

Introduction

The City of Bowling Green is a community that recognizes that in order to meet your goals one must plan and prepare for the future. As the 21st Century begins, the City has undertaken an effort to update the Land Use Plan for the Community in order to prepare and plan for future development, utility expansion and anticipated growth.

The City has developed this report as an Update to the Future Land Use Plan for the area surrounding Bowling Green. This document provides updated and renewed land use recommendations for the area surrounding the City. The existing Land Use Plan for Bowling Green remains as the official Land Use Plan, however, this document replaces the previous recommendations and policies for development outside and surrounding the City.

Plan Preparation

The Land Use Plan Update has been prepared for the City of Bowling Green by a team consisting of an appointed steering committee and a professional land planning consultant. The City established a steering committee, designated as the Land Use Plan Update Oversight Committee, to work with the planning firm of McBride Dale Clarion to develop the Plan Update. The result of the committee's "work" is presented here. The Plan Update represents more than six months worth of meeting, discussion and analysis by the committee/consultant team, and was followed by a series of public meetings to review, evaluate and approve the recommended alterations to the Land Use Plan for the area surrounding Bowling Green.

The Oversight Committee contained representation from the City Administration, elected city officials, Planning Commission, Bowling Green State University, a representative from the Board of Trustees from Plain and Center Townships, as well as representatives with expertise in real estate development, utility development, and agricultural interests. Additional detail regarding the Oversight Committee is contained in Appendix A-1.

Project Study Area

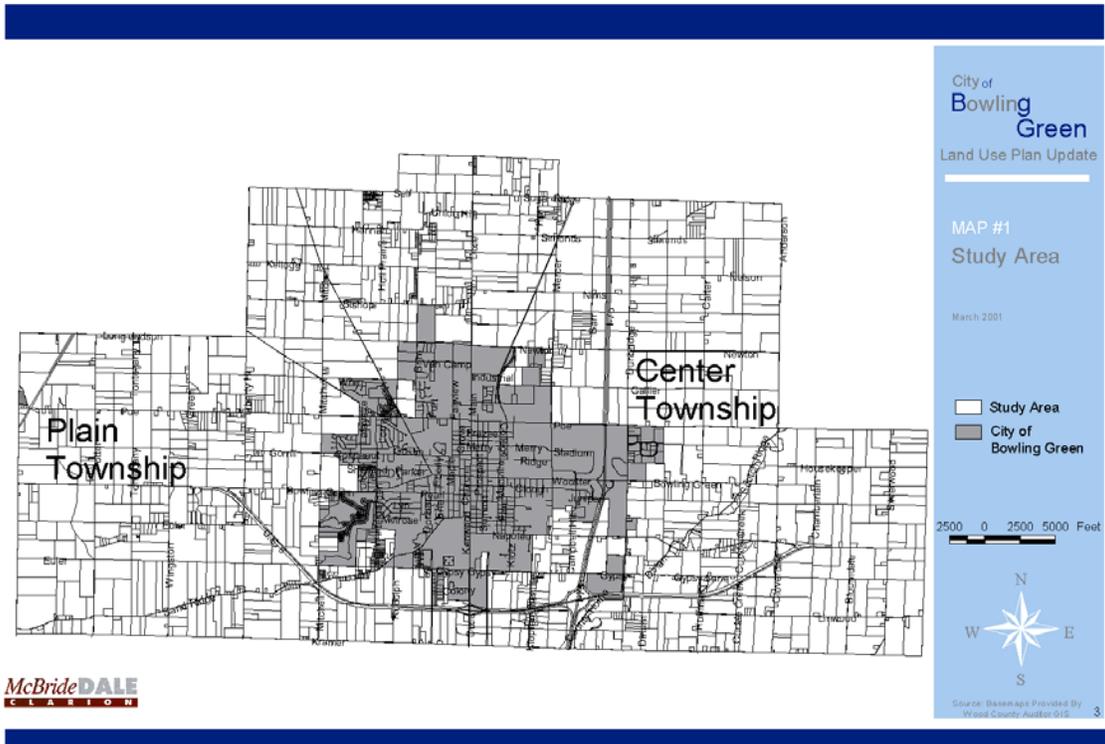
The Study Area for the City of Bowling Green Land Use Plan Update is the area outside of the City of Bowling Green within Plain Township and Center Township. The Land Use Plan Update does not include land within the City of Bowling Green. The two Townships are referred to as the Study Area for the purpose of this analysis and throughout the report.

As mentioned above, the Study Area is outside the City of Bowling Green's political jurisdiction. The Townships have adopted their own zoning maps and regulations. The purpose of the Land Use Plan Update is to evaluate potential future development within the Study Area so that Bowling Green can plan appropriately for services, roads, utilities,

etc. The purpose is also to provide guidance to development of these areas and to plan for the potential impact, or benefit, of development of the areas outside the City.

The Plan Update Study Area is illustrated in Map 1. The maps presented in this report were derived from digital copies of the geographic information system (GIS) maps that were obtained from the Wood County Auditor's Office. The GIS maps indicate existing streets, roads, and parcel lines. The City of Bowling Green municipal boundary illustrated on the Plan Update maps has been updated based on information provided by the City. The Study Area contains approximately 32,800 acres of land (excluding the City of Bowling Green)

The Land Use Plan Update has generally taken into account the existing land use, zoning and development patterns within the City in order to provide consistency in future land use recommendations. The Plan Update also examined the existing Land Use Plan recommendations (1989 and 1994). Future analysis and alteration of the Land Use Plan for the City of Bowling Green may be needed to respond to the recommendations of the Plan Update.



(Map 1 – Study Area Map)

Land Use Plan Update

The Land Use Plan Update for the Study Area is based on an analysis of existing conditions, a review of previous planning policies for community development and an identification of priority issues developed with the Oversight Committee. It is the combination of these elements that has resulted in the recommended future land use pattern for the Study Area that is presented here.

First, this report will present existing information regarding population and housing data, existing land use composition, and the existing zoning designations within the Study Area. The Plan Update then presents a brief examination of previous planning policies and recommendations for the study. A discussion of the current priority issues and community concerns for the Study Area is then presented, representing the policy foundation for the Plan Update. Finally, Future Land Use Plan recommendations are presented for the Study Area, identifying land use types throughout the Study Area. The Future Land Use Plan also recommends strategies and implementation mechanisms for each land use category.

The intent of this Plan Update is to provide a basis upon which sound, future land use decisions can be made for the area surrounding Bowling Green. Cooperation, collaboration and coordination between the City, the Townships, residents and property owners will be needed to reach successful outcomes.

This Plan Update is meant as a guide for decisions on future land use and related issues. It is not possible for every future alternative or impact to have been anticipated or considered in the analysis that generated this report. It is, however, strongly believed that the issues and recommendations presented in the following pages represent a well thought out and balanced approach to land planning for the Study Area and therefore the Plan Update should be the guide for decisions, until conditions change generally, or in specific instances, that warrant an alteration or divergence from the Plan.

The following Vision Statement has been developed for the Study Area:

Vision for the Study Area for the 21st Century

In the 21st century, the Bowling Green Community will grow:

- At a steady, moderate pace while providing the highest level of services to its residents, businesses and visitors;
- In such a way that quality residential neighborhoods are maintained and new ones created;
- In a way that a variety of job opportunities are available to Bowling Green residents;
- With a strong, diversified economy of clean industrial, commercial, office and institutional uses that support the local government and service needs;
- With adequate, safe transportation to and through the Community; and

- With open space and recreation areas to enjoy the high quality of life that living in Bowling Green affords.

Section 1 - Existing Conditions

The first step in the preparation of the Land Use Plan Update is the analysis of existing data. Section 1 presents data on population and housing, existing land use composition, and the existing zoning designations in the Study Area. This data was utilized to evaluate the current trends and conditions within the Study Area.

Section 1.1 - Population and Housing

This section presents historical population and current population estimates within the Study Area, including the City of Bowling Green, Plain Township and Center Township. Building permit data is presented as a component of understanding past growth and projecting future growth. This section also presents population projections for the Study Area.

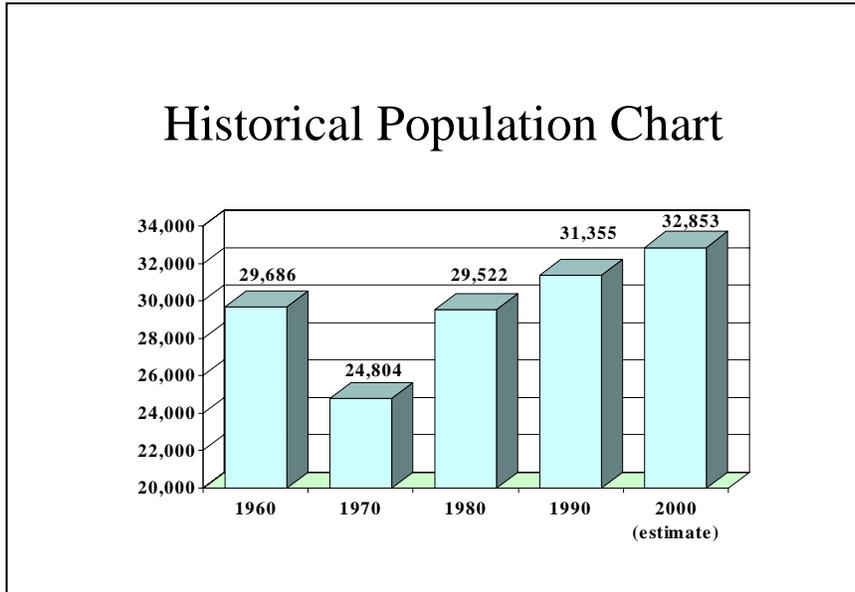
Population and housing data collected for the Study Area was combined in order to present a more complete picture of growth trends throughout the Bowling Green Community. Historically, since most of the moderate or intensive development that has occurred around Bowling Green has been incorporated into the City, examination of historical growth patterns in the Townships is misleading. Since this Plan Update is for land in unincorporated areas, and because there may be a strong likelihood that annexation will occur when and if intensive developments are built, projecting future growth based on combined population analysis for the Community as a whole is a logical approach. This is not to say that none of the growth within the Bowling Green Community will occur within the City limits; some proportion of the future growth is expected to occur within the current City limits.

Section 1.1.1 - Historical Population. Historical population for the Study Area has been derived from previous land use plans and from US Census documents. The historical population illustrates previous growth trends within the Bowling Green Community. These trends can be used to predict future growth rates. Table 1 below indicates the historical population for each jurisdiction within the Study Area from 1960 to 1990. The combined population is also given.

**Table 1
Historical Population**

	1960	1970	1980	1990
Bowling Green	13,574	21,760	25,728	28,867
Center Township	9,640	990	1,334	999
Plain Township	6,472	2,054	2,460	1,489
Combined Total	29,686	24,804	29,522	31,355
Change in Population		-4,882	4,718	1,833
Percentage Change		-16.45%	19.02%	6.21%

There is a substantial difference in population between 1960 and 1970. The specifics of this change is not certain, however, it is assumed that a combination of two elements are in play.



First, it is assumed that there were significant annexations into the City of Bowling Green from the Townships during the decade of the 1960s. Second, it is assumed that Bowling Green State University expanded its enrollment between the 1960 and 1970 Census counts.

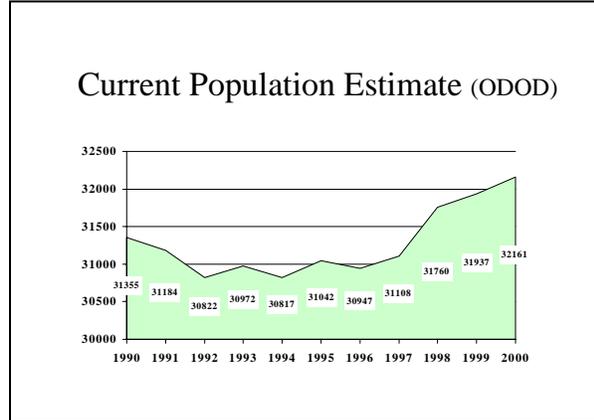
The table illustrates that the growth rate within the Bowling Green Community was 6.2% from 1980 to 1990.

Section 1.1.2 - Current Population Estimate. Given that the latest comprehensive Census data available is from 1990, it is necessary to develop a current population estimate for the Study Area. The US Census Bureau, in association with the Office of Strategic Research, part of the Ohio Department of Development, prepares annual population estimates. Table 2 illustrates the annual population estimates for each Study Area jurisdiction from 1991 to 1999.

Table 2
Population Estimates
US Census Bureau/Office of Strategic Research (ODOD)

	1991	1992	1993	1994	1995	1996	1997	1998	1999
Bowling Green	28,668	28,288	28,412	28,218	28,400	28,275	28,398	29,024	29,168
Center Township	1,021	1,035	1,053	1,076	1,099	1,124	1,148	1,173	1,203
Plain Township	1,495	1,499	1,507	1,523	1,543	1,548	1,562	1,563	1,566
Combined Total	31,184	30,822	30,972	30,817	31,042	30,947	31,108	31,760	31,937

Using the ODOD data, the average annual population increase for the last five years was 224 persons for the Study Area. Using this number, it can be assumed that the current (2000) population for the Study Area is 32,161 (1999 estimate 31,937 + 224 additional residents). This represents an increase of 2.5% in 10 years.



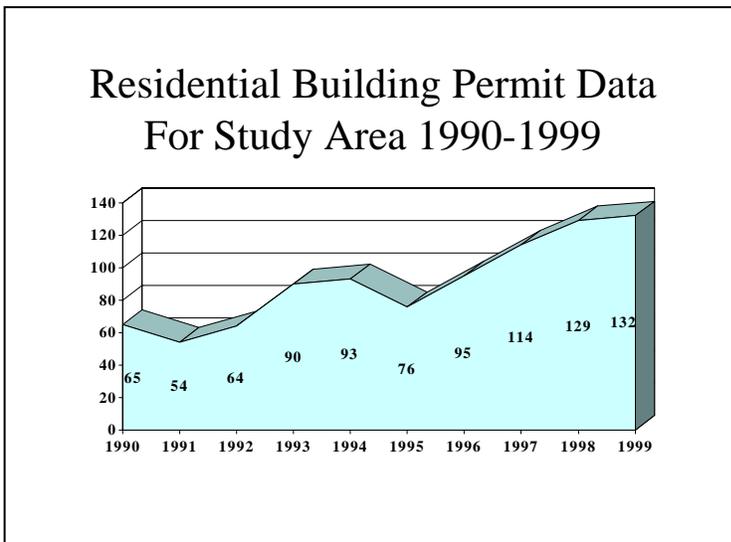
Section 1.1.3 - Building Permit Data.

Another source of information that can be used to estimate current population is recent building permit data (from 1990 to 1999). Building permit data has been obtained from Wood County that documents building permits issued in each jurisdiction from 1990 through 1999. Building data has also been obtained from the City of Bowling Green.

**Table 3
Residential Building Permits
Issued in Study Area 1990-1999**

	Permits		Permits
1990	65	1995	76
1991	54	1996	95
1992	64	1997	114
1993	90	1998	129
1994	93	1999	132

Table 3 illustrates the number of building permits issued for residential units within the Study Area. A majority of the permits were issued within Bowling Green. Twenty-six (26%) percent of the permits were issued for construction in the Townships. It should be noted that typically a multi-family building is only issued one building permit although the structure contains several housing units or apartments. The data in Table 3 represents the number of housing units recorded for each multi-family permit when available.



There were 912 housing units constructed within the Study Area since the 1990 Census count. The current persons per household rate (combining single family and multiple family dwellings) is 2.4 persons. The recent building permit data can be used to develop an alternative current population estimate. Assuming that the 912 housing units constructed are occupied, an additional 2,189 more persons now live in the Study Area than

indicated in the 1990 Census count (31,355). This would represent a current population estimate of 33,544 in the Study Area. This represents a 7% increase in ten years from 1990.

A current population estimate for the Study Area has been assumed to be 32,853. This is the average between the ODOD estimate (32,161) and the building permit estimate (33,544).

Section 1.1.4 - Population Projection. Population projections are needed to help identify the amount of land that should be designated for future uses. Projections can be based on a number of assumptions and various forms of information. A range of population projections should be reviewed, using various scenarios to arrive at a future population projection.

Four population projection scenarios have been prepared using the historical population growth information and the building permit trends. The four population projection scenarios are described below:

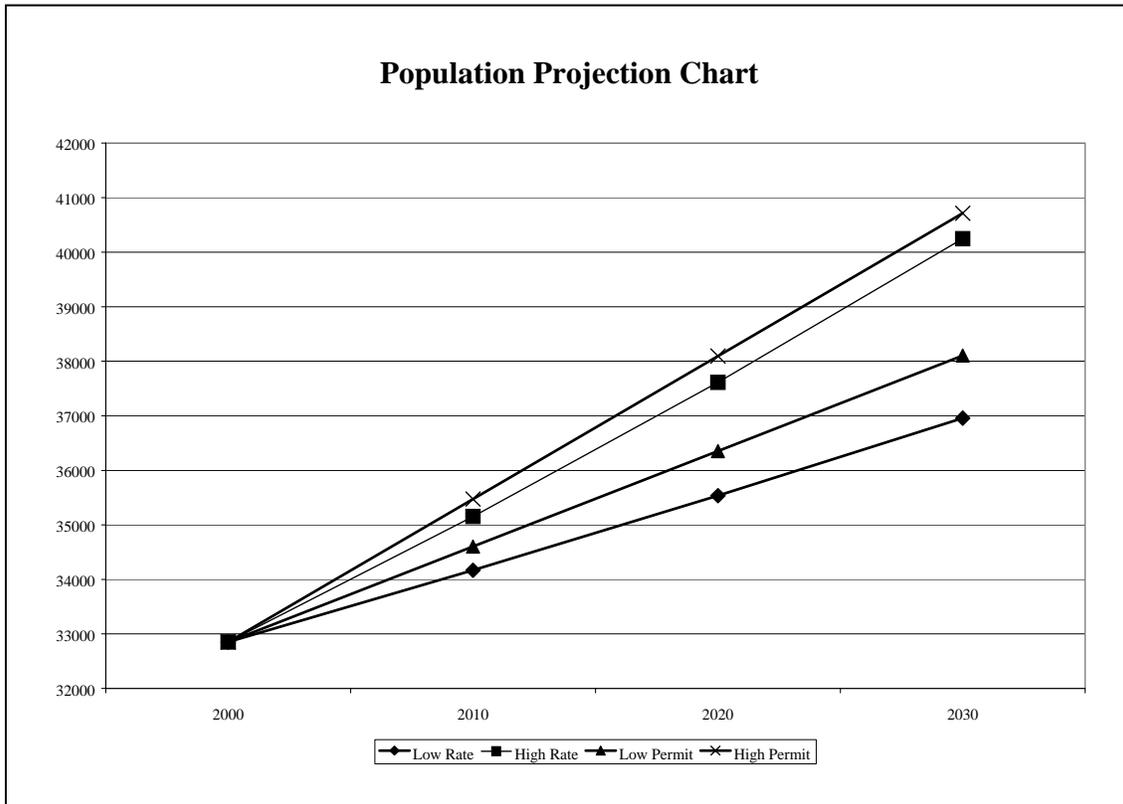
1. The first projection scenario is based on the historical population growth rate within the Study Area. Based on the current population estimate, the 2000 population of the Study Area is approximately 32,853. This current population estimate represents a 4.7% growth since 1990. In order to provide a conservative estimate, a *Low Percentage Growth Rate* has been prepared using a 4% future growth rate in the Study Area for every ten (10) years.
2. A *High Percentage Growth Rate* projection has also been prepared. The *High Percentage Growth Rate* is based on past growth rates in the Study Area (19% from 1970 to 1980 and 6.2% from 1980 to 1990). The growth rate is also provided as a contrast to the more conservative projection listed above (although still not necessarily a bold projection of growth). The *High Percentage Growth Rate* assumes a 7% growth rate in the Study Area for every ten (10) years.
3. Rate of growth can also be projected using building permit information. A *Low Building Permit Projection* has been prepared that is based on the building activity in the Study Area from 1990 to 1994. The average number of building permits for residential housing units issued in this time period is 73 per year. The *Low Building Permit Projection* assumes 73 residential units are constructed annually in the Study Area and that the units are occupied by 2.4 persons per housing unit. This adds 175 persons per year.
4. The last projection method assumes a higher rate of building permit issuance. This rate is based on the building permit activity in the last 5 years in the Study Area, from 1995 to 1999. In this period an average of 109 residential permits were issued. Again, assuming 2.4 persons per housing unit (which is a conservative estimate), the *High Building Permit Projection* will add an additional 262 persons annually to the Study Area.

Table 4 illustrates the alternative population projections.

Table 4

Population Projection Alternatives

	2000	2010	Increase		2020	Increase		2030	Increase	
Low Percentage Growth Projection	32,853	34,167	1,314	4.00%	35,534	1,366	4.00%	36,955	1,421	4.00%
High Percentage Growth Projection	32,853	35,153	2,299	7.00%	37,613	2,460	7.00%	40,246	2,633	7.00%
Low Building Permit Projection	32,853	34,603	1,750	5.06%	36,353	1,750	4.81%	38,103	1,750	4.59 %
High Building Permit Projection	32,853	35,473	2,620	7.39%	38,093	2,620	6.88 %	40,713	2,620	6.44%



The results of the various population projections provide a range of growth assumptions for the Study Area. The projections indicate that by 2020 there will be between 35,500 and 38,100 residents living in the Study Area. This represents an increase of between 2,680 to 5,240 new residents. For comparison, the projected 2010 population for Bowling Green was 34,044 in the 1989 Comprehensive Plan. This estimate added 6,644 residents to the 1985 total.

Section 1.1.5 Demand for Future Land. Future demand for residential land can be derived from the anticipated future population growth within the Study Area for the next twenty years. Using the estimated population increase over the next twenty years, an estimate of the need for future housing can be extrapolated. It is estimated that there is a demand for between approximately 1,120 and 2,180 additional housing units in the next 20 years (2,680 & 5,240 divided by 2.4 persons per household).

It is then possible to estimate the future demand for land for residential uses. The demand for residential land will depend on several factors including housing density, the amount of future demand that is absorbed within the City limits and the amount that is absorbed in the Study Area. Demand is also determined by other market factors such as the strength of the local economy, interest rates, availability of land, cost of materials and others.

Analysis of the building permit data indicates that approximately 26% of the permits have been issued within the Study Area, with the remaining 74% occurring in the City. It is assumed that the 26% of development within in the Township represents “rural development” that will occur in typical 5 acre subdivision patterns. The remaining residential growth, 74% of the total, will occur as “urban residential” development patterns, patterns more illustrative of recent subdivisions within the City.

Past trends indicate that new residential development areas are incorporated into the City and therefore the percentage of permits within the Study Area do not necessarily reflect intensive development. It is assumed that 26% of the future residential development will occur in the Townships in “rural”, or large lot, 5 acre lot subdivision development typical of current development trends. If 26% of the future housing demand occurs as traditional 5 acre (or larger) subdivisions, approximately 1,450 to 2,850 acres of land will be absorbed over twenty years within the Study Area (depending on whether the rate of population growth is low or high).

It can also be assumed that the remaining 74% of the residential demand will be for “urban residential subdivisions”, or residential development similar to the type of neighborhoods that have been built within Bowling Green in the last 10 years. Using various assumptions for density and location of new development, one can project the amount of land that will be needed for “urban residential” uses. For example, assuming densities of 3.5 units per acre, between approximately 272 and 526 acres of “urban residential” land will be needed in both the City and the Study Area. (This estimate includes an assumption for land that will be needed for utilities, right-of-way and other improvements). Obviously, as the assumptions for density or absorption mix change, the amount of land needed could change.

This report assumes that the future “urban residential” land will be absorbed, or developed, in the Study Area. It is likely that some proportion of the future “urban residential” growth will occur on land currently within the City boundaries, however, the data is not available to provide an accurate estimate of how much of the development will likely occur within the City versus the Study Area. It is believed that it is more conservative, and therefore more reasonable for planning purposes, to assume the growth will occur in the Study Area.

Generally, it is recommended that a multiplier, or factor, should be applied to the anticipated demand for land when planning for the future. This multiplier is needed to allow flexibility in the market and to protect from under-compensating for demand,

thereby unfairly raising market expectations. The multiplier also is needed to provide choice for locations within a community and to account for potential flaws in the population projections. A multiplier of between 1.5 and 2.5 is a general rule for land planning. Using a multiplier of 2, it can be determined that between 544 to 1,052 acres of land should be planned for urban residential development.

Section 1.2 - Existing Land Use Survey

Existing land use refers to analyzing and recording the existing use of each property within the Study Area based on an established set of land use categories. An existing land use survey is important because it establishes the base conditions for the land planning environment. In other words, the land use survey shows what land is currently in use, what land is not, and how land is being used. From the existing land use, an analysis of predominant land use character for an area or the development potential for a particular corridor can be started.

The land use survey for the Study Area was prepared using the GIS maps provided by the Wood County Auditor and the City of Bowling Green. The GIS maps indicate existing parcel lines, and streets and roads. Digital aerial photography available and provided by the Wood County Auditor's Office was also utilized. The GIS base maps for the Study Area were overlaid on the aerial photographs for Plain and Center Townships on the computer. Using this approach, an "in-office" draft of the existing land use maps has been prepared. The available digital photographs provide enough resolution to determine those parcels that contain development (i.e. structures or other activity). The aeriels are not at a resolution or detail that the exact use of the land is able to be determined.

After preparing the "in-office" land use draft map, a field survey was conducted. Planners conducted a field, or windshield, survey of the Study Area to verify the current use of each parcel. In the field, planners were able to confirm whether development exists on the parcels as shown on the aeriels and to assign a land use category to each use. Modifications or adjustments were made according to the findings of the field survey. (Modifications were also made throughout the planning process based on input during Committee and public review.) An Existing Land Use Map was prepared based on the findings from the field survey. Each parcel was assigned to one of the following land use categories:

Single Family Residential	Mobile Home	Multi-Family Residential
Commercial/Office	Industrial	Institutional
Utility	Park/Recreational	Landfill
Airport/Private Airstrip	Agriculture/Undeveloped/Vacant	

Map 2 - Existing Land Use Map illustrates the existing land use pattern within the Study Area. A few comments are necessary for the land use survey.

The basic premise of the Land Use Survey is to document to the greatest extent possible what exists today in order to use this information to plan for the future. The data is

collected primarily to give an understanding of the land use composition within the Study Area and to provide a basis to evaluate how changes in the future will impact current conditions or trends. The data has also been collected to calculate or project the impact that changes in land use patterns (or densities) might have on the Study Area. With this in mind, the following notes are provided for clarification.

- A broad category of “Agriculture/Undeveloped/Vacant” has been used to designate a large majority of the land in the Study Area. It was not possible to determine with confidence whether a property was being farmed. The designation of undeveloped does not accurately describe agriculture, nor are agriculture areas vacant. Therefore, the broad category of “Agriculture/Undeveloped/Vacant” has been used.
- Land use analysis was not conducted for areas within the City of Bowling Green.

The use of GIS technology for analysis of land use allows for calculations to be prepared to determine the amount of land used for each land use category in the Study Area. The following table illustrates the current land use distribution within the Study Area.

Table 5
Study Area Land Use Distribution

Land Use	Acres	%
Single Family	1,949	5.95%
Mobile Home	24	0.07%
Multi Family	2	0.01%
Commercial	173	0.53%
Industrial	50	0.15%
Institutional	119	0.36%
Land Fill	271	0.09%
Utility	29	0.09%
Parks/Recreational	198	0.60%
Agricultural/Undeveloped/Vacant	29,957	91.41%
TOTAL	32,772	100.00%

Section 1.3 – Existing Zoning

Zoning is an important component in land use planning. Zoning is the primary tool used to implement land use policies and plans, and is the legal regulatory mechanism that controls use and development of land. Both Center and Plain Townships have adopted township zoning. Township zoning allows each Township to have greater local control over zoning decisions.

There are nine distinct zoning districts within the Study Area:

- 1 Agricultural District (A).
- 3 Commercial Districts (C-1/C, C-2, C-3).
- 1 Industrial District (I).
- 3 Residential Districts (R-1, R-2, R-3).
- 1 Special District (S).

Map 3 – Existing Zoning Map illustrates the current zoning classifications within the Study Area. Table 6 presents the amount of land currently within each zoning district. As can be seen in the Map 3, and in Table 6, A-Agricultural District is by far the predominant zoning classification within the Study Area. (There are no areas within the Study Area zoned R-3 Residential District.)

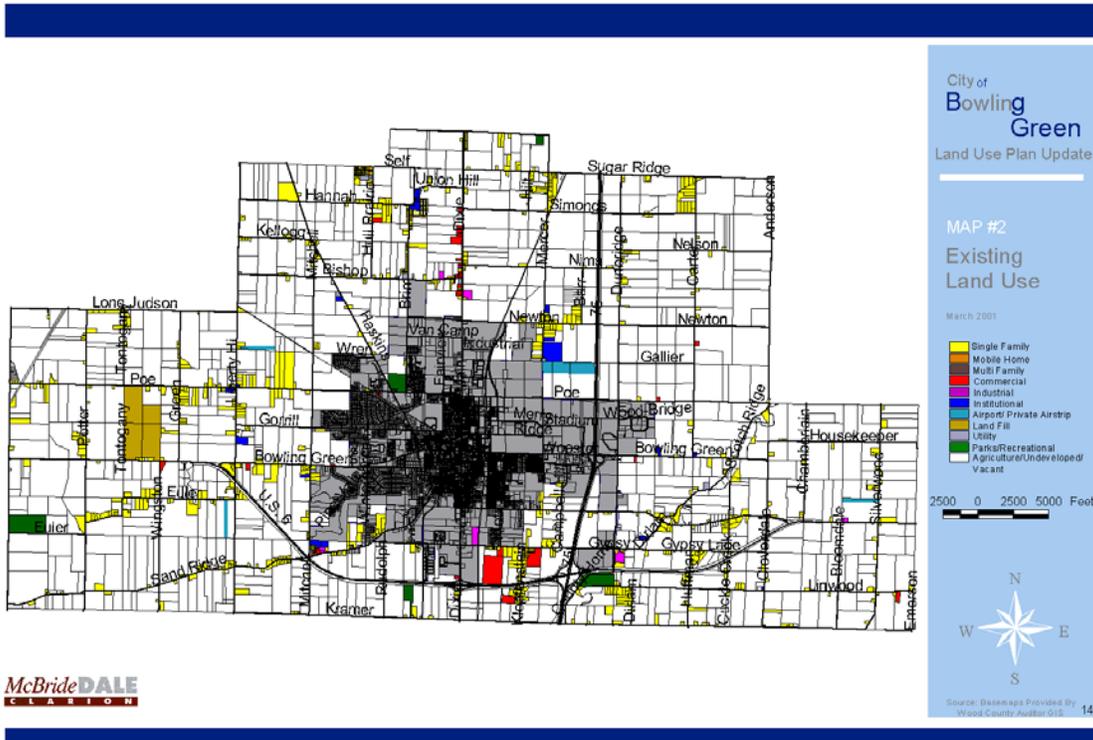
Table 6
Study Area Zoning Distribution (Acres)

Zoning District	Acres	%
Agriculture	30,995	94.58%
Commercial C/C-1	305	0.93%
Commercial C-2	1	0.00%
Commercial C-3	101	0.31%
Industrial	581	1.77%
Residential R-1	38	0.12%
Residential R-2	81	0.25%
Special	670	2.04%
Total	32,772	100.00%

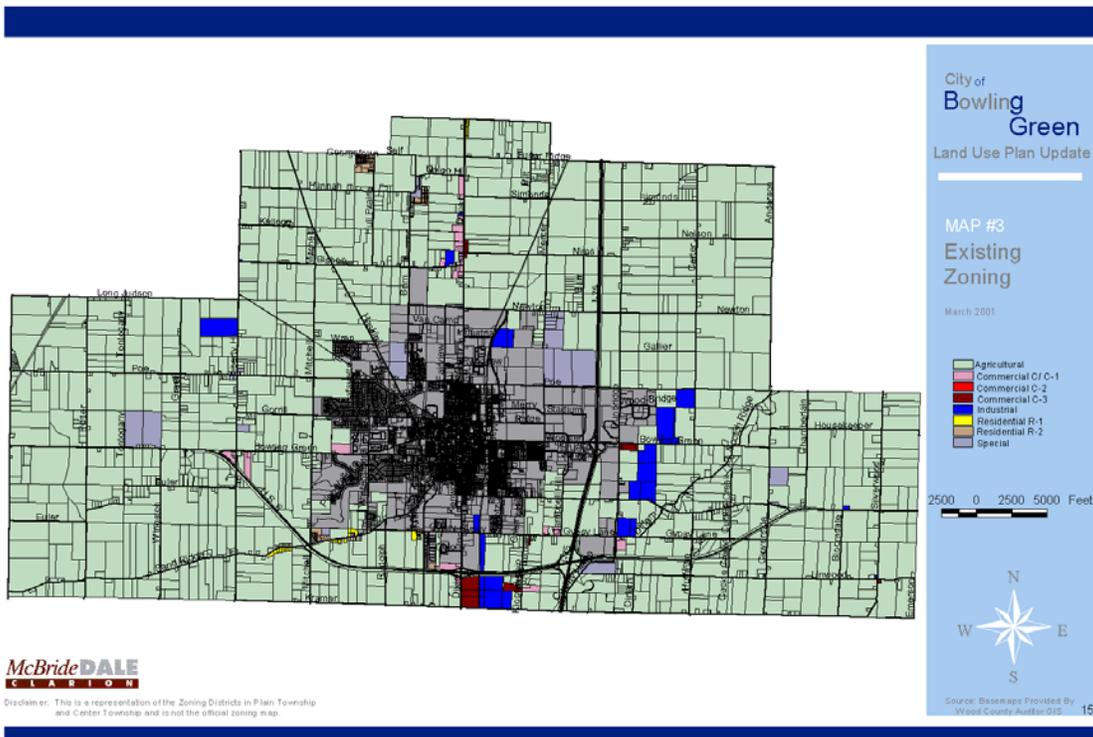
Map 4 – Zoning of Vacant Parcels illustrates the current zoning classification of vacant parcels within the Study Area. Table 7 indicates the amount of vacant land within each zoning district in the Study Area. Again, A-Agricultural District is the predominant classification of the vacant land.

Table 7
Acres of Vacant Land by Zoning District

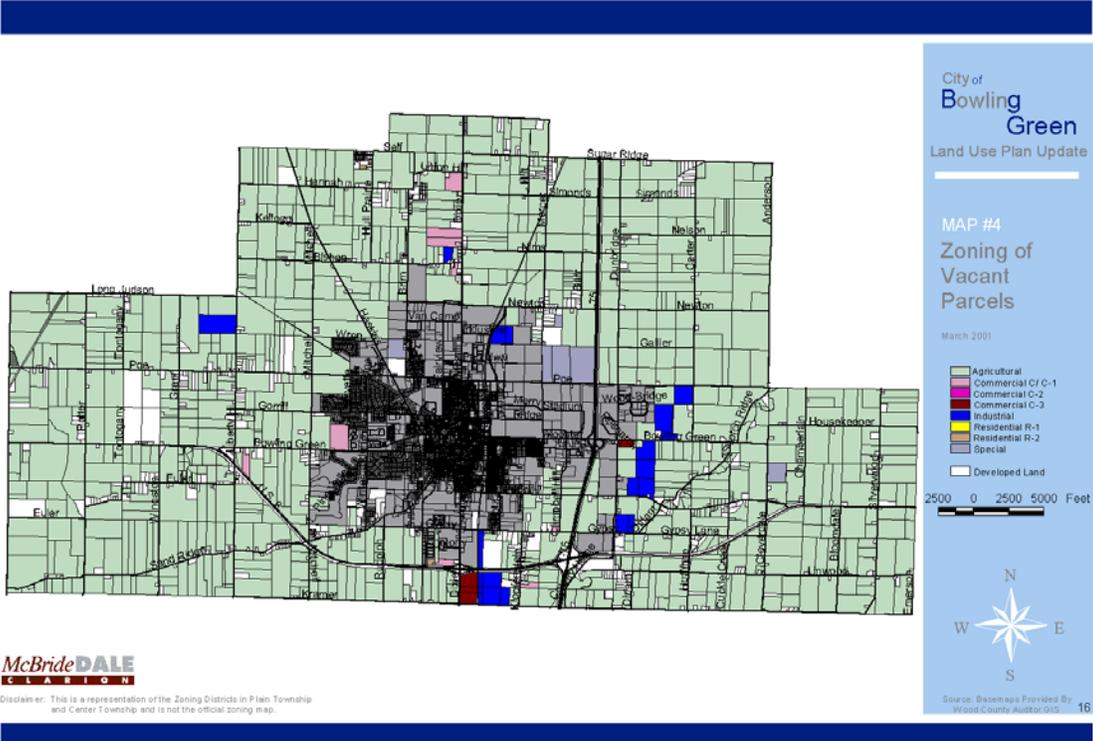
Zoning District	Acres	%
Agriculture	29,098	96.25%
Commercial C/C-1	223	0.74%
Commercial C-2	0	0.00%
Commercial C-3	74	0.25%
Industrial	552	1.83%
Residential R-1	0	0.00%
Residential R-2	11	0.03%
Special	274	0.91%
Total	30,232	100.00%



(Map 2 – Existing Land Use Map)



(Map 3 - Existing Zoning Map)



(Map 4 – Zoning of Vacant Parcels)

Section 2 – Land Use Issues

The planning process involves a combination of analysis of the past, evaluation of the present and projection of the future. One must understand what has occurred in the past in order to use the experience to plan for the future. This Section reviews the planning policies from the past Bowling Green Comprehensive Plan. This Section also presents issues and policies that were identified during discussion with the Oversight Committee and the public. The recommendations of the Future Land Use Plan Update, in Section 3, have been driven in large part by the priority issues and concerns that are specified on the following pages. The Future Land Use Map and the Land Use Strategies and Recommendation Tables attempt to address the planning needs raised here.

Section 2.1 - Planning History

This Section documents some of the relevant policies and recommendations from the City of Bowling Green 1989 Comprehensive Plan. This analysis is intended to provide a better understanding of important policies, strategies or recommendations that were set forth by the Comprehensive Plan.

This review of the 1989 Comprehensive Plan Update focuses on Book 1 – Goals and Objectives and Land Use. Book 1 received the primary focus of analysis, considering that the focus of the current planning effort is analysis of future land use. Book 2 – Major Plan Elements contains technical analyses of population, housing, employment data, downtown, and parks and recreation. Book 2 also contains the Transportation Master Plan which was updated by the City in December 1996. Book 3 – Utilities documents existing conditions (at the time) and plans for water, sanitary sewer, storm water management, and electrical power services.

Section 2.1.1 - Goals and Objectives. The City of Bowling Green adopted the **City of Bowling Green Comprehensive Plan Update** in 1989. The stated intent of the Comprehensive Plan Update is to provide a document to be used as a policy guide for making decisions about the future development of the Community. The 1989 Plan is intended to provide, in a general way, an outline of the desired development over the next 25 years.

The Plan begins by indicating the Key Issues identified during the planning process. These Key Issues for the future development of the City were:

- Economic Development
- The Downtown
- Existing Neighborhoods
- The Historic District
- Parks and Recreation
- Transportation

The Plan also notes that additional concerns were raised, however these concerns were not mentioned as frequently as those above. These concerns include:

1. Maintaining/improving the City's relationship with Bowling Green State University.
2. Maintaining and improving human services.
3. Provision of a utility master plan.
4. Maintaining/improving the "image" of the City of Bowling Green, specifically as it is perceived at the entrances to the City.
5. Provision of public services at a level in the best interests of the residents.

While the focus of the 1989 Comprehensive Plan is on the City of Bowling Green, and the current Land Use Plan Update effort focuses on the area surrounding the City, it can be noted that several of the Key Issues are applicable to, or are concerns for, the current Study Area. These include economic development, existing neighborhoods, parks and recreation, and transportation. The secondary issues are also applicable, such as maintaining the relationship with BGSU, a utility master plan, and the image of Bowling Green at the entrances.

From the Key Issues, Book 1 specifies Goals and Objectives. There are a few Goals and Objectives that have general applicability to the Study Area and are worth incorporating into this Plan Update:

- Develop and implement programs to maintain existing, and to recruit new, businesses/industries.
- Provide technical and financial assistance to businesses/industries as an incentive to locate/expand in the Bowling Green Area.
- Provide elementary schools in appropriate locations to retain the neighborhood elementary school concept.
- Acquire and develop new recreation facilities to complement development of new residential areas.
 - Work closely with developers of new subdivisions to assure that adequate space/funds are available to meet the recreation needs of the residents of the subdivision.
 - Acquire additional open space along the periphery of the City as the City grows outward.
- Develop a transportation system which addresses the needs of the total Community.
 - Acquire land as needed to preserve for future street extensions as planned and to provide additional N/S and E/W streets across the City.
 - Continue to investigate the viability of public transportation.

Section 2.1.2 – Previous Future Land Use Plan. The final section of Book 1 of the 1989 Comprehensive Plan Update is the Future Land Use Plan. The Future Land Use Plan Section was updated in 1994; the current planning process is an update to the 1994 planning effort. Book 1 indicates that the future land uses "are locational generalizations that illustrate the desired development for the Community based on information available in 1994. They are not intended to accurately depict individual parcels of property as they are currently used or zoned."

The approximate boundary of the 1989 planning area consisted of Bishop and Newton Roads to the north, Carter and Huffman Roads to the east, Kramer Road to the south and Mitchell Road to the west. The extra-territorial boundary “was given consideration” and consisted of Simonds Road to the north, Carter and Huffman Roads to the east, the area one-half mile south of Kramer Road, and Liberty Hi Road to the west. Map 5 – 1989 Future Land Use Plan illustrates the boundary of the previous planning area in comparison to the current Study Area and displays the future land use recommendations for the Community.

Section 2.2 – Priority Issues and Goal Statements

The creation of a Plan Update is a combination of analysis of hard data and discussion of ideas to arrive at a composite “plan” that represents the planning needs of the Community for the future and provides clear direction on varying land use issues. Section 1 presents different hard, or technical, data derived from analysis of population, permit records and field surveys. The softer side of this Plan Update involved discussion of ideas with members of the Bowling Green Community. Section 2.2 first describes Community Concerns that were identified during the process of obtaining public input. The second section describes the Priority Issues that were determined to require planning for the future.

Section 2.2.1 – Community Concerns. Some of the ideas expressed during the planning process have been incorporated into the Land Use Plan Update. The topics that received a predominance of discussion have been identified and studied. The responses have been divided into seven topics based on the issues discussed, and an eighth category of Miscellaneous Issues. Below is a list of the Community Concerns:

1. Industrial Development;
2. Residential Development;
3. Commercial Development;
4. Transportation and Traffic;
5. New I-75 Interchange;
6. Utility Services;
7. Bowling Green State University; and
8. Miscellaneous Issues.

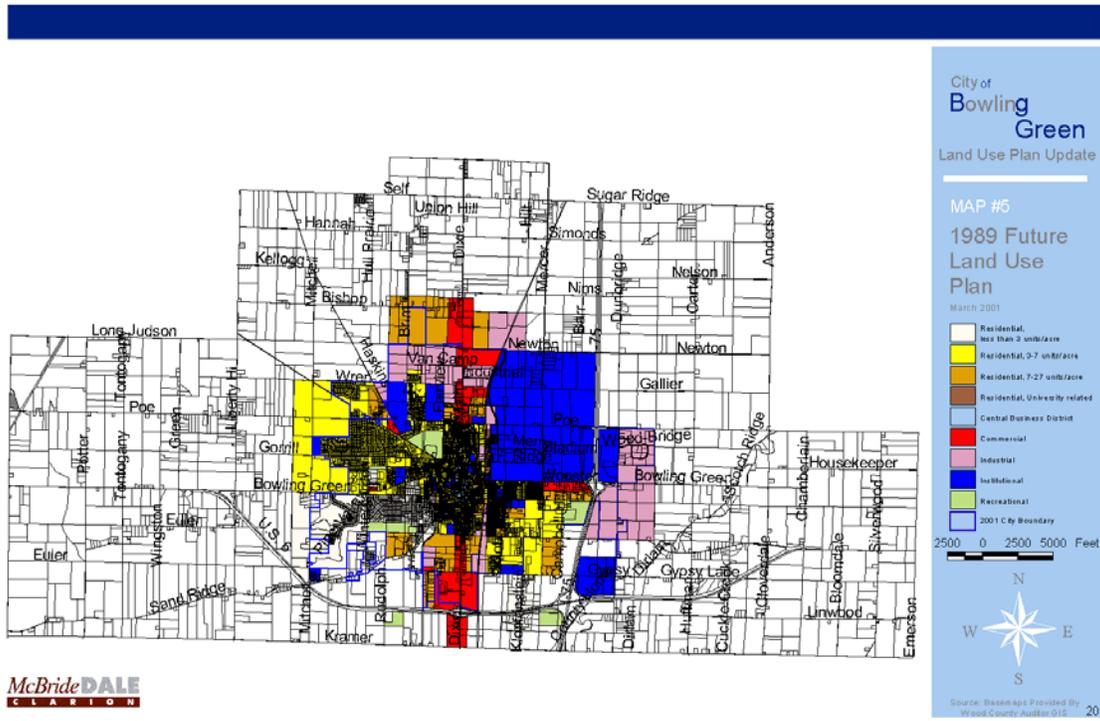
Each of these Community Concerns is discussed below in greater detail.

2.2.1.A - Community Concern: Industrial Development

In recent years, the Bowling Green Community has recognized the importance of encouraging growth of the industrial base. Industrial development provides economic diversification for the Community. Industrial development is attracted to Bowling Green for several reasons, including the availability of land designated for such uses, accessibility to I-75, quality utilities, low cost electric service and an existing concentration of other industrial uses for which spin off business can occur.

It is believed that industry is attracted to the Community because of quality of life issues, such as the small town atmosphere, quality schools, quality housing, and Bowling Green State University. New (and existing) industrial development was

found to be important for several reasons, including the tax revenue that such uses generate, the job opportunities that are created for Bowling Green residents and because having a diversity of employment opportunities reduces the impact that recession in one segment of an economy can have on the Community.



(Map 5 – 1989 Future Land Use Plan)

Generally, it is anticipated that new industrial development will (and should) continue along the Dunbridge Road Corridor, on the north side of the City on both sides of SR 25, and along Newton Road and Van Camp Road. It was suggested that industrial development is appropriate in the Bishop Road and Haskins Road area, northwest of the City. Desire for development south of the City was also mentioned by the Community. However, discussions with the City of Bowling Green Director of Utilities have indicated that depth to bedrock issues in the southern areas of Bowling Green, particularly near and around the SR 25/Route 6 interchange, could significantly limit development in this area.

It is important that residential developments, both existing and future, be protected from adverse impacts of having an industrial neighbor. The development of industry along the I-75 frontage between I-75 and Dunbridge Road is viewed to be desirable. Another feature that Bowling Green should consider to help boost industrial growth within the City is encouraging new rail siding available to industries in need of shipping and receiving raw materials using the railways. One issue thought to be a concern for industries wishing to relocate in Bowling Green is the lack of low cost housing. It appears that much of the housing stock that could be used by entry level industrial employees is used by BGSU students.

2.2.1.B - Community Concern: Residential Development

Housing development has been more active on the west side of the City in recent years. The west side of town is attractive to residential development because of the amount of open space, and because it is more removed from “the hustle and bustle of Bowling Green State University and interstate highway noise”. Some feel that there is a trend for residents from the east to move to the west side of Bowling Green and for westsiders to move further west, allowing the eastsiders to reuse their homes. It is expected that most of the demand for new single family residential development will be to the west and to the north. There is concern that residential development in the north is going to have conflicts with industrial uses that are developing. There is currently development pressure to construct new higher density residential developments in and around the southeast neighborhoods.

It is generally believed that the availability of low cost housing and starter homes is limited. New development of multi-family housing complexes is generally targeted at the BGSU student population, and may not be seen as desirable for new professionals who may work in Bowling Green or for the labor force of new industry in Bowling Green. It is important that efforts be made to protect existing east side neighborhoods and their single family character from getting “eaten up” by student housing. Conversion of existing single family homes to two family and multi-family dwellings is an issue that the City will need to continue to address.

2.2.1.C - Community Concern: Commercial Development

Overall there is a perception that there is not a high demand for additional retail development in the Community. It is believed that Bowling Green has a strong, stable economy. It is also believed, however, that there are opportunities for redevelopment of retail areas that should supercede the creation of large new retail areas.

The Downtown retail district is a strong asset to the Bowling Green Community. Efforts should be made to ensure that the Downtown area remains a vibrant and strong center for the Community. The impact that new development will have on existing retail districts within the City should be carefully evaluated when and if such new districts are proposed.

It is believed that some commercial expansion is appropriate within the Study Area along the north and south SR 25 corridors. It is generally believed that the existing Woodland Mall needs to be improved in order to be viable in the future. It is also believed that additional retail will occur at or near the I-75 corridor. The Community should be careful to allow new development at the interchanges that primarily meet the needs of transient customers, interested in convenience retail and services. It is possible that a new retail district could develop at or near the I-75 existing or future interchanges that will have direct competition with existing retail districts in the City.

2.2.1.D - Community Concern: Transportation and Traffic

For much of the year, traffic is not seen as a large problem in Bowling Green. One observation is that traffic has been worse since Bowling State University has allowed 1st and 2nd year students to bring cars to school. This creates traffic problems, particularly at the beginning and end of each school week.

Another issue is the use of the SR 6 bypass. It is assumed by some that the bypass is not being utilized to its full potential. Others stated that the bypass has provided the truck traffic alternative that was needed. Many people who live on the west side travel through town and access I-75 from Wooster. Travel time, as well as traffic through town, may actually be reduced should more people on the west use the bypass to gain access to I-75.

There was some general discussion of the need for new roads to provide improved north-south and east-west access; the City's Transportation Plan addresses these issues. The specific transportation improvement that was primarily discussed was the new I-75 interchange and associated improvements. This may be because the Plan Update addresses the area outside of the City of Bowling Green.

2.2.1.E - Community Concern: A New I-75 Interchange

The proposed I-75 interchange is an issue that is important to future development patterns and the future location of industrial, commercial and other uses that will be directly impacted by a new access to the Interstate Highway System. It is

believed that the new interchange will prove to be an asset to the Community and will encourage new development opportunities in Bowling Green.

The exact location of the new interchange is not yet defined. Further analysis and evaluation will be needed, however, the interchange will be located between Poe Road and Sugar Ridge Road.

A new access to the north of the City may reduce the perceived travel time from Toledo to Bowling Green and attract new people who will make Bowling Green their home. This may spur residential growth, particularly to the north of the City.

The real impetus for a new interchange on I-75 has been expressed to be the desire to continue to encourage the development of industrial uses (and to some extent commercial uses) on the north side of SR 25 and in the Dunbridge Road corridor. The interchange is also needed to relieve traffic flow through the center of Bowling Green and on Wooster Street/SR 64.

2.2.1.F - Community Concern: Utility Service

The provision of utility services, both within the City and in the Study Area, is consistently identified as an important issue. This provision includes a quality of life issue as well as a need for future development. It is no secret that the location and sizing of utilities can have a significant impact on development, or lack of development. The affordability of electric power provided by Bowling Green is seen as very attractive for high energy users.

It is generally assumed that new developments that require sanitary and water services will be annexed into the City of Bowling Green to obtain these services. It is generally assumed that there is adequate existing or planned treatment capacity for water and sewer services; no impeding treatment capacity deficiencies have been identified that would limit new development. Expansion of the service network will be needed in the future to serve new development areas outside the City. Depth to bedrock in some areas is a constraint to utility expansion.

2.2.1.G - Community Concern: Bowling Green State University

The presence of Bowling Green State University is a benefit to the Community. It provides employment, educational, cultural, economic and other impacts on the Community at-large. The presence of Bowling Green State University has an impact on land use decisions, even in the surrounding Townships. BGSU owns land outside the City of Bowling Green, in Center Township. The student enrollment of the University is growing annually giving rise to increased demand for student housing. BGSU brings culture to the Community. One area where BGSU does not have the effect many may expect is on the commercial sector in Bowling Green. Some believe that many BGSU students go home on the weekends and take their disposable dollars with them. City life is different when the University is in session and when it is on recess.

2.2.1.H - Community Concern: Miscellaneous Issues

There are several general concerns that do not fall neatly within the topic categories above. Some of the concerns are more important to the Land Use Plan Update. Other comments give a flavor of the thoughts or attitudes during the planning process. These comments are provided for consideration by the future users of this Plan Update. The following represent editorial comments and beliefs by persons that participated in the planning process, and are not fact.

<i>Miscellaneous Community Concerns</i>
The 1988 Intergovernmental agreements with Plain and Center Townships are good for Bowling Green and the Townships. The agreements are not inclusive of all the land within the Townships. (See Appendix A-2)
Bowling Green City Schools has seen a decrease in school age children in the Community.
Jobs in the City have increased.
The population of Bowling Green has not changed much in recent years.
There is a strong agricultural base surrounding Bowling Green.
Stops along the railway are important for the delivery of raw materials.
More companies are requesting access to rail over the last 5 years.
There is poor infrastructure to the south toward Portage for development.
Bowling Green is doing a good job of reusing old buildings.
The City has allowed piecemeal development.
Recreation is critical. More parks are needed in the northwest. Parks need to be incorporated as new development occurs.
Development should not be encouraged to “jump” SR 6 to the south.
The City needs to maintain stability through a balance of commercial, industry and government uses.
The quality of life draws people to move to Bowling Green.
Bowling Green is a great place for employees and employers to live.
Bowling Green has seen the development of many new homes with very little population change. Many people in Bowling Green are relocating within Bowling Green and few people are actually moving to Bowling Green.
There is currently no plan to build any new schools for the sole purpose of increasing capacity, however new construction is planned to replace older facilities.
Bowling Green has an excellent school system.
The Bowling Green Community Development Foundation was created to allow businesses to participate in improving Bowling Green.
Agricultural/rural influence is diminishing.
The County Fairgrounds are in a location of high growth demand.

Section 2.2.2 – Goal Statements for Priority Issues

The Community Concerns identified in the previous Section represent the issues heard during a variety of public input processes, including Oversight Committee meetings,

public workshop and citizen interviews. From the Community Concerns, goal statements have been developed for Priority Issues within the Study Area. The Priority Issues are generally the same as the general topic areas discussed in the Community Concerns, however, more specific direction on particular areas of development were determined to be needed. The goal statements are intended to provide guidance on future decision making by community leaders and to specify actions that should be pursued in the future.

2.2.2.A - New I-75 Interchange

1. Develop a new, four-way interchange on Interstate 75 between SR 582 and Poe Road.
2. The interchange should provide improved access to the northern area of the City of Bowling Green.
3. The interchange and associated accessory roadways and routes should be designed to handle and encourage truck traffic use.
4. The new interchange should provide improved east/west access between SR 25 and Dunbridge Road.
5. Traffic congestion on East Wooster should be relieved by the construction of the new interchange.
6. A compact land use form should be encouraged for development around and/or adjacent to the interchange and Interstate 75 to reduce sprawl.
7. A new interchange should disrupt as few existing homes as possible.
8. Areas for both commercial and industrial uses should be planned at the new interchange.
9. A new interchange will improve access and service Bowling Green State University.
10. A new interchange will be a benefit to large industry.
11. The City should plan to service residents on the west side by creating a new access loop road to the north of the City, providing a connection to the new interchange.

2.2.2.B - Dunbridge Road Corridor Development

1. Industrial development is appropriate within the Dunbridge Road corridor.
2. A limited amount of commercial and institutional uses are also appropriate.
3. Development of industrial uses north of Poe Road and around the future interchange should be permitted.
4. Light industrial growth should be encouraged in the Dunbridge Road corridor.
5. Alternatives to dry retention basins for storm water management should be encouraged.
6. Utilities should be developed to encourage growth within the corridor.
7. A plan review process should be established to ensure high quality building and site design and compatibility between land uses.
8. A sub-surface evaluation of shallow bedrock should be prepared.
9. Service commercial uses are appropriate at the existing and future I-75 interchanges.

10. Greenbelt areas should be encouraged around industrial areas and business parks.
11. Institutional uses are appropriate within the Dunbridge Road corridor.

2.2.2.C - Utility Outgrowth

1. Adequate utilities should be planned and provided along the Dunbridge Road corridor.
2. The effect of deregulation on electric expansion should be considered.
3. Extension of utilities to the west should be considered for residential growth.
4. “Leap frogging” of utilities should be discouraged.
5. Water and sewer capacity should be extended north on Dunbridge Road.

2.2.2.D - Traffic and Transportation Plans

1. Plan for and develop east-west corridors (or improve existing routes) to the north to access the new I-75 interchange.
2. North-south routes on the West should be improved (Mitchell Road) in anticipation of increased development.
3. A future northern loop around the City should be evaluated.
4. There is an increasing need for north-south and east-west thoroughfare connections, particularly within the City, and right-of-way should be planned for and obtained whenever possible to ensure that these alternative routes can happen.
5. Service roads should be encouraged as new commercial development occurs within the Study Area.
6. Use of the outer belt (Rt. 6 and Mitchell Rd.) should be encouraged.
7. Access management guidelines and principles should be established and applied to new and redeveloping properties and uses.

2.2.2.E - Commercial and Industrial Growth around North SR 25

1. Commercial and light industrial growth should be permitted to continue in the SR 25 corridor.
2. Encourage service roads for commercial development.
3. Encourage development to occur in coordinated, planned clusters.
4. Front streetscape areas should be required and planted with trees and landscaping.
5. Greenbelt areas should be encouraged around industrial areas and business parks.
6. Strip commercial development should be discouraged.
7. Development of residential uses behind commercial and industrial along the frontage should be permitted to encourage mixed use development.
8. Access management guidelines and principles should be established and applied to new and redeveloping properties and uses.

2.2.2.F - Protection of Residential Areas

1. The locations of industrial development should be planned so that separation from residential (and other) uses can be provided to lessen conflicts between uses.
2. A variety of residential housing types, styles and densities should be encouraged to provide a balance of housing opportunities within the Community.
3. Greenbelt areas should be encouraged around industrial areas and business parks.
4. Tree planting should be encouraged in residential developments and neighborhoods.
5. Residential developments should be encouraged to provide amenities and recreational areas for residents.
6. Zoning regulations should require that buffer yards be provided between incompatible uses.

2.2.2.G - 5 Acre Tracts/Farmland Preservation

1. Utility extensions should be planned to extend into the Study Area to discourage 5-acre tracts when economically feasible.
2. Encourage green space preservation on the south and west of town.
3. Land should be set aside for parks and habitats for animals.
4. The Community should work with the County Planning Commission to discourage the use of 5-acre tract subdivision and to develop an alternative to such patterns.
5. Encourage the development of high-density clusters (villages/communities) where appropriate utility services are available.
6. Agricultural preservation, conservation easements and other approaches should be investigated to encourage farmland preservation.

Section 2.3 - Vision for the Future of the Community

A Vision Statement is a definition of the expectations that a community establishes for itself to accomplish in the future. Based on the Priority Issues identified in this section, the following Vision Statement has been created. It is recommended that the Community measure future development proposals and proposed changes to the Land Use Plan to determine whether the outcome will move closer to achieving the Vision.

Vision for the Study Area for the 21st Century

In the 21st century, the Bowling Green Community will grow:

- At a steady, moderate pace while providing the highest level of services to its residents, businesses and visitors;
- In such a way that quality residential neighborhoods are maintained and new ones created;

- In a way that a variety of job opportunities are available to Bowling Green residents;
- With a strong, diversified economy of clean industrial, commercial, office and institutional uses that support the local government and service needs;
- With adequate, safe transportation to and through the Community; and
- With open space and recreation areas to enjoy the high quality of life that living in Bowling Green affords.

Section 3 – Future Land Use Plan

The Future Land Use Plan is a combination of maps and narrative description that together are intended to illustrate the recommended land use pattern for future development in the Study Area. This Section contains the Future Land Use Map, which is an update to the 1989/1994 Land Use Plan Map from the current City of Bowling Green Comprehensive Plan. A description of the various land use categories is provided to give additional information to the user of this report about the intended uses within each location.

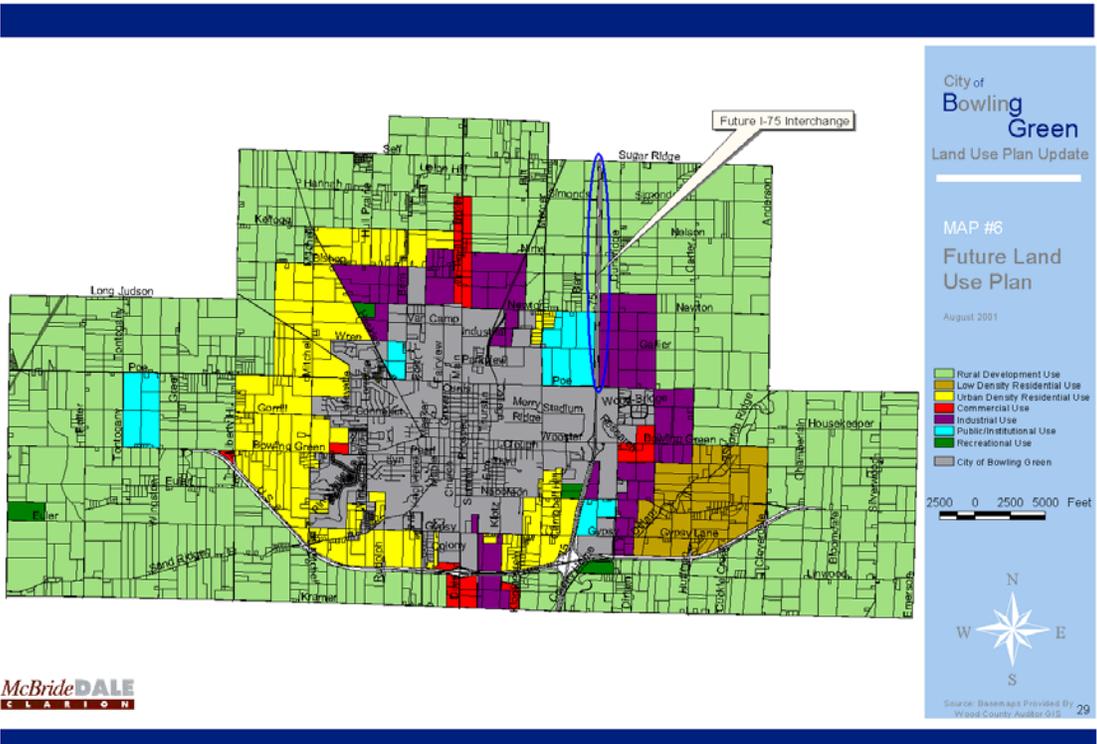
This Section also contains a description of Special Planning Areas. Throughout the process of preparing the Land Use Plan Update discussion continually turned toward “priority issues” or “focus” or “growth” areas. The Community indicated that there are locations within the Study Area that will have important impacts on the composition and make up of Bowling Green. Many of these areas are discussed in the Priority Issues Goal Statements. These areas have been identified as Special Planning Areas. Land use issues and development strategies have been identified for the Special Planning Areas.

Section 3.1 - Future Land Use Plan Map

The Future Land Use Plan Map provides parcel specific land use for the Study Area. The Future Land Use Plan Map is illustrated in Map 6 and specifies eight land use categories: Rural Development, Low Density Residential Use, Urban Residential Use, Mixed Density Residential Use, Commercial Use, Industrial Use, Institutional Use and Recreational Use.

