

APPENDIX B: ACTION PLAN REFERENCE MATERIAL

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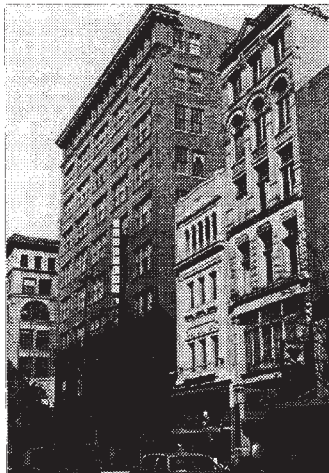
Traffic and Accident Data

About the National Register of Historic Places

The National Register of Historic Places is the official list of properties recognized by the federal government as worthy of preservation for their local, state, or national significance in American history, architecture, archaeology, engineering, or culture. Although the National Register is a program of the National Park Service, it is administered at the state level by each respective state.

What Makes a Property Eligible for the National Register?

- Historic properties include more than just buildings. There are five categories for historic properties that are listed in the National Register: buildings, structures, sites, objects, and districts.
- There are three evaluation standards that historic properties must meet in order to be listed in the National Register. The property should be at least 50 years old, retain its basic historic integrity, and meet one of the four estab-



DISTRICT: RACE STREET HISTORIC DISTRICT, CINCINNATI, LISTED IN THE NATIONAL REGISTER 1995.



STRUCTURE: GREAT AMERICAN RACING DERBY, CEDAR POINT, LISTED IN THE NATIONAL REGISTER 1980.

lished National Register criteria.

- A quick definition of the four National Register criteria is that the property must have significance for its association with broad patterns of history, have association with the lives of persons significant in our past, have architectural merit, or have the potential to yield information important in history or prehistory (archaeology).

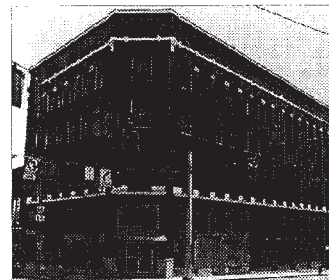
What National Register Listing Does

- The listing of a building, structure, site, object or district in the National Register of Historic Places accords it a certain prestige, which can raise the property owner's and community's awareness and pride.
- Income-producing (depreciable) properties which are listed in the National Register individually or as part of a historic district may be aided by federal tax incentives which allow for a 20 percent investment tax credit for certified rehabilitation.

- National Register listing is often a prerequisite for funding applications for restoration work through various private, non-profit organizations, such as the National Trust for Historic Preservation.

What National Register Listing Does Not Do

- National Register listing does not prevent the owner of the listed property from remodeling, repairing, altering,

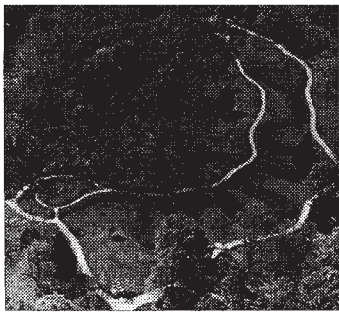


MYERS BLOCK BUILDING: THIS BUILDING IN ASHLAND WAS REHABILITATED USING THE 20 PERCENT INVESTMENT TAX CREDIT. IT WAS LISTED IN THE NATIONAL REGISTER IN 1997.

OHIO NATIONAL ROAD SCENIC BYWAY

selling, or even demolishing it with other than federal funds. While property owners are not bound by any restrictions, the Ohio Historic Preservation Office strongly encourages owners of historic properties to consider all options before completing work that could damage the structure or impair its historic integrity. The Ohio Historic Preservation Office, upon request, provides information on how to sensitively rehabilitate and repair historic properties.

- National Register listing does not obligate an owner to make any repairs or improvements to the property.



SITE: SERPENT MOUND, ADAMS COUNTY, LISTED IN THE NATIONAL REGISTER 1966.

How Properties Are Chosen For National Register Listing

In Ohio, anyone may fill out the forms to nominate a property to the National Register.

Once a nomination is complete, the property owner(s), appropriate local officials, and other interested parties are given an opportunity to comment on the proposed listing. In the case of a historic district where more than 50 property owners are involved, a public notice in the local newspaper and a public hearing help ensure that every owner has the chance to respond. If a majority of owners for an individual property or within a historic district object, the nomination will not be listed, but will be evaluated for National Register eligibility.

Following the notification period, the nomination is scheduled for review by the Ohio Historic Site Preservation Advisory Board. The board is a 17-member panel appointed by the governor to advise the State Historic Preservation Officer. The board reviews the nomination to determine whether it meets the criteria for listing in the National Register. If the board decides that the property is eligible for listing, the nomination is given the board's approval. The nomination is reviewed a final time and signed by the State Historic Preservation Officer.

The final step in the process is review by the National Park Service. If the National Register of Historic Places staff approves the nomination, the property is officially placed in the National Register by the Keeper of the National Register of Historic Places.

Related Programs

Properties listed in the National Register, as well as those determined eligible for listing, are given special consideration in the planning of federally funded or licensed projects. Section 106 of the National Historic Preservation Act of 1966—the same act that established the National Register program—requires that all federally funded or licensed projects be reviewed before work commences to determine whether they will affect historic properties. Section 106 review is a routine part of the planning process for all federally assisted projects. It occurs regardless of whether a property is in the National Register or not. Reviewers use the National Register standards and criteria to evaluate properties that may be affected by the federal project. The review does not guarantee that the property will not be



OBJECT: MISSISSIPPI III (BECKY THATCHER SHOWBOAT), MARIETTA, LISTED IN THE NATIONAL REGISTER 1983.



BUILDING: CHRISTIAN PERSHING BARN, TUSCARAWAS COUNTY, LISTED IN THE NATIONAL REGISTER 1992.

affected or even demolished, but it does ensure that there will be an opportunity to consider the effects of the project before it occurs.

For More Information

For more information on the National Register of Historic Places or historic preservation in Ohio contact the Ohio Historic Preservation Office, or visit the National Park Service's National Register page at www.cr.nps.gov/nr/index.htm

Ohio Historic Preservation Office

567 East Hudson Street
Columbus, OH 43211-1030
(614) 298-2000
FAX (614) 298-2037
www.ohiohistory.org/resource/histpres

Monday-Friday 9 a.m.-5 p.m.
(Individual staff hours may vary)
To better serve you we recommend that you call ahead for an appointment

The publication of this fact sheet has been made possible in part by a grant from the U.S. Department of the Interior's National Park Service, administered by the Ohio Historic Preservation Office of the Ohio Historical Society.

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Questions and Answers About the National Register of Historic Places

What Is the National Register of Historic Places?

The National Register is an official list of properties worthy of preservation for their local, state, or national significance in American history, architecture, archaeology, engineering, or culture. The National Register of Historic Places is maintained by the Secretary of the Interior under provisions of the National Historic Preservation Act of 1966.

How Does a Property Become Listed on the National Register of Historic Places?

In Ohio, most National Register nominations are prepared by a professional historic preservation consultant employed by the property owner, although anyone may fill out the forms to nominate a property to the National Register. The finished nomination includes a description of the property, a statement explaining its significance, a map showing the location of the property and photographs of it.

Properties are nominated to the National Register individually; as part of a historic district, which is a group of contiguous historic properties; or as part of a nomination of multiple properties all related to one common theme, such as the work of a prominent architect.

The completed nomination is submitted to the Ohio Historic Preservation Office, which is a division of the Ohio Historical Society, where a professional staff reviews it for completeness and correctness.

When a nomination is complete, the property owner(s), appropriate local officials, and other interested parties are notified and offered an opportunity to comment on the proposed National Register listing. If the nomination is for a historic district where more than 50 property own-

ers are involved, a public notice in the local newspaper and a public hearing help ensure that every owner has the chance to respond. If a majority of the owners of an individual property or within a historic district object, the nomination will not be listed. However, the State Historic Preservation Officer must submit the nomination to the Keeper of the National Register for a determination of *eligibility* for listing on the National Register.

Following the notification period, the proposed nomination is scheduled for review by the Ohio Historic Site Preservation Advisory Board, a 17-member panel of citizens and professionals in historic-preservation-related fields who are appointed by the governor to advise the State Historic Preservation Officer. At a public meeting, the board reviews the proposed nomination. If the board decides that the proposed nomination appears to meet the National Register Criteria for Evaluation (see below), it gives the proposed nomination its approval, recommending the nomination to the State Historic Preservation Officer. The nomination is reviewed a final time and, if the State Historic Preservation Officer concurs, signed by the State Historic Preservation Officer. Then the nomination is forwarded to the U.S. Department of the Interior's National Park Service, which administers the National Register program, where it is reviewed by the staff within 45 days, after which the final decision on National Register listing is made by the Keeper of the National Register, who signs the nomination, officially listing the property on the National Register of Historic Places.

What Criteria Does a Property Have to Meet to Become Listed on the National Register?

To qualify for listing on the National Register, a property must be of national,

state, or local significance. According to the National Register Criteria for Evaluation, "the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and":

To qualify for National Register listing, a property must meet one or more of the following criteria:

- It must be associated with events that have made a significant contribution to the broad patterns of our history; or
- It must be associated with the lives of persons significant in our past; or
- It must embody the distinctive characteristics of a type, period, or method of construction, or it must represent the work of a master, or it must possess high artistic values, or it must represent a significant and distinguishable entity whose components may lack individual distinction (such as a historic district); or
- it must have yielded, or be likely to yield, information important in prehistory or history.

Are There Types of Properties That Aren't Eligible for Listing on the National Register?

Ordinarily cemeteries, birthplaces or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties built in memory and properties that have achieved significance within the past 50 years are not considered eligible for the National

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Register. If they are integral parts of districts that do meet the criteria or are of exceptional architectural or historical significance, properties may be eligible.

What Are the Benefits of National Register Listing?

- The public perception of prestige associated with the listing of a building, site or district on the National Register of Historic Places can raise the property owner's and community's awareness and pride.
- Owners who rehabilitate income-producing properties that are listed on the National Register individually or as part of a historic district can qualify for a 20% federal income tax credit if the work conforms to the Secretary of the Interior's Standards for Rehabilitation. The Ohio Historic Preservation Office is available to help eligible property owners qualify for the tax credit and encourages owners of income-producing National Register properties to talk with our staff before undertaking a major rehabilitation. Over \$900 million has been invested in Ohio properties listed on the National Register through the Rehabilