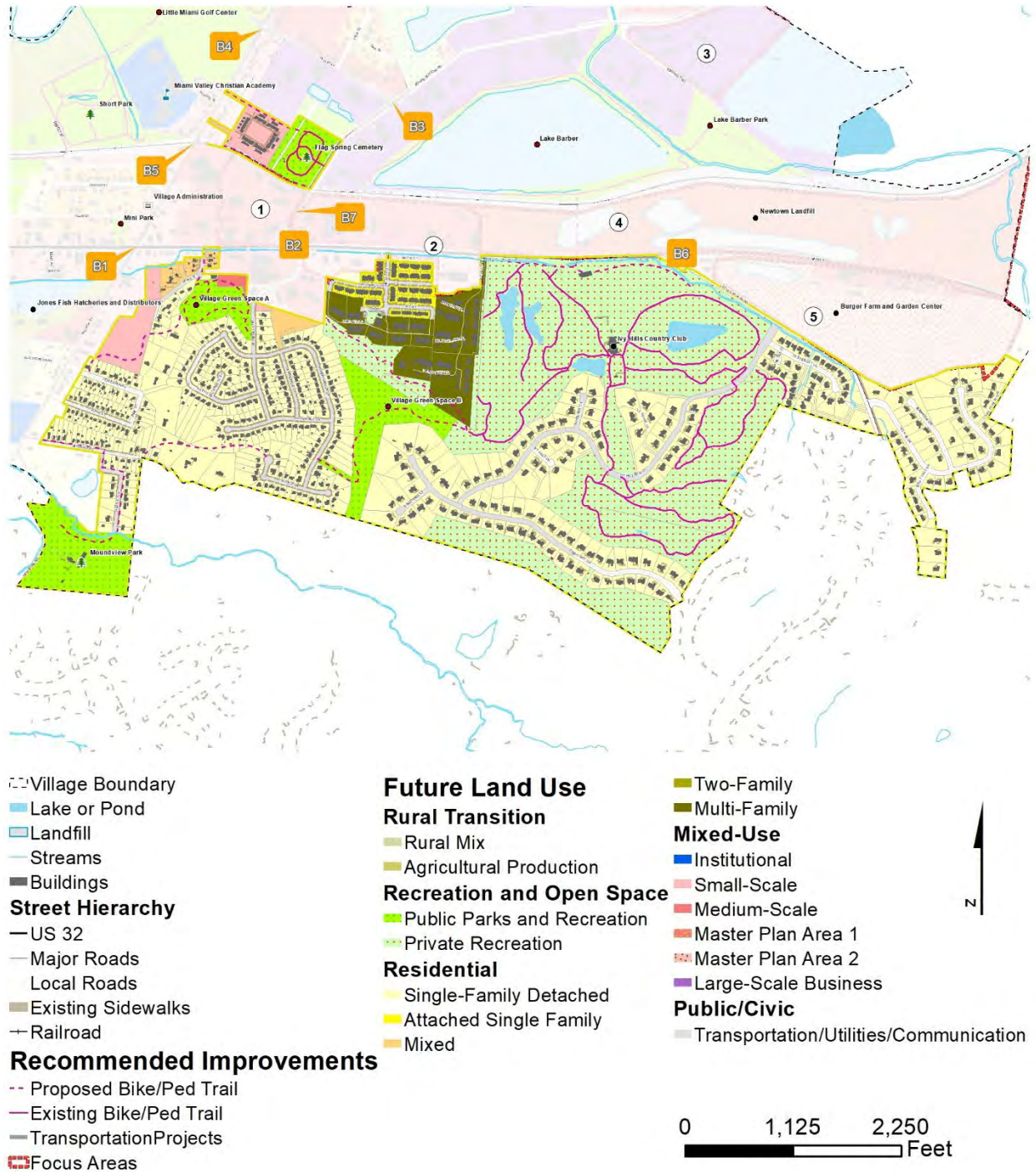


Figure 16: Suburban Neighborhoods Area Map

Suburban Neighborhoods are modern subdivisions that occurred after the 1940s. They are characterized by pods or clusters of similar types of homes (single-family detached, townhouses, condos, apartments) aligned on wide, curvilinear streets often with culs-de-sac. Most suburban neighborhoods have moderate internal connectivity but are not connected to adjacent neighborhoods. The hilly terrain also separates streets and neighborhoods. Each suburban neighborhood typically has standard sized lots and most homes share a similar architectural character consistent with the era they were built. Often, lots are wider than they are deep allowing for homes to present a broader facade, garage, and driveway along the front property line. Large greenspaces, golf courses, or common spaces are often included in the subdivision and provide amenities to the neighborhood. An informal grid of very wide curvilinear streets, some with sidewalks on one side, establishes the subdivision pattern. Buildings are situated towards the center of the lot often with a deep front yard that is shallower than the rear yard.

Recommendations

- Maintain the neighborhoods as developed.
- Maintain existing parks, recreation, and open space features.
- Improve bike and pedestrian connections through the southern neighborhoods to improve connectivity to the Village Center, Short Park, and the Barber Lake.
- No significant changes needed.

North Debolt Green

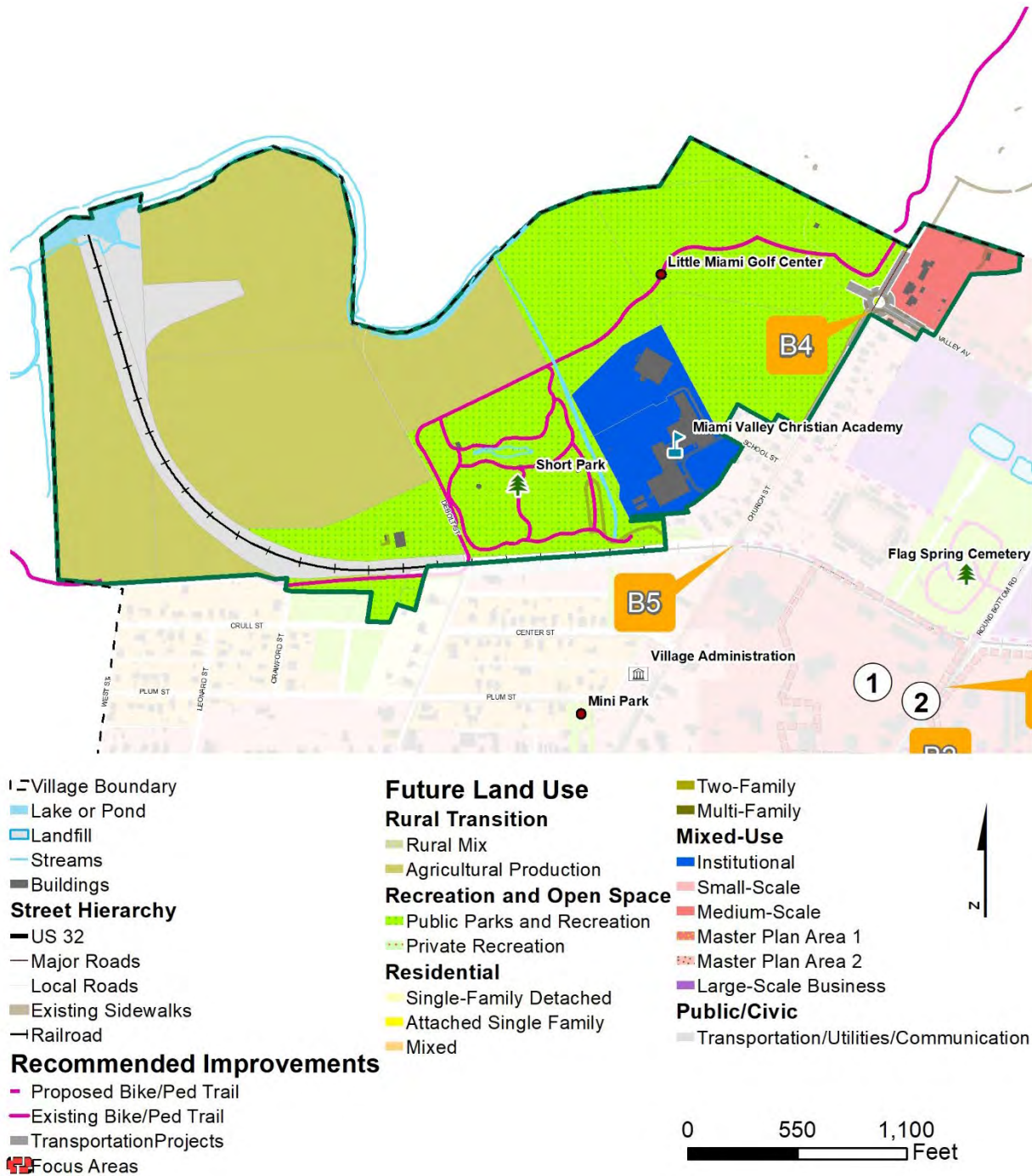


Figure 17: North Debolt Green Area Map

The North Debolt Green is the village's primary agricultural and green space area. Location includes portions of the sod farms, Short Park, Miami Valley Christian Academy, the Little Miami Golf Center, and the Little Miami Bike Trail. Most of the area is in the flood zone of the Little Miami River and is not suitable for further development.

Recommendations

- Maintain active agricultural uses.
- Maintain extensive park and recreational facilities as major community assets for both village residents and portions of southeastern Hamilton County.
- Increase visibility and marketing of these assets in conjunction with Newtown's ancient American mound building cultural sites.
- Increase gateway treatments in this area to enhance village identity.

Southwest Gateway

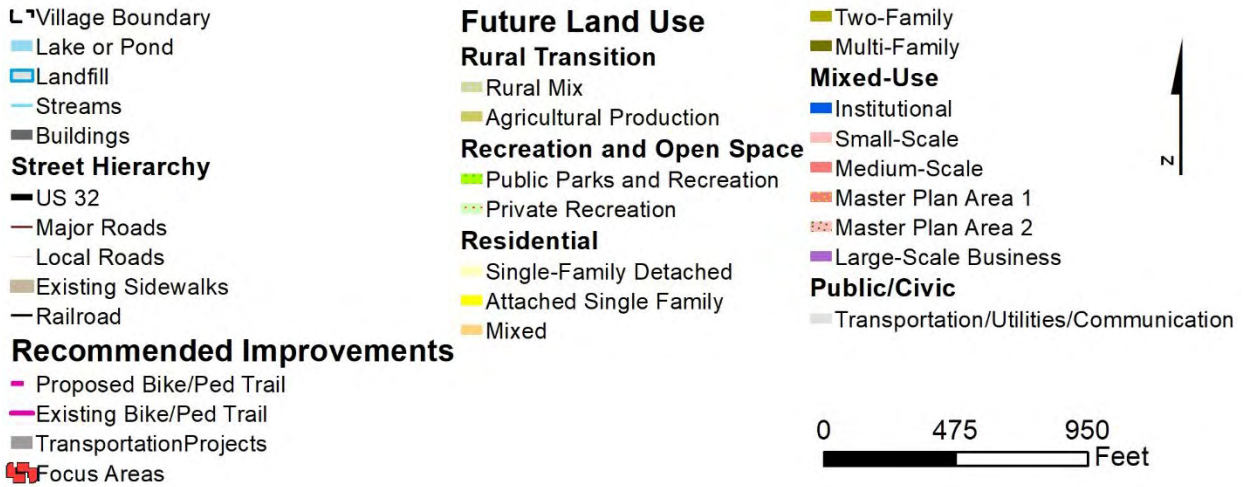
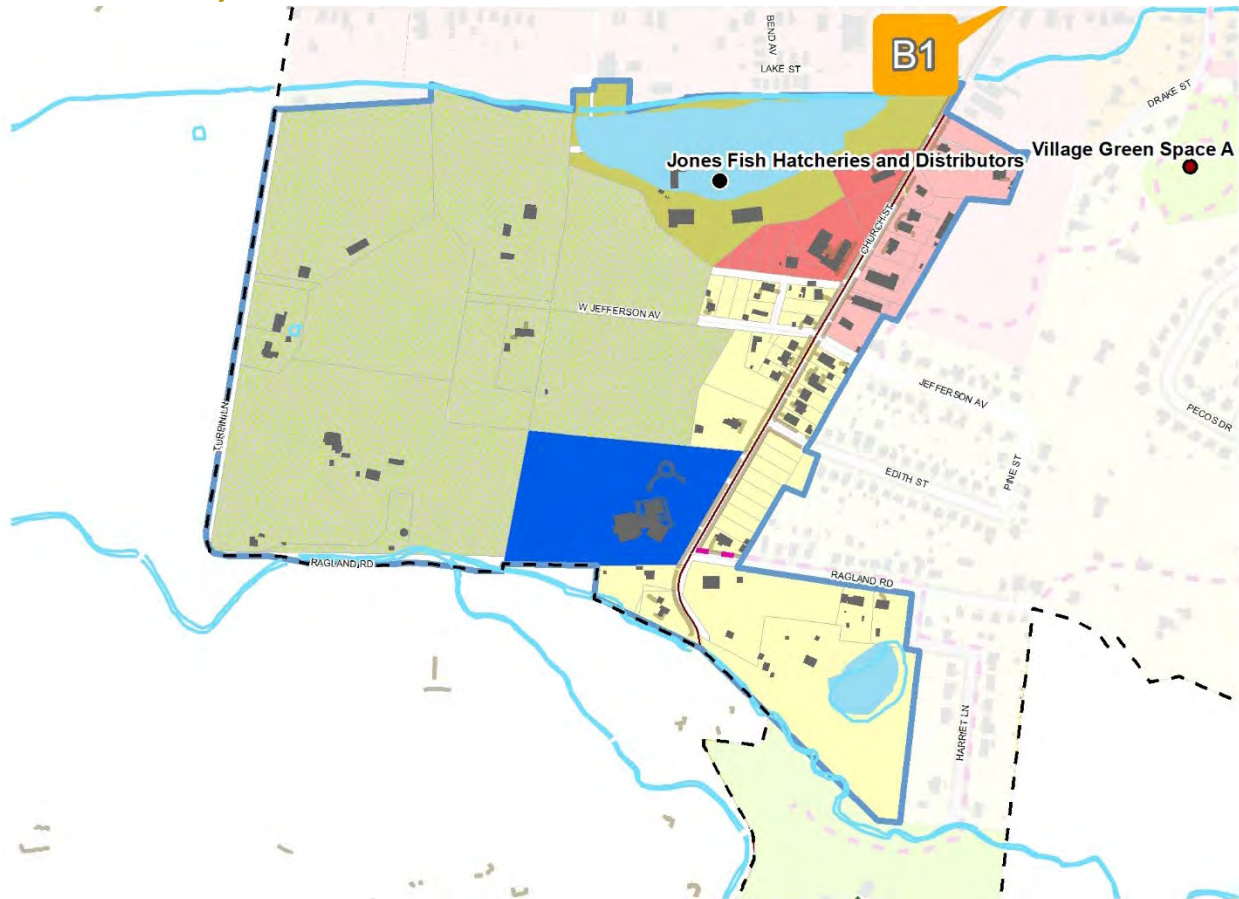


Figure 18: Southwest Gateway Area Map

The Southwest Gateway serves as a key entrance into the village. The area is a low-density combination of agricultural, residential, and institutional uses including St. John Fisher Church and the Jones Fish Hatcheries site. The low-density rural character of this area establishes both the historic and current edge of the village and transitions to the more rural areas of Anderson Township to the west along SR 32, and a more suburban character up the hill and to the south in Turpin Hills in Anderson Township.

Recommendations

- Encourage maintenance of the existing pattern of residential, commercial, and agricultural development.
- Consider special zoning for this area to ensure the ability for continued commercial agricultural uses and to protect the character of this quadrant of the village.
- Consider special cluster subdivision development for any potential residential development in this area to maintain significant open space and agriculturally productive land while allowing for low density residential development. Attached housing types may be appropriate with adequate open space preservation to maintain the relatively low gross density.

Auto Corridor

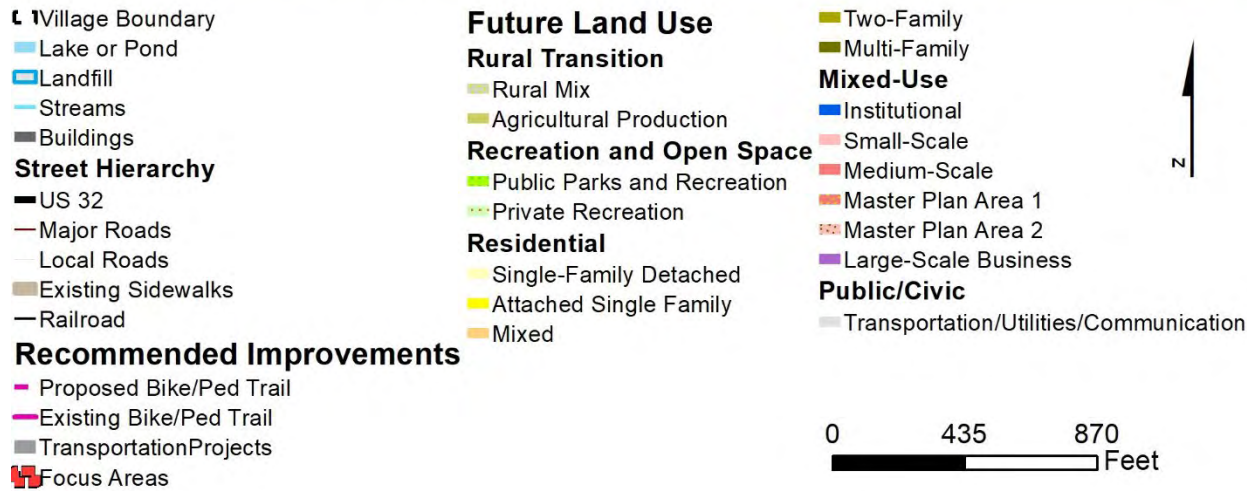


Figure 19: Auto Corridor Area Map

The Auto Corridor is the village's commercial corridor with suburban style development. Most of these uses and sites are designed to serve people traveling through the village by car. Architecture in the corridor is more varied but many businesses have endeavor to maintain a level of character, scale, and style that blends with the village. Uses in this area are the most susceptible to change over time as trends in retail and services evolve.

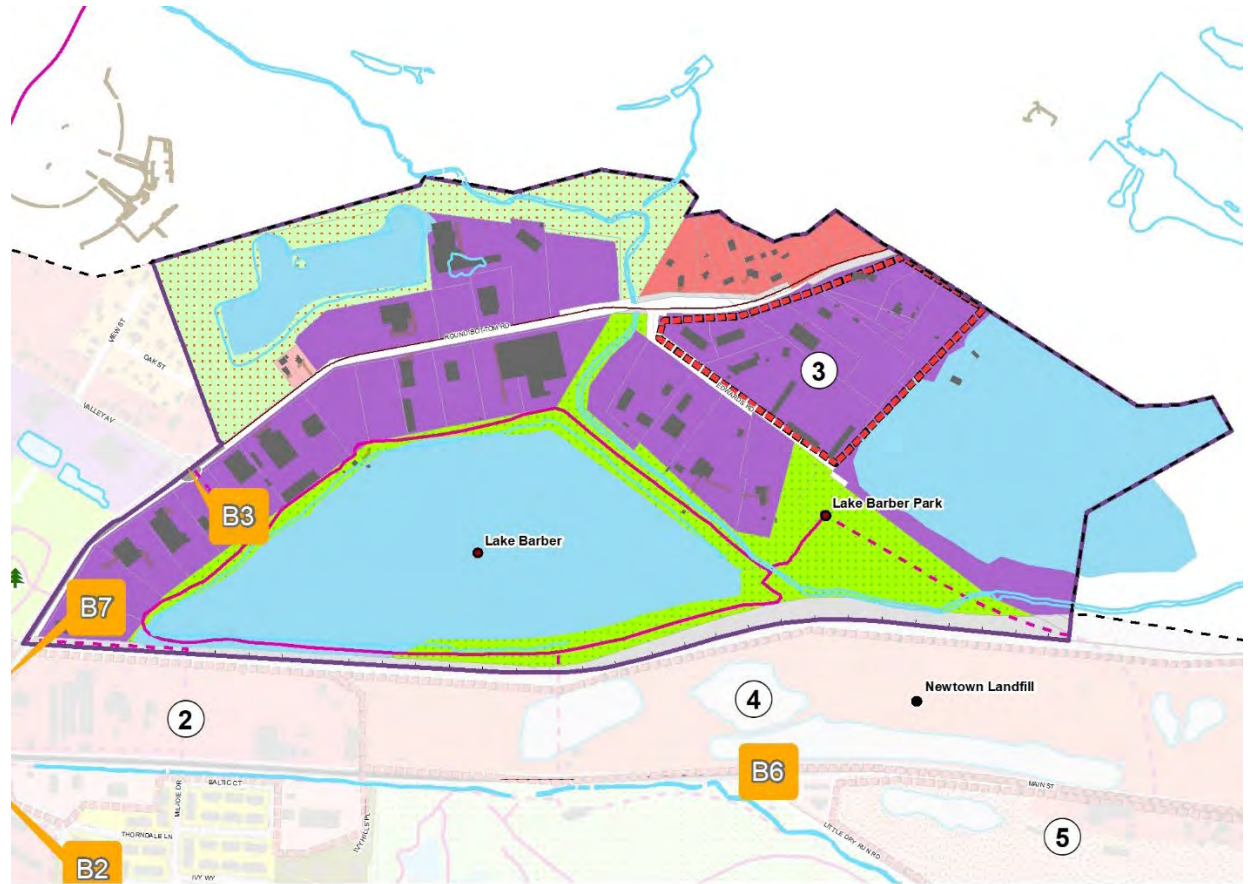
Recommendations

- Review opportunities to mitigate traffic along SR 32/Main Street.
- Improve pedestrian connectivity from the Ivy Hills neighborhood to the intersection of Round Bottom Road and Main Street following concepts B6 and B7 with multi-use paths along US 32 and Round Bottom Road.
- Evaluate the need for additional transportation routes using existing rights-of-way to bypass SR 32 and relieve traffic congestion.
- Consider complete street designs for the eastern portion of SR 32 through this area to address multiple concerns in a limited right of way.
- Complete improvements to the intersection of Round Bottom Road and Main Street following concept B2 from the Eastern Corridor Study.
- Provide incentives to encourage local businesses to operate along the corridor.
- Promote more entertainment, shopping, dining, and destination uses.
- Consider corridor design standards including access management, shared parking, streetscaping, and architectural standards to guide redevelopment in the corridor when it occurs.
- Use the Community Improvement Corporations (CIC) to actively acquire and redevelop properties in this area.

Focus Areas

- Encourage consolidated redevelopment of areas 1, 2, and 4 to improve access management, increase development intensity, increase housing capacity of the village, and improve revenue generation of commercial land.

Round Bottom District



— Village Boundary

— Lake or Pond

— Landfill

— Streams

— Buildings

Street Hierarchy

— US 32

— Major Roads

— Local Roads

— Existing Sidewalks

— Railroad

Recommended Improvements

- - Proposed Bike/Ped Trail

— Existing Bike/Ped Trail

— Transportation Projects

— Focus Areas

Future Land Use

Rural Transition

— Rural Mix

— Agricultural Production

Recreation and Open Space

— Public Parks and Recreation

— Private Recreation

Residential

— Single-Family Detached

— Attached Single Family

— Mixed

— Two-Family

— Multi-Family

Mixed-Use

— Institutional

— Small-Scale

— Medium-Scale

— Master Plan Area 1

— Master Plan Area 2

— Large-Scale Business

Public/Civic

— Transportation/Utilities/Communication

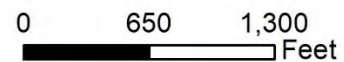


Figure 20: Round Bottom Road Area Map

The Round Bottom District sits in a low area with a history of gravel mining, leaving lakes which attract a variety of aquatic bird species. Among the lakes in this area is Lake Barber which is a publicly accessible lake available for fishing and boating. Development along the frontage of Round Bottom and Edwards Roads is a combination of industrial, wholesale, and landscaping business, with a few late 19th century homes. There is considerable redevelopment and infill opportunity in this area.

Recommendations

- Provide directional signage to Lake Barber.
- Utilize Lake Barber as a public space for recreational activities.
- Complete roundabout and intersection improvements from concept B3 from the Eastern Corridor Study.
- Complete off-road multi-use path improvements along Round Bottom Road from 32 to Valley Street per concept B7 from the Eastern Corridor Study.
- Explore revisions to zoning for this area to increase potential economic development by expanding beyond industrial uses to include other business enterprises which may be compatible with the general nature of existing development.

Focus Areas

- Encourage consolidated redevelopment of Area 3 to increase development intensity and improve revenue generation of non-residential land.

Eastern Gateway

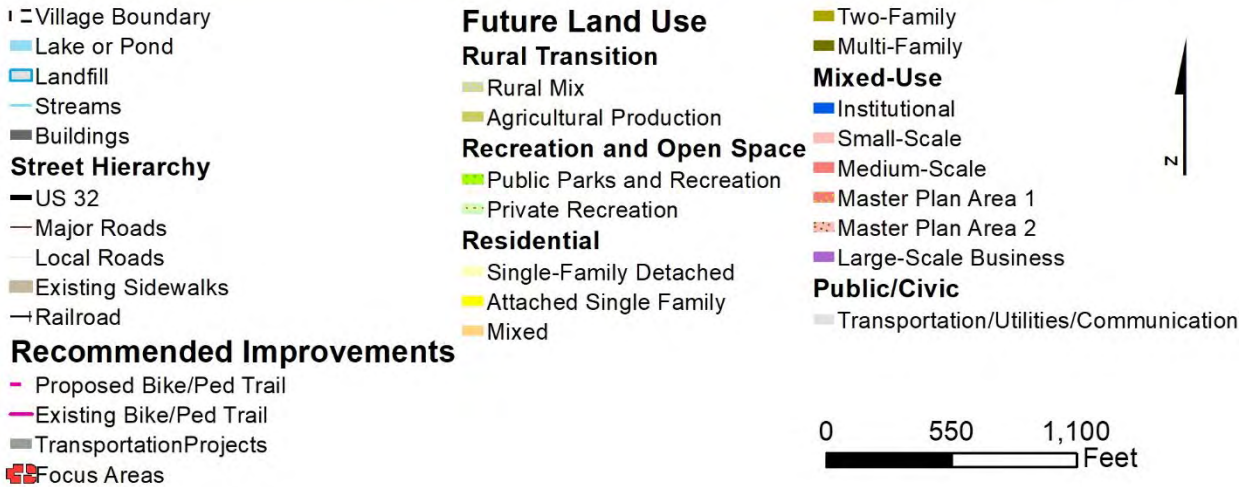
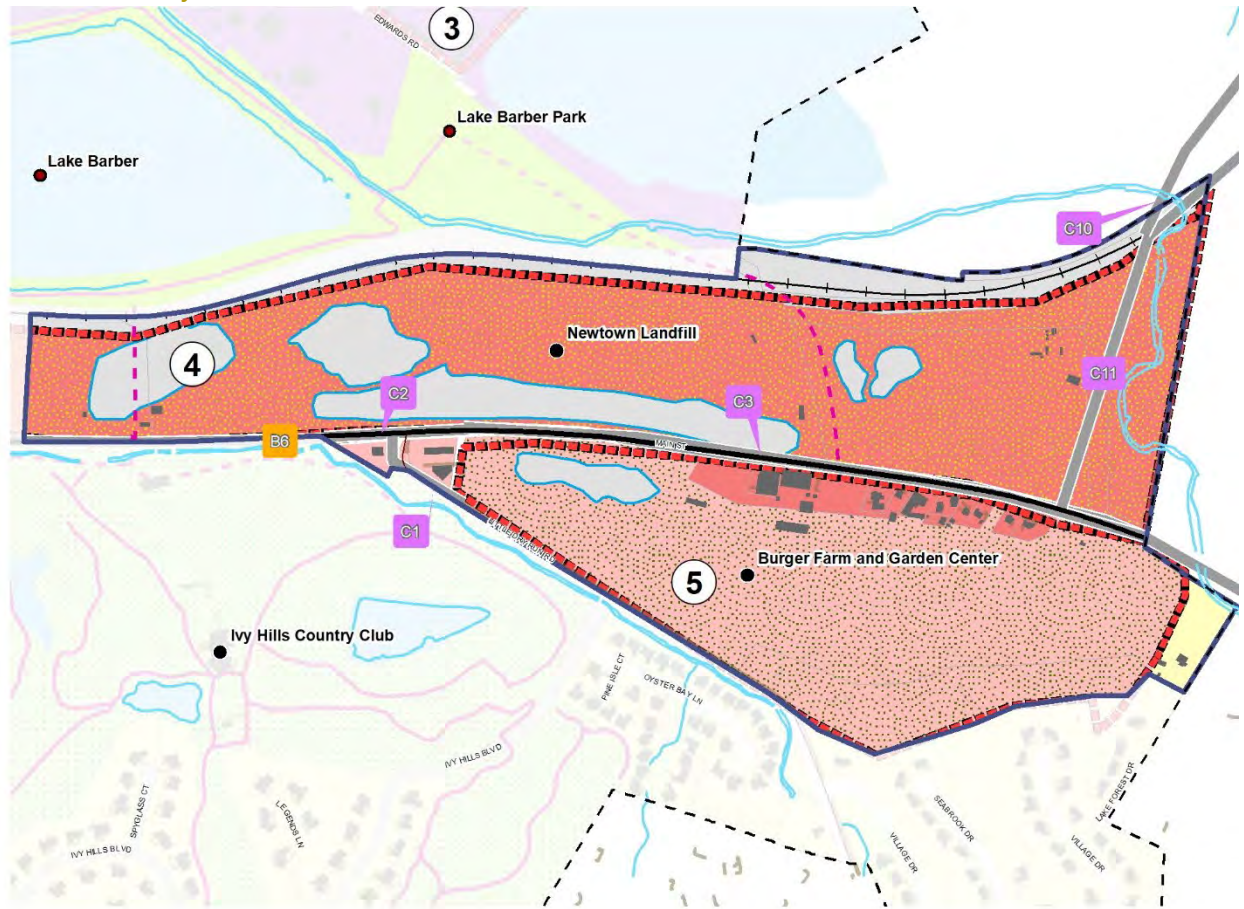


Figure 21: Eastern Gateway Area Map

The Eastern Gateway sits along SR 32 and is a key entrance into the village. Currently the village is concerned about the image of the gateway due to the growing height of the Newton Landfill. Focus in this area should include ensuring the gateway reflects the image of Newtown and what they desire to be.

Recommendations

- Mitigate visual impacts of the Newtown Landfill by installing additional screening along the frontage of SR 32.
- Explore redevelopment and reuse options for closed landfills (see implementation tools).
- Work with property owners to prepare a phased concept plan for development in Area 4.
- Consider complete street designs for SR 32 to improve traffic flow and increase pedestrian accessibility in this portion of the village.
- Work with property owners to consolidate and redevelop land on the north side of the corridor (Area 2). Consider using the Community Improvement Corporations (CIC).
- Install or maintain streetscaping and gateway treatments.
- Endeavor to maintain important landmark businesses in the village, like Burger Farm and Gardens.
- Complete the Eastern Corridor Transportation improvements (Concepts B6, C1, and C2) of SR 32 and Dry Run Road.
- Support efforts of Hamilton County Engineers to complete alternative connections between Round Bottom Road and SR 32 via Eastern Corridor Transportation improvements (Concepts C10 or C11).

Focus Areas

- Encourage consolidated redevelopment of area 4 to increase development intensity and improve revenue generation of non-residential land.
- Collaborate with property owners to create a phased master plan for Area 5 to encourage ongoing economic use of the land and sensitive transitions and uses in the gateway.

PLAN IMPLEMENTATION

PLAN MAINTENANCE

The comprehensive plan vision and goals must be monitored and updated as conditions evolve. This must involve not only the elected and appointed officials responsible for preparing the plan, but all citizens of the community, whose ideas and insights are essential to developing creative and realistic programs that will guide the village successfully through both present and future challenges.

As a document that has been through a public vetting process and adopted by the village council, the plan serves as the official policy guide for public and private interests in the Village of Newtown. When projects are proposed that cannot be found consistent with the adopted plan, amendments may be necessary – or those projects should not receive support from the village without appropriate study.

The plan is only as effective as its implementation, so if the vision and goals are to be achieved, it is important to follow the recommendations and tactics of the plan in the way they have been written or to consider and address the broad impact an amendment may have on other parts of the plan.

Annual Review

Annual review allows for flexibility in determining the tasks the village will undertake based on budgetary constraints or changing community priority and input. Annual review would be well timed with the annual budgeting cycle to coordinate capital improvements and other programs with the goals of the plan.

Meet to determine which work plan items and recommendations to work on over the upcoming year. This can be delegated to a plan implementation committee. Look back over the previous year and evaluate what the community accomplished and determine where there is a need for improvement or focus. Prepare a simple annual report for public review.

Five-Year Review and Update

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

Ten-Year Update

Over the next decade, the village should continue to work toward the overall vision and goals of the plan. The village should go through an extensive comprehensive planning process, like the one that led to this plan and its predecessors every ten years.

INITIAL WORK PLAN

Many of the plan recommendations imply that the village either continue or shift efforts in the everyday administration of policies or suggests creation of programs and ongoing activities to achieve the goals of this plan. This initial work plan lays out the umbrella actions the village can take depending on resources. The timeframe and responsible party are listed with each action. This plan should be reviewed annually and updated as tasks are completed.

Administrative Policy/Practices/Regulations

- Prioritize collaboration with the Community Improvement Corporations (CIC) to catalyze redevelopment in targeted locations.
 - **Short-Term** / *Village Council/Mayor*
- Designate community members to a plan implementation committee to serve as a committee that meets quarterly and reports to Planning Commission and Village Council on plan implementation progress and implementation status.
 - **Short-Term** / *Village Council/Mayor*
- Budget for a part time community development or economic development consultant to oversee and coordinate development and community marketing efforts.
 - **Short-Term** / *Village Council/Mayor*
- Collaborate with Hamilton County Regional Planning to acquire grants and funding for community development improvements.
 - **Ongoing** / *Planning Commission/Building Official*
- Update zoning regulations in conjunction with the comprehensive plan recommendations
 - **Short-Term** / *Planning Commission/Village Council*
- Collaborate with Tri-State Trails and Great Parks Hamilton County to acquire off road easements to improve bike and pedestrian access between the regional trails and Lake Barber
 - **Ongoing** / *Planning Commission*

Programs or Initiatives

- Community Building Events and Festivals
 - **Ongoing Short-Term** / *Community Outreach Staff/Village Council*
- Gateway Enhancement and Wayfinding Signage
 - **Ongoing Long-Term** / *Planning Commission/Public Works*
- Targeted redevelopment
 - **Ongoing Long-Term** / *Community Development Professional/Community Improvement Corporations (CIC)*

Plans/Studies

- Prepare and maintain a 5/10-Year Capital Improvement Plan based on the Comprehensive Plan
 - **Short-Term** / *Finance/Village Council*
- Prepare a marketing strategy for the village businesses, events, and recreational amenities
 - **Mid-Term** / *Consultant*

Capital Improvements

- Install and maintain branded wayfinding signage to local business districts, shared parking areas, and park and recreation sites
 - **Mid-Term** / *Village Council/Public Works*
- Make sidewalk and right-of-way improvements for bikes and pedestrians
 - **Ongoing Mid-Term** / *Public Works in collaboration with regional entities*
- Construct trails in village green spaces and Moundview Park to improve accessibility
 - **Ongoing Mid-Term** / *Public Works in collaboration with regional entities*

IMPLEMENTATION TOOLS

COMMUNITY IMPROVEMENT CORPORATION

A quasi-governmental non-profit corporation authorized under the Ohio Revised Code Chapter (ORC) 1724 and organized under ORC Chapter 1702. These organizations are established to facilitate economic development or land reutilization through a land bank. The CIC allows local governments to acquire vacant, tax delinquent, foreclosed, or forfeited land with the purpose of returning the land to tax paying status or for public use. The village has a municipal CIC with a board established as an economic development entity. Hamilton County also has a County Land Bank which has the additional abilities to demolish dilapidated, vacant, abandoned, and tax foreclosed property to remove eyesores and to stabilize property values in the vicinity.

COMMUNITY REINVESTMENT AREA (CRA)

Community Reinvestment Areas are areas of land in which property owners can receive tax incentives for investing in real property improvements. The Ohio Community Reinvestment Area program is an economic development tool administered by municipal and county government that provides real property tax exemptions for property owners who renovate existing or construct new buildings. The village has a village wide CRA #061-55678-2.

https://development.ohio.gov/bs/bs_comreinvest.htm

EXAMPLES OF REPURPOSED LANDFILLS

Balloon Fiesta Park

Location: Albuquerque, NM

Acreage: 47 acres

Current Use/Purpose: Parks and recreation - ballooning, golfing, model aircraft flying, bicycle racing, car shows, concerts, and even movie productions

Source: <https://www.cabq.gov/parksandrecreation/parks/balloon-fiesta-park>

Washington Park Arboretum

Location: Seattle, WA

Acreage: 62 acres

Current Use/Purpose: Arboretum and home to Seattle Japanese Garden

Source: <https://botanicgardens.uw.edu/washington-park-arboretum/>

Cesar Chavez Park

Location: Berkeley, CA

Acreage: 90 acres

Current Use/Purpose: Parks and recreation, Preservation - trails, wildlife sanctuary

Source: https://www.cityofberkeley.info/Parks_Rec_Waterfront/Trees_Parks/Cesar_Chavez_Park.aspx

Millennium Park

Location: West Roxbury, MA

Acreage: 100 acres

Current Use/Purpose: Parks and recreation - sports fields, playgrounds, an outdoor classroom and amphitheater, river access, and six miles of walking and biking trails

Source: <https://newtonconservators.org/property/millennium-park/>

Mount Trashmore Park

Location: Virginia Beach, VA

Acreage: 165 acres

Current Use/Purpose: Parks and recreation - lakes, and a world-famous, 24,000-square foot skate park

Source: <https://www.vbgov.com/government/departments/parks-recreation/parks-trails/city-parks/Pages/mount-trashmore-park.aspx>

Tifft Nature Preserve

Location: Buffalo, NY

Acreage: 264 acres

Current Use/Purpose: Preservation - Wildlife sanctuary and recreation area

Source: <https://www.tifft.org/>

Red Rock Canyon

Location: Colorado Spring, CO

Acreage: 789 acres (53 acres were landfill, rest were gravel pits, quarries, gold refining mill)

Current Use/Purpose: Parks and recreation - with trails, climbing rocks, and picnic areas

Source: <https://redrockcanyonopenspace.org/>

Flushing Meadows-Corona Park

Location: Queens, NY

Acreage: 1,255 acres

Current Use/Purpose: Parks and recreation - home to World's Fairs and tennis' US Open

Source: <https://www.nycgo.com/attractions/flushing-meadows-corona-park> or <https://www.nycgovparks.org/parks/flushing-meadows-corona-park>

Freshkills Park

Location: Staten Island, NY

Acreage: 2,200 acres

Current Use/Purpose: Park and recreation - education and athletic areas, 46-acre solar farm

Source: <https://www.nycgovparks.org/park-features/freshkills-park> or <https://freshkillspark.org/>

Why Structural Development Projects are Typically Turned Away

- **Methane Gas** - Emissions due to waste are hazardous (as little as 5% methane detected in soil can be explosive). The longer the landfill is closed, the less harmful methane emissions tend to be.
- **Structural Design** - Compression of a variety of waste over time leads to different rates of decomposition, causing instability in the foundation of the development.
- **Cost** – Waste removal is the safest, but most costly. Regardless, a vapor collection system will need to be installed due to the methane gas.