The Future Land Use Plan Map is intended to guide the public in planning for the future. It is intended to identify development patterns that should be maintained and considered when planning for the future, and when approving future zoning requests. It is not intended to be the definitive and exclusive determination of the use of property within the Study Area. The Plan Update should be considered just as utility issues, environmental concerns, transportation impacts and other issues should be considered. The Future Land Use Map illustrates a development pattern that is based on several factors including the following:

- ❑ Existing land uses and property configuration.
- ❑ Current zoning designations.
- ❑ Past Land Use Plan recommendations.
- ❑ The priority issues, goal statements and vision for the Community.
- ❑ Developing land use patterns within a location.
- ❑ Anticipated demand for future land uses.



(Map 6 – Future Land Use Plan)

Table 8 presents the amount of land designated for each land use category by the Future Land Use Plan Map.

Table 8
Acreage Distribution of Future Land Use Plan
By Land Use Category

	Acres	%
Rural Development	23,363	71.29%
Low Density Residential Development	1,332	4.06%
Urban Residential Development	4,092	12.49%
Commercial	648	1.98%
Industrial	2,159	6.59%
Institutional/Public Use	950	2.90%
Recreational	194	0.59%
Total	32,772	100.00%

Generally, it is anticipated that the Future Land Use Map identifies more land for each designated use than is needed based on current expectations of demand, including the population projections for the Study Area. For example the Plan anticipates that up to 1,052 acres of land should be planned for Urban Residential Use (see Section 1.1.5). The Future Land Use Plan Map identifies more than 4,000 acres for Urban Residential Use. The areas as shown on the Future Land Use Plan Map appropriately represent the desired future land use patterns for the Study Area.

The amount of land designated as Urban Residential Use is most likely more land than will be needed for the next twenty years, however, the Committee (and the consultant) feel that the composition of land uses is accurately designated. The Committee and consultant are not able to designate which areas within the Study Area recommended for Urban Residential Use (or industrial or other use) should be designated as “prime development areas” and which areas should be placed in a “holding zone” to wait for more demand in the future. The end result is that the Future Land Use Plan Map presented in this Plan Update likely represents enough land for the Bowling Green Community to grow for many years beyond the twenty year study period, but the composition and mix of land uses recommended represents today’s Vision for the Community.

An important theme of the Future Land Use Plan Update is the importance of encouraging development to occur that is both contiguous to existing developed areas and that can be served with needed utilities and public services (fire, police, schools, etc.) without “leap frogging” past undeveloped land. This is the basic concept of concurrency for land uses. The intergovernmental agreements that the Townships and Bowling Green currently have established encourage concurrency of services and establish a method of reciprocity that allows the communities to work together. The Plan Update recommends that this cooperation continue in the future.

The following paragraphs describe each land use on the Future Land Use Plan Map and the types of uses that may be appropriate within each area.

Section 3.1.1 - Rural Development. The areas designated as Rural Development areas, indicated with light green on the Future Land Use Plan Map, are expected to experience few changes in the character and development patterns than what currently exist today. These areas are relatively far removed from the City of Bowling Green and do not have easy access to public infrastructure systems or utilities. Existing uses within these areas are primarily agricultural in nature. For the most part, residences located within the Rural Development area are associated with agricultural uses.

There are, however, locations within the Rural Development area where single family homes have been constructed on large lots. In fact, there is a small, higher density residential development located on the southwest corner of Self Road and Hull Prairie. It is not anticipated that another development such as this is likely to be constructed due to regulation by the Environmental Protection Agency. Further, most land located within the Rural Development area is not located where utilities can easily and affordably be extended. It is anticipated that the Rural Development areas will remain much like they exist at the present time. One possible exception to the continuation of the existing character is the possibility that the amount of land that will be used by 5-acre, single family subdivisions will represent almost 4.5 square miles of developed land, potentially changing the character of the area. It is unlikely and not recommended that uses other than single family homes, businesses associated with agricultural uses and agricultural uses should occur within the Rural Development areas. Single family developments should remain at very low densities.

Rural Residential areas comprise of the largest land area designation on the Future Land Use Plan Map. The demand calculations project that between 1,450 and 2,850 acres of land will be developed using the typical 5 acre subdivision pattern. There is concern that this development pattern unnecessarily consumes land. The result of proliferating 5 acre subdivisions is under utilized farm land, sometimes poorly maintained rear lots, multiple driveways on county or township roads and a loss of farmland. The typical 5 acre subdivision pattern impact on functionality of roadway systems, increase the costs of utility extensions and generally contribute to sprawl. The Bowling Green Community should work together to investigate alternatives to typical 5 acre subdivision patterns, to change current regulatory mechanisms that encourage this pattern and to create incentives to use alternative designs for development.

Section 3.1.1.A - Retail/Service Nodes.

Retail/Service nodes may be appropriate within the Rural Development areas. Such nodes could serve the basic everyday needs of surrounding neighborhoods and the traveling public. The Plan does not specify the location of these nodes, feeling that the market and zoning processes are better equipped to determine the correct locations for such uses. Such nodes should be limited to convenience and neighborhood service establishments. Issues such as access control, lighting,

landscaping and buffering, and signs should be regulated to ensure that these nodes develop as a complimentary element to the neighborhood and not as a contrast to the surrounding areas.

Section 3.1.2 - Low Density Residential Use. Low Density Residential Use is recommended for the area located to the east of Dunbridge Road, south of Bowling Green Road East, north of US 6 and west of Cloverdale Road along Dirlam Road. The character of this area and the potential for development due to nearby utilities lends to the designation of this area for Low Density Residential. It is also important to allow residential development opportunities on the east side of the study area to allow the market to have more options for where development can occur. Detached single family and attached single family homes built at a density of 3 or less units per acre are appropriate within the Low Density Residential area when/if utility services are available. Business, office, industrial, multi-family and other non-residential uses are inappropriate within the Low Density Residential. Neighborhood oriented institutional uses may be appropriate, depending on scale, location and intensity of such use.

Section 3.1.3 - Urban Residential Use. It is anticipated that the demand for single family residential neighborhoods will be strong on the west and northwest side of the Study Area. It is also anticipated that there will be demand for residential uses within the area southeast of the City of Bowling Green - north from Gypsy Lane Road to the City of Bowling Green Corporation Limits and east of Mercer Road to I-75. The areas colored in yellow on the Future Land Use Plan Map are designated for Urban Residential Uses. The Urban Residential areas west of the City today have a character similar to that of the Rural Development area described above – low density, primarily agricultural development. These areas, however, are generally located closer to the existing residential development that is located within the City of Bowling Green today. The uses of the area southeast of the City area are single family homes and ranchettes, vacant land and agricultural land. Detached single family and attached single family homes built at a density of 6 or less units per acre are appropriate within the Urban Residential area. Business, office, industrial, and other intensive non-residential uses are inappropriate within the Urban Residential area with the exception of small pockets of Neighborhood Retail Uses such as convenience stores. Neighborhood oriented institutional uses may be appropriate, depending on scale, location and intensity of such use. Higher density housing developments (development at densities up to 10 dwelling units per acre) may be appropriate in certain locations within the Urban Residential Land Use areas. These locations have not been specified at this time, feeling that such decisions relating to development of multiple family apartment buildings or attached housing/town home developments, for example, should be determined using the zone change process that provides local discussion and evaluation of specific plans.

Section 3.1.4 - Commercial Use. The Future Land Use Plan Map designates several areas for new commercial development. The Priority Issues encourage redevelopment of existing underutilized commercial areas and expansion adjacent to existing commercial districts. The areas designated on the Future Land Use Plan Map for Commercial Uses include areas where new commercial demand are likely to occur as the City grows.

Retail developers often look for areas with good access and visibility, therefore commercial expansion east of I-75 on Bowling Green Road East surrounding the existing Meijer superstore is feasible. This area is appropriate for hotels, restaurants, gas stations, convenience stores and other service uses that can serve the local Community. Pressure to continue with new commercial development along North Dixie Highway should be expected. Demand for neighborhood retail nodes may develop on the west side of town as the number of rooftops increases. Construction of a new, I-75 interchange somewhere between Poe Road and Sugar Ridge Road may also give rise to demand for highway service Commercial Uses. The Plan recommends that any new Commercial Uses at the interchange include sensitive design and appropriate screening and buffering to help protect existing residences adjacent to the interstate and to utilize access to existing utility services, if possible.

Section 3.1.5 – Industrial Use. Areas designated for industrial uses have been selectively identified on the Future Land Use Plan Map. The primary location for future industrial growth is along the Dunbridge Road corridor that parallels I-75 to the east. Today, several industrial type uses exist along the corridor and within the Bowling Green Corporation Limits such as the Woodbridge Business Park and the BGSU Research Park. One component for encouraging industrial growth in this area is the accessibility to the City’s sewer treatment plant that is located on the southwest corner of Dunbridge Road and Poe Road. In addition, the prevailing winds in the area are out of the southwest. Another region within the study area that is likely to continue to experience pressure for Industrial Uses is located between Haskins Road and Brim Road within Plain Township and just outside the Corporation Limits. With the continued extension of Newton Road, this area is prime for industrial growth. One other important element that many industries feel is important when finding a place to locate is accessibility to rail for transport of raw materials. The Future Land Use Plan Map recommends that land adjacent to rail lines be developed for industrial uses.

Section 3.1.6 – Public/Institutional Use. There are four major areas designated for future expansion or continued use of existing institutions or public uses. The existing institutions are the Wood County Landfill, the Wood County Fairgrounds, the Wood County Airport, the Wood County Government Complex and Bowling Green State University.

Section 3.1.7 – Recreational. The Plan recommends four areas for Recreational Uses. One such area is the nature preserve on the northeast corner of Range Line Road and Euler Road in Plain Township. Another existing recreational area is the existing museum located south and west of the intersection of County Home Road and US 6. Land for a proposed community center on the southeast corner of the future Newton Road extension and Haskins Road is being designated for new Recreational Uses. Another area recommended for Recreational Uses is land located on the northeast corner of Campbell Hill Road and Napoleon Road. This area is appropriate for the expansion of the existing City park located within the Corporation Limits just north of this area. Additional recreational areas will be needed within the Study Area, however, it is not feasible to identify the location of such facilities now. The Community should plan for

recreational needs as growth continues. A Comprehensive Parks and Recreation Plan should be developed to address local and regional needs of the Bowling Green Community as a whole.

Section 3.2 – Special Planning Areas.

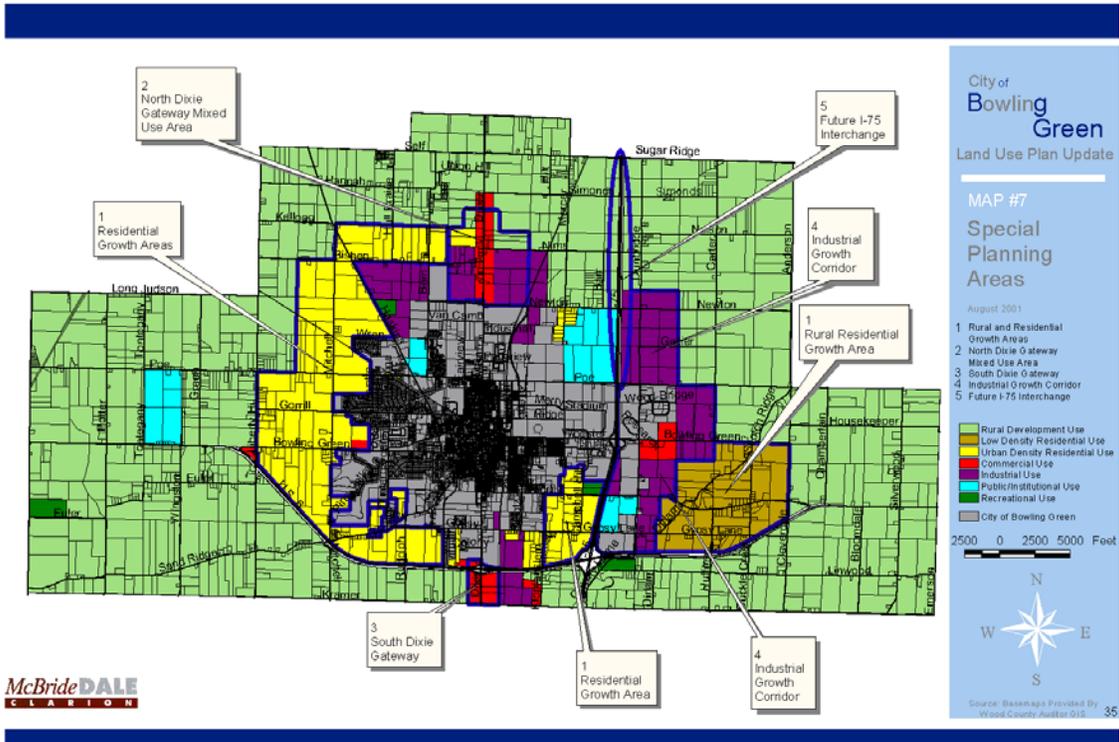
There are several locations within the Study Area where the manner in which future development occurs will strongly influence or determine the character, perception and quality of life for the Community. The type, amount and design of future development will affect the image of Bowling Green and could have important impacts on traffic patterns, utility services and the overall appeal of the Study Area. The Land Use Plan Update Map identifies the location of recommended land use types and densities for the Study Area.

Five Special Planning Areas have been created to identify more specific land use issues, recommendations and development strategies for these important areas. These Special Planning Areas are illustrated on Map 7 – Special Planning Areas Map. Each Special Planning Area is listed and described below. A table/matrix that contains a description of the primary characteristics of the areas, future development issues, future land use types appropriate for each concept area, and recommended development controls for future implementation has been developed.

Section 3.2.1 - Residential Growth Areas and Rural Residential Growth Area. Three Residential Growth Areas locations are identified on the Special Planning Areas Map. The primary residential growth area (beyond the City of Bowling Green current corporate limits) should occur on the western side of the Study Area. This area is the current location of residential demand, which is expected to continue. A Residential Growth Area is also specified southeast of the City of Bowling Green, north of Gypsy Lane Road, adjoining Campbell Hill Road. While most of the residential growth recently has been concentrated on the western side of Bowling Green, such growth is anticipated, and appropriate, in this location southeast of the City. A third area of residential growth is identified on the Special Planning Areas Map, and is considered the Rural Residential Growth Area. This area is located south of Bowling Green Road East, west of Cloverdale Road, and north of Route 6. This area contains the residential developments on Gypsy Lane Road, Dirlam Road, Scotch Ridge Road and Napoleon Road. The Plan recommends that the existing residential character be protected from the industrial development proposed around its boundaries. The Residential Growth Area Matrix describes the existing characteristics of these areas, the potential development issues, the suggested future land uses and recommended development controls for the area. Generally, the Plan recommends that the Special Planning Areas specified as Residential Growth Areas should develop as single family residential neighborhoods with

a density of up to 6 homes per acre. The future density of housing development should be determined based on several considerations, including public services (i.e. water, sewer, fire service, schools, parks, etc.), the character of the surrounding area, roadway capacity of adjacent and surrounding streets, and the impact on the Community. Residential properties, new and existing homes, should be protected from impacts that may be created from intensive or incompatible neighboring uses.

Section 3.2.2 - North Dixie Gateway Mixed Use Area. The area surrounding North Dixie/SR 25, north of the City of Bowling Green, is an important gateway into the Community. Careful consideration of the land uses, and more importantly, the design of future land uses, is needed in order to prevent the area from developing as a sterile, unattractive commercial corridor that lacks character and traffic control. The use of Planned



(Map 7 – Special Planning Areas)

Development Districts should be encouraged. The Plan recommends a mixture of commercial, office, industrial, and residential uses in this Special Planning Area. In general, the planning analysis has not determined that there is a high demand for significant amounts of new commercial land for development. While future commercial areas are identified in the Plan, it should be noted that the Community should encourage new commercial development to occur within and around existing commercial areas (which are currently predominantly within the City limits). The Community should also encourage redevelopment of currently vacant or under-utilized retail centers to recapture the public investment that has already been made in these facilities. The North Dixie Gateway Mixed Use Area Matrix describes the existing characteristics of this area, the potential development issues, the suggested future land uses and recommended development controls for the area.

Section 3.2.3 - South Dixie Gateway. The area surrounding the Route 6 interchange with Dixie Highway/South Main Street has been designated as a Concept Area. This area can have important implications for the development pattern of the districts surrounding it. As discussed in the North Dixie Gateway, in general, future commercial growth should occur around or within existing commercial/retail districts. The Plan recognizes the South Dixie Gateway area as an area that is appropriate for future commercial growth. Design will also be important in this area. Future regulations should be established that address site design, access, site plan review, public input into the plan review process, landscape standards, sign controls and others. The use of Special Planning Districts, such as Overlay Districts or Design Review Districts, should be encouraged. The South Dixie Gateway Matrix describes the existing characteristics of this area, the potential development issues, the suggested future land uses and recommended development controls for the area.

Section 3.2.4 - Industrial Growth Corridor. The corridor on the east and west sides of Dunbridge Road, from Gypsy Lane Road to Nims Road, has been identified as the Industrial Growth Corridor. The Plan recommends that this area be designated as the location for future industrial growth within the Study Area. Industrial growth is appropriate in other locations, such as the currently developing industrial district on the north side of the City of Bowling Green, on land east of Haskins and west of Brim and in other areas adjacent to the railroad corridor through the study area. The Plan recommends the Dunbridge Road corridor based on the access (and to some extent visibility) to I-75 and based on the current industrial development trends in this part of the Study Area. Continuance of the industrial uses throughout the Dunbridge Road corridor is anticipated to have less impact on residential areas than in other locations. Along with this point, it will be necessary that improved screening and buffering requirements be implemented so that residential (and other uses) are protected from the visual and audible impacts of industrial development. The term “industrial development” in this context represents a range of use categories, including light industry, warehousing, light assembly, technology and research facilities and other similar establishments. “Industrial development” in this section also is intended to include office uses. The Industrial Growth Corridor Matrix describes the existing

characteristics of this area, the potential development issues, the suggested future land uses and recommended development controls for the area.

Section 3.2.5 - Future I-75 Interchange. The future interchange with Interstate 75 is an improvement that will serve several needs. It will provide improved vehicular and truck access to existing developments, both commercial and industrial, as well as future development located in the City and in the Study Area. It will provide improved access to Bowling Green State University. It will decrease traffic on SR 64 & 105/Wooster Street, alleviating a current traffic nuisance in the Community. The new interchange will also provide an opportunity for increased economic development in the Community. The Plan recommends that a range of convenience and service establishments are appropriate for the future interchange. Industrial or other business uses can also be appropriate at the interchange. Because the location of the interchange has not yet been solidified, the Plan (Map #7) shows the general location of the future interchange to be between Poe Road and Sugar Ridge Road. Design and land use regulations should be put in place prior to development approval for any commercial development in this Special Planning Area. It will also be important that the future interchange be designed understanding the concerns of existing property owners and residential areas. The Plan Map does not specify future land uses because it is unclear where the interchange will be located. It is recommended that, wherever the interchange is located, the amount of commercial development should be limited to the immediate interchange area, so that extension or creation of a commercial corridor is not encouraged. At this point in time it is not anticipated that there will be a need for commercial activities that will require expansion along one of the existing roadway corridors. Such a commercial corridor could have detrimental impacts on the existing uses, as well as existing commercial/retail centers, including downtown Bowling Green. A design review overlay district is an implementation tool that should be considered for this area. This mechanism can establish design criteria for building and use restrictions and other controls and review procedures to ensure quality development. The Future I-75 Interchange Matrix describes the existing characteristics of this area, the potential development issues, the suggested future land uses and recommended development controls for the future interchange location.

RESIDENTIAL GROWTH AREA & RURAL RESIDENTIAL GROWTH AREA MATRIX

<i>Existing Characteristics</i>	<i>Future Development Policies</i>	<i>Future Land Use Types</i>	<i>Recommended Development Strategies</i>
<ul style="list-style-type: none"> ❑ Agricultural Uses. ❑ Single Family Residences. ❑ Vacant Undeveloped Land. 	<ul style="list-style-type: none"> ❑ Increasing traffic can become problematic on township and country roads as new development continues. ❑ Tree planting should be encouraged as residential development occurs. ❑ Parks should be considered as new development occurs. ❑ The area should develop with a strong residential character. ❑ Protect neighborhoods from impacts of non-residential uses. ❑ Discourage traditional 5 acre subdivisions that can contribute to underutilized use of land, multiple driveways on Township/County roads and inadequate provisions of services. ❑ Future residential densities should be consistent with adjacent urban neighborhoods. ❑ Protect environmentally sensitive areas. ❑ Encourage compact development patterns to orient growth to developed area to maximize public services and to protect rural lands. 	<ul style="list-style-type: none"> ❑ Single family detached dwellings, with the density of up to 6 homes per acre. (Up to 3 homes per acre in the Rural Residential Area.) ❑ Institutional uses, such as post offices, churches, libraries and schools. ❑ Park and recreational uses. ❑ Home occupations. 	<ul style="list-style-type: none"> ❑ Encourage development of creative residential subdivisions that incorporate open space and recreation. ❑ Work with County Planning Commission to develop alternatives to traditional subdivisions (e.g. 5 acre tracts). ❑ Limit development in environmentally sensitive areas. ❑ Establish planting requirements for new subdivisions. ❑ Create a methodology to establish an adequate amount of recreational property and park land to serve existing and future residents. ❑ Require public sewer and water service for development within the Residential Growth Area. ❑ Preserve right-of-way for proposed future roads and trails throughout the area according to the Transportation Plan. ❑ Establish standards to encourage on-site water retention or other storm water management approaches to limit the impact of new development on existing areas.

NORTH DIXIE GATEWAY MIXED USE AREA MATRIX

<i>Existing Characteristics</i>	<i>Future Development Policies</i>	<i>Future Land Use Types</i>	<i>Recommended Development Strategies</i>
<ul style="list-style-type: none"> ❑ Retail Commercial Uses. ❑ Single Family Residences. ❑ Vacant Undeveloped Land. ❑ Institutional Uses. ❑ Industrial and Assembly Uses. ❑ Warehouse Uses. ❑ SR 25 is a high traffic corridor. 	<ul style="list-style-type: none"> ❑ Balance traffic-flow, traffic safety and accessibility to existing and future high traffic uses along SR 25. ❑ Control visual clutter and signage as new commercial development occurs. ❑ Encourage new development to occur adjacent to and contiguous to existing development. ❑ Strive to achieve high quality site design for new developments to encourage campus style site layouts with shared access and common architectural and sign controls. ❑ This corridor creates a gateway into the City from the north, thus careful consideration should be given as new development occurs. ❑ The Community should encourage new development to occur within and around existing commercial areas. ❑ Encourage service roads as new commercial development occurs. ❑ Setbacks should be planted with trees to improve aesthetics. ❑ Strip commercial should be discouraged. ❑ The Community should encourage redevelopment of currently vacant or underutilized retail centers to recapture the public investment that has already been provided. 	<ul style="list-style-type: none"> ❑ Personal and business service uses. ❑ Retail businesses. ❑ Office uses. ❑ Financial uses. ❑ Light industrial and assembly uses. ❑ Restaurants. ❑ Auto-oriented uses. ❑ Research and technology facilities. ❑ Institutional uses, such as post offices, churches, libraries and schools. ❑ Park and recreational uses. 	<ul style="list-style-type: none"> ❑ Access controls should be established to encourage shared access between properties/businesses, encouraging alignment of drives, and the reduction in the number of curb cuts. ❑ Establish a Gateway Overlay District, or similar planning mechanism, to provide increased planning and design control, including public participation and to encourage creative site design. ❑ Require landscaping along street frontages and within primary parking areas. ❑ Lighting regulations should be established to limit light trespass on adjoining properties and to protect the night sky. ❑ Sign controls should be evaluated to determine if existing Township sign regulations encourage the types of signs desired for the area. ❑ Standards should be established to require screening and buffer yards between incompatible uses. ❑ Traffic impact analysis should be prepared for commercial establishments that generate heavy peak hour traffic. ❑ Reevaluate and reestablish joint agreements between the townships and the city regarding economic development within the corridor. ❑ Establish standards to encourage on-site water retention or other storm water management approaches to limit the

			impact of new development on existing areas.
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SOUTH DIXIE GATEWAY AREA MATRIX			
<i>Existing Characteristics</i>	<i>Future Development Policies</i>	<i>Future Land Use Types</i>	<i>Recommended Development Strategies</i>
<ul style="list-style-type: none"> ❑ Commercial uses. ❑ Single family residences. ❑ Vacant undeveloped land. ❑ SR 25 Interchange with Route 6. 	<ul style="list-style-type: none"> ❑ Balance traffic-flow, traffic safety and accessibility to existing and future high traffic uses along SR 25. ❑ Control visual clutter and signage as new commercial development occurs. ❑ Encourage new development to occur adjacent to and contiguous to existing development. ❑ Existing shallow bedrock is a constraint to utility expansion and thereby future development in the area. ❑ Protect existing and adjacent residential areas from negative impact of future nonresidential development. ❑ Future zone change considerations should evaluate the impact of proposed uses on adjacent neighborhoods. 	<ul style="list-style-type: none"> ❑ Personal and business service uses. ❑ Retail businesses. ❑ Office uses. ❑ Financial uses. ❑ Hotels. ❑ Restaurants. ❑ Auto-oriented uses. 	<ul style="list-style-type: none"> ❑ Access controls should be established to encourage shared access between properties/businesses, alignment of drives, and the reduction in the number of curb cuts. ❑ Establish an Overlay District, or similar planning mechanism, to provide increased planning and design control, including public participation and to encourage creative site design. ❑ Require landscaping along street frontages and within primary parking areas. ❑ Lighting regulations should be established to limit light trespass on adjoining properties and to protect the night sky. ❑ Sign controls should be evaluated to determine if existing Township sign regulations encourage the types of signs desired for the area. ❑ Standards should be established to require screening and buffer yards between incompatible uses. ❑ Traffic impact analysis should be prepared for commercial establishments that generate heavy peak hour traffic.

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INDUSTRIAL GROWTH CORRIDOR MATRIX

<i>Existing Characteristics</i>	<i>Future Development Policies</i>	<i>Future Land Use Types</i>	<i>Recommended Development Strategies</i>
<ul style="list-style-type: none"> ❑ Agricultural uses. ❑ Interstate visibility ❑ Light industrial uses. ❑ City of Bowling Green Wastewater Treatment Plant. ❑ Wood County Government Complex. ❑ Residential uses, accessory to agricultural uses. ❑ Regional retail uses located east of the existing I-75 interchange at Wooster Road/Bowling Green Road. ❑ University associated Research Center. 	<ul style="list-style-type: none"> ❑ Access control along Dunbridge Road should conform to access management standards adopted by the City of Bowling Green. ❑ Access to development sites should be limited in number and aligned with access points across the roadway. ❑ New development should only be permitted contiguous to existing development. ❑ New development should connect to public utilities. ❑ Active agricultural lands should be protected from impacts that may occur with an increase in industrial uses. ❑ Retention ponds should be encouraged for flash flooding control, storm water control and aesthetics. ❑ Efforts should be made to minimize the impacts of new development on adjacent uses. ❑ A sub-surface evaluation of shallow bedrock should be prepared. 	<ul style="list-style-type: none"> ❑ Light Industrial and Assembly Uses. ❑ Retail and auto-oriented commercial service uses (only as defined by Land Use Plan Map). ❑ Residential uses should not be encouraged to locate within this area. ❑ Professional Offices. ❑ Warehousing Uses. ❑ Restaurants (only as designated by the Land Use Plan). ❑ Research and Technology Facilities. ❑ Hotels. ❑ Distribution uses. 	<ul style="list-style-type: none"> ❑ Implement requirements for a traffic study as part of the application for new development. ❑ Review and update zoning requirements for buffer yards, setbacks and greenspace requirements for new development. ❑ Implement requirements to ensure development occurs contiguous to existing development sites. ❑ Restrict the development of new residential neighborhoods within the Corridor area. ❑ Implement strategies to ensure that active farmland is protected from impacts that may occur as new development occurs. ❑ Restrict the development of new residential neighborhoods within the Corridor area. ❑ Implement strategies to ensure that active farmland is protected from impacts that may occur as new development occurs. ❑ Review and update zoning requirements for high rise and other type signage. ❑ Establish performance standards to address noise, light and odor impacts of proposed industrial type uses. ❑ Establish standards to encourage on-site water retention or other storm water management approaches to limit the impact of new development on existing areas.

- Update joint agreement with Townships.

FUTURE I-75 INTERCHANGE MATRIX

<i>Existing Characteristics</i>	<i>Future Development Policies</i>	<i>Future Land Use Types</i>	<i>Recommended Development Strategies</i>
<ul style="list-style-type: none"> <input type="checkbox"/> Agricultural Uses. 	<ul style="list-style-type: none"> <input type="checkbox"/> Impact on surrounding land uses and land uses along roads being used for access to the interchange should be considered. <input type="checkbox"/> Quality of new development should be controlled. <input type="checkbox"/> Roadway improvements such as new east to west corridors may be required to give interstate access to trucks as well as passenger vehicles. <input type="checkbox"/> Obtain input from existing property owners and residential areas during the design of the road and interchange improvements. <input type="checkbox"/> Limit commercial growth to the immediate interchange area and do not allow new commercial development to spread along the roadway corridor where the interchange will be located. Interchange should provide improved access to Bowling Green State University. <input type="checkbox"/> Traffic congestion on East Wooster may be relieved through creation of a new east to west transportation roadway. <input type="checkbox"/> The City should plan to service residences on the west side by creating a new access loop road system to the north of the City and tying it in with the new interchange. <input type="checkbox"/> Interchange may service large industry. 	<ul style="list-style-type: none"> <input type="checkbox"/> Convenience and service commercial uses. <input type="checkbox"/> Light Industrial uses. <input type="checkbox"/> Warehouse and distribution uses. <input type="checkbox"/> Hotels. <input type="checkbox"/> Office Uses. 	<ul style="list-style-type: none"> <input type="checkbox"/> A design review overlay district is an implementation tool that should be considered for this area. This mechanism can establish design criteria for building and use restrictions and other controls and review procedures to ensure quality development. <input type="checkbox"/> Establish sign regulations that prevent visual clutter. <input type="checkbox"/> Create landscape and buffer regulations that require street trees and landscaping within parking and service areas. <input type="checkbox"/> Establish a review process that allows public input into proposed development. <input type="checkbox"/> Enact access management controls to ensure high levels of service at future intersections and commercial driveways. <input type="checkbox"/> Evaluate proposed uses to ensure that there is a compatible mix of uses. <input type="checkbox"/> Consider the use of a Conditional Use Process as a method to evaluate intensive uses.

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APPENDIX

Appendix A-1

Oversight Committee

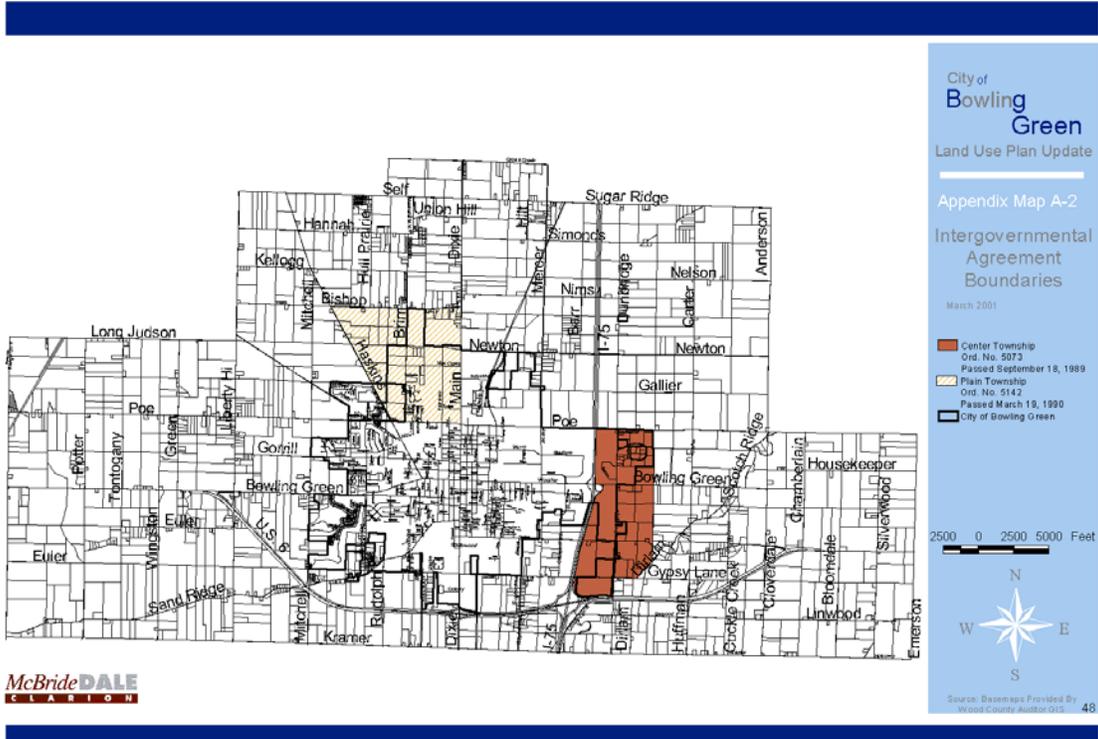
The Oversight Committee for the Bowling Green Land Use Plan Update was created with the intent of providing participation into the planning process and to provide local input and guidance to the planning consultant. The planning consultant, McBride Dale Clarion (MDC), recommended that the City establish an Advisory Steering Committee to meet on a regular (monthly) basis throughout the planning process. MDC worked with the City on determining the appropriate mix of technical committee members (i.e. City Staff), political and policy members (i.e. council members or trustees), and “at-large” members (i.e. business owners, large land owners, residents). An appropriate mix of representatives was selected and the Oversight Committee for the Bowling Green Land Use Plan Update went to work for the Community. The Oversight Committee Members include:

Mayor John Quinn, City of Bowling Green
Mr. John Fawcett, Bowling Green Administrator
Mr. Rick Ketzenbarger, Bowling Green Planning Officer
Mr. Stan Bortel, City Council Member
Mr. Jim Dunipace, Center Township Trustee
Mr. Dean Augenstein, Plain Township Trustee
Mr. Robert Waddle, Representative from Bowling Green State
University
Mr. Richard Newlove, Newlove Realty
Mr. John Mekus, Board of Public Utilities
Mr. Dan Frobose, OSU Extension Office
Dr. Eric Myers, Bowling Green Planning Commission Chairman

Appendix A-2

Intergovernmental Agreements

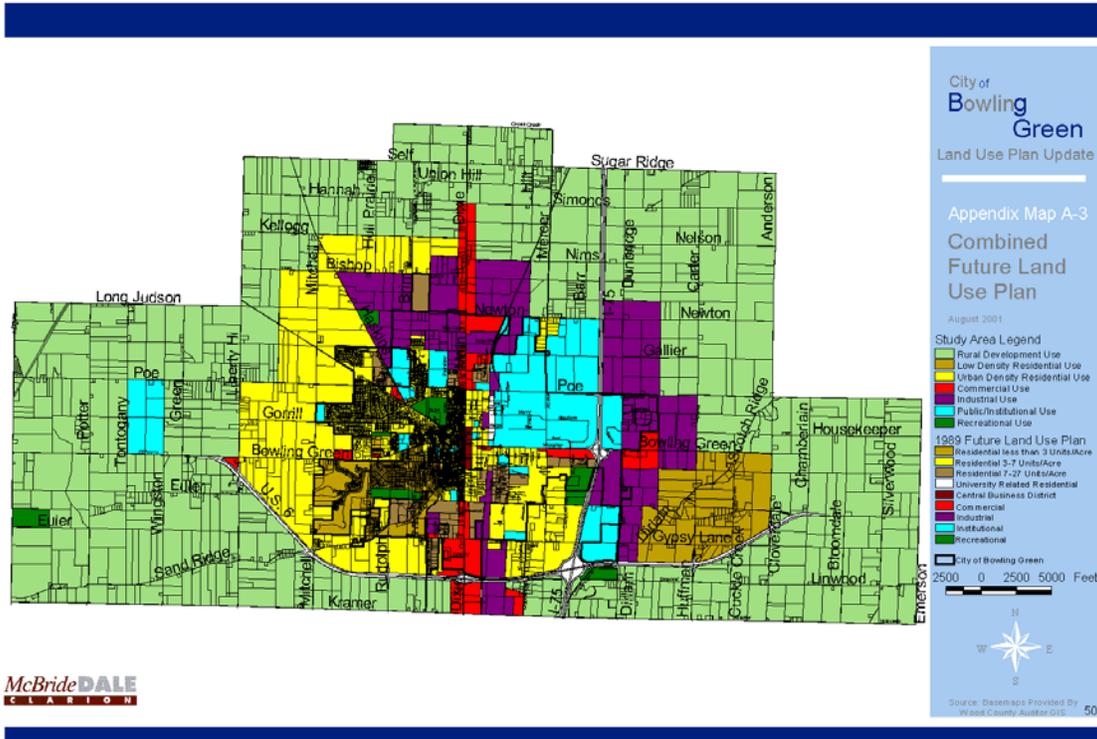
The City of Bowling Green has established, under Ordinance No. 5073 and Ordinance No. 5142, intergovernmental development agreements with Center Township and Plain Township, respectively. The Ordinances designate areas within each Township where growth is expected to occur and allows for benefits to be received by both the City and Townships when development does occur. Although the agreements differ slightly, they both give the City the authority to annex designated portions of the Township as they develop. The City offers utilities to land owners. The intergovernmental development agreements specify that the Townships may receive property taxes for land annexed into the City for a specified period of time. The agreements give an economic boost to both the City and the respective Township. Map A-2 shows the areas affected by the intergovernmental agreements.



(Map A-2 – Intergovernmental Agreements)

Appendix A-3 Combined Land Use Map

The Combined Land Use Map, Map A-3, shows the Future Land Use Plan of the Study Area as defined herein in combination with the existing 1989 Future Land Use Plan within the Corporation Limits of the City of Bowling Green. This Plan does not assess or analyze the area inside the City, however, Map A-3 helps to demonstrate the big picture of desired land use patterns.



McBrideDALE
PLANNING

(Map A-3 – Combined Future Land Use)