

CHAPTER 1251 WATERVILLE STREET (STATE ROUTE 64) OVERLAY DISTRICT

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1251.01 Purpose and Intent¹

- A. In addition to the underlying zoning district and the permitted and special uses and applicable development requirements, the following overlay district will apply to all uses and development within the designated boundaries of the district. Land use and development within the boundaries of this overlay district shall meet the overlay district requirements as well as the underlying zoning district requirements. Where a conflict in district regulations is found to exist, the overlay district regulation shall control.

- B. The purpose of this district is to provide for consistent and coordinated treatment of the properties bordering Waterville Street (State Route 64). Waterville Street is the major east-west route serving the Village of Whitehouse, and links the Village with the Village of Waterville and US 24. As a state route, it is a regionally significant gateway to the Village that will likely serve as a major commercial corridor, as the Village and surrounding township continue to grow and urbanize. For these reasons, it is the purpose of this overlay district to:
 - 1. Preserve and enhance the aesthetic and environmental qualities of the Corridor;
 - 2. Provide a means to manage access to property in a manner that will protect and enhance the functional capacity and safety of the roadway by reducing the overall number of curb cuts;
 - 3. Provide standards and requirements that encourage innovative site design and efficient land use and discourages “strip” development.

¹ Amended Ord. 27-2006; Effective August 1, 2006

1251.02 **Waterville Street Overlay District Boundaries²**

The boundaries of the District are hereby established as shown on the Zoning District Map. The District includes those parcels with frontage along Waterville Street (State Route 64) right-of-way to a depth of twelve hundred (1,200) feet, from the centerline of the right-of-way along both sides, extending from the east municipal boundary of the Village of Whitehouse Corporation to Indianapolis Street.

1251.03 **Review and Approval Procedures**

Site plan review and approval shall be necessary for all new development and for any structure that is enlarged by fifty (50) percent or more or when the enlargement contains five thousand (5,000) square feet or more in floor area. The site plan review shall be as specified in [Section 1241.06](#) (Site Plan Review). In addition, the Ohio Department of Transportation (ODOT) requires a driveway access permit application for any new or modified access, as well as for a change in use for existing driveways. ODOT may require a performance bond for this permit.

1251.04 **Permitted and Special Uses**

All uses which are permitted or special uses in the underlying zoning district(s) except the uses expressly excluded by [Section 1251.05](#) (Excluded Uses).

1251.05 **Excluded Uses³**

- A. Auction market
- B. Automobile/truck repair garage when not in conjunction with new car sales
- C. Auto wrecking/salvage yard/junk yard
- D. Boat storage
- E. Charitable Donation Collection Bins *
- F. Dwelling
- G. Flea market
- H. Internet Sweepstake Terminal Cafés
- I. Kennel
- J. Manufactured home, mobile home or industrialized dwelling unit sales
- K. Sexually-oriented businesses
- L. Truck transport terminal
- M. Used car sales when not in conjunction with new car sales

1251.06 **Accessory Buildings and Uses**

All accessory buildings and uses which are permitted in the underlying zoning district(s) are permitted within the district, except that any detached accessory building on any lot shall have on all sides the same architectural features or shall be architecturally compatible with the principal building(s) with which it is associated.

² Amended Ord. 27-2006; Effective August 1, 2006

³ Amended Ord. 27-2006; Effective August 1, 2006

*Amended Ord. 7 - 2013; Effective July 2, 2013

1251.07 Development Standards⁴

- A. Lot Frontage. No lot that has frontage and access on Waterville Street may be subdivided in such a manner so as to reduce such frontage on Waterville Street to less than two hundred fifty (250) feet, unless a Traffic Impact Study is reviewed and approved by the Lucas County Engineer and the Ohio Department of Transportation. All other lot frontage shall meet requirements of the underlay district.
- B. Minimum Yard Setback from Waterville Street (State Route 64)
1. The minimum yard setback from Waterville Street shall be the greater of fifty (50) feet from the right-of-way line or one hundred fifty (150) feet from the centerline of Waterville Street. See [Figure 1251.07](#) (Development Standards Illustrated).
 2. Parcels with frontage on more than one street shall have a minimum front yard setback from the right-of-way line of the minor street as specified by yard requirements of the underlying zoning district.
 3. Landscaped Screening Area Required. A landscaped, screening strip is required along the full length of the lot line which abuts Waterville Street (State Route 64) except for any temporary access drive and vision clearance areas.
 - a) The landscaped screening area shall be located within a forty (40) foot wide portion of the required yard setback from Waterville Street and no off-street parking shall be located within the landscape area. See [Figure 1251.07](#) (Development Standards Illustrated).
 - b) The landscaped screening area shall feature undulating landscaped earth mounding designed with physical variations in height and alignment throughout the length of the mounding. Mounding shall average four and one-half (4.5) feet in height between heights of three (3) and six (6) feet, with slopes averaging 3:1 (horizontal to vertical distance). A masonry wall may be substituted for the earth berm to a height not to exceed four (4) feet.
 - c) Vegetative plantings consisting of trees, shrubs, and ground cover approved by the Whitehouse Tree Commission shall be arranged and installed in an irregular pattern to accentuate the physical variations in height and alignment and achieve a more natural appearance as set forth below. Ground cover shall be used and maintained to prevent erosion of the earth mound.
 - 1) Where plant materials are placed in two (2) or more rows, plantings shall be staggered in rows.
 - 2) Large deciduous shrubs shall be planted not more than four (4) feet on centers, and shall not be less than four (4) feet in height.

⁴ Amended Ord. 27-2006; Effective August 1, 2006

- 3) Tree-like shrubs shall be planted not more than ten (10) feet on centers, and shall not be less than six (6) feet in height.
- 4) Evergreen trees shall not be less than four (4) feet in height at the time of planting. Narrow evergreens shall be planted not less than four (4) feet apart.
- 5) Large deciduous trees shall be planted not more than thirty (30) feet on centers, and shall not be less than two (2) inch caliper. Tall evergreen trees should be stagger planted, with branches touching the ground and no more than ten (10) feet between trees.
- 6) All landscaped areas must be irrigated to provide an adequate water source to ensure the long-term survival of landscaping materials.
- 7) Compliance for planted vegetative screens or natural vegetation will be judged on the basis of the average mature height and density of foliage of the subject species, or field observation of existing vegetation.
- 8) Maintenance. Plant material shall be maintained in a healthy and growing condition and withered or dead plant materials shall be replaced within a reasonable time, but no longer than one growing season.

C. Minimum Side Yard Setback. As specified in the underlying zoning district, unless the side yard abuts an incompatible land use or district, whereupon a twenty-five (25) foot side yard landscape buffer area shall be provided pursuant to [Section 1257.09.C](#). (Buffering Between Incompatible Land Uses).

D. Minimum Rear Yard Setback

1. Where lots do not front on Waterville Street as well as one or more minor streets, the minimum rear yard setback shall be as specified in the underlying zoning district.
2. In addition, a twenty-five (25) foot rear yard landscape buffer area shall be provided where the rear yard abuts an incompatible land use or district pursuant to [Section 1257.09.C](#). (Buffering Between Incompatible Land Uses).
3. No building or pavement shall be located within any required rear yard landscape area.

E. Maximum Building Height. As specified in the underlying zoning district.

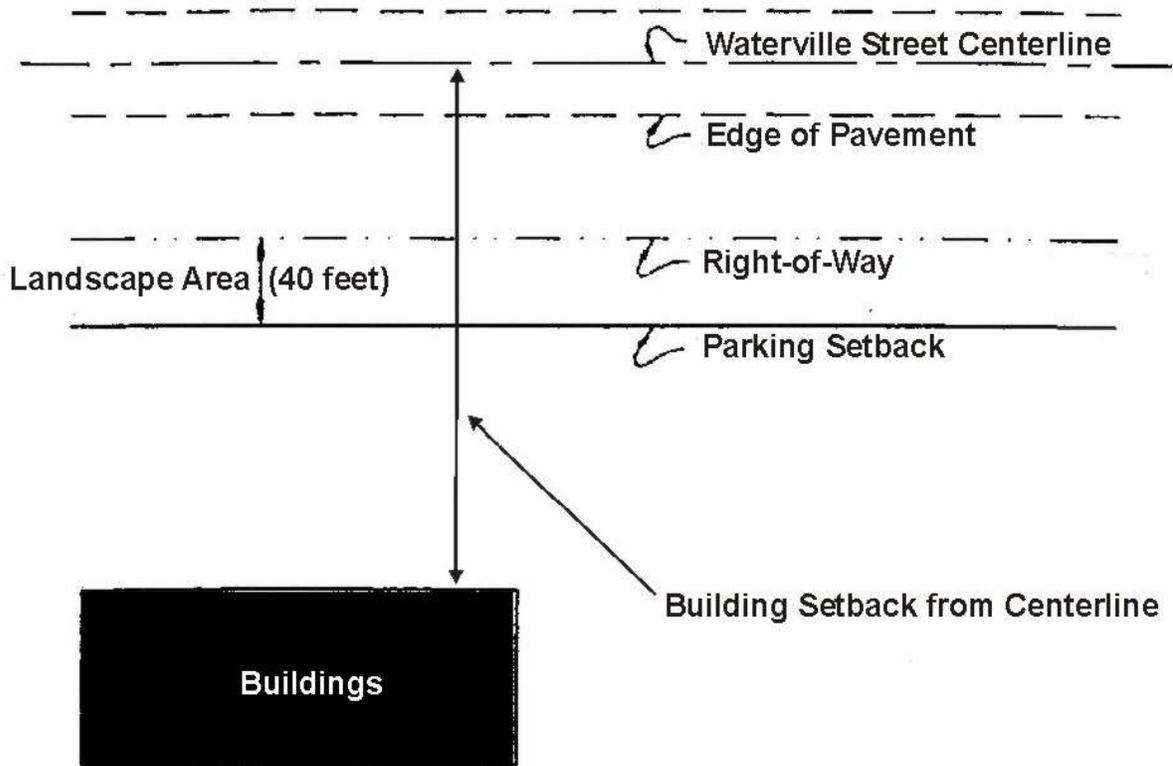
F. Parking Requirements

1. Parking is prohibited in the required, landscaped screening area located in the Waterville Street yard setback and in any required yard setback when adjoining a residential district. See [Figure 1251.07](#) (Development Standards Illustrated).

2. Efforts to break up large expanses of pavement and absorb or detain storm water are to be encouraged by the interspersing of appropriate planting areas between parallel parking aisles wherever possible.
 3. The number of parking spaces required are as established in [Chapter 1258](#) (Off-street Parking and Loading) of this zoning code depending upon the zoning and the intended land use.
 4. There shall be an appropriate number of parking spaces reserved for use by disabled individuals in accordance with the provisions of the most recent update to the Americans with Disability Act.
- G. Semi-truck Loading Areas. Semi-truck loading berths or bays for merchandise and materials which face Waterville Street (State Route 64) shall be suitably screened by landscaping or fencing.
- H. Outside Storage or Refuse. All outdoor storage and refuse containment units shall be suitably screened from public view.
- I. Utilities. Utilities shall be located underground.

Figure 1251.07

DEVELOPMENT STANDARDS ILLUSTRATED



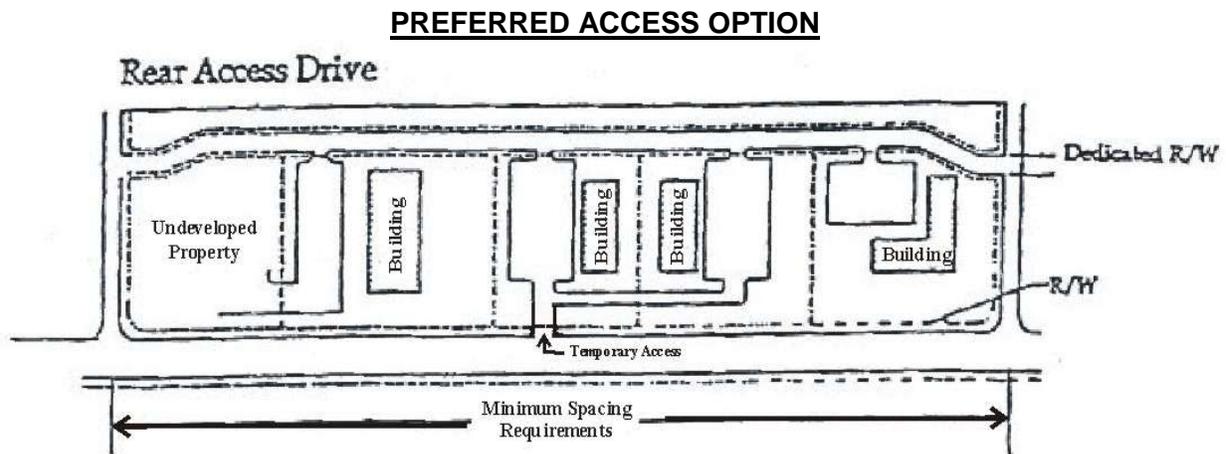
1251.08 Architectural Review Requirements

Site plan review shall include review of architectural design elements. The architectural design of buildings within the Waterville Street (State Route 64) Overlay District shall include consideration of the following elements:

- A. Scale and proportion;
- B. Suitability of building materials;
- C. Design in relation to surrounding buildings;
- D. Design in relation to proposed landscaping; and
- E. Aesthetics of the proposed building.

1251.09 **Access to Individual Parcels⁵**

- A. Access Options. No lots shall have permanent access along Waterville Street (State Route 64) in order to preserve and maintain efficient traffic movement by reduction of the number of driveways. The preferred method of providing access to parcels is to gain access from secondary roads which intersect with Waterville Street, or from a parallel minor street to be located twelve hundred (1,200) feet from Waterville Street as is suggested in the Land Use Plan. When parcels abut more than one roadway, the preferred access option is to locate access points on less-traveled roadways. Where temporary access is granted to Waterville Street, developers shall reduce or eliminate driveways and curb cuts by using rear access drives, cross-access easements and shared drive approaches. The following figure indicates recommended access options.



- B. Conditional Approval of Driveways. As part of the Site Plan review process, a Site Plan may be approved with a temporary driveway access to Waterville Street or other existing minor streets under the condition that an agreement is to be reached between the property owner and the City requiring that such driveway(s) be closed when specific circumstances are met. Such circumstances may include the future construction of a service road on adjacent property, the opportunity for a shared driveway with development of adjacent property, or other site-specific circumstances. Where such temporary access is allowed, all necessary permanent access drives shall be indicated on the Site Plan and installed in preparation for construction of the parallel minor street. This conditional approval may be required even if the driveway(s) conforms to all other requirements of this Section.
- C. Location. Each point of ingress and/or egress shall be reviewed relative to the distance from other drive approaches and from roadway intersections. Access shall be located as far as practical from the intersection of public streets, but at no time shall be closer than thirty (30) feet to an intersecting street right-of-way line. For integrated planned commercial developments, all points of ingress and/or egress

⁵ Amended Ord. 27-2006; Effective August 1, 2006

shall be located no closer than one hundred fifty (150) feet to the intersection of two thoroughfares.

- D. Driveway. Each lot is permitted to have a single, two-way driveway except in cases where a Traffic Impact Study clearly demonstrates the benefits of a second driveway from the standpoint of traffic movement. Examples of where a second drive may be justified include large corner lots where driveways on both streets may be desirable and instances where two, one-way drives are preferred more than one, two-way drive. Parking arrangements within ingress and egress driveway areas shall be approved by the Planning Commission. There shall not be more than two accessways abutting on any one street.
- E. Alignment. New driveways shall be aligned with existing driveways across a street unless such alignment is shown to be undesirable in a Traffic Impact Study. Where such alignments are shown to be undesirable, the centerlines of opposing driveways shall be offset by at least one hundred (100) feet.
- F. Construction Materials. Each ingress and/or egress driveway shall be improved with hard surface materials (excluding gravel) from the street apron to the entrance of the parking area.
- G. Driveway Dimensions. Each ingress and/or egress driveway shall have a minimum width of twenty (20) lineal feet and shall be so designed so as to provide adequate turning and maneuvering for emergency and service vehicles.
- H. Waterville Street Access Permits. All access permits shall be reviewed and approved by the Lucas County Engineer and the Ohio Department of Transportation prior to approval. Design and location of access driveways onto state maintained portions of Waterville Street (State Route 64) must be in compliance with applicable ODOT guidelines and regulations.
- I. Traffic Impact Study. The developer may be required to prepare a traffic impact study when deemed appropriate by the Village of Whitehouse, Lucas County Engineer, and Ohio Department of Transportation. If required, the traffic impact study shall investigate the feasibility and benefits of improvements such as signals, turn lanes, driveway movement limitations, etc. to protect the safety and welfare of the traveling public. A required traffic impact study shall be prepared by a qualified professional engineer at the developer's expense and include the following elements:
 - 1. A description of the site and study area.
 - 2. Anticipated development of adjacent parcels.
 - 3. Trip generation and distribution.
 - 4. Traffic assignment resulting from the development
 - 5. Projected future traffic volumes.
 - 6. An assessment of the impact resulting from driveway alternatives

7. Recommendations for site access and transportation improvements needed to maintain traffic flow at an acceptable and safe level of service
8. An evaluation of the effects the proposed development will have on the level of service and roadway capacity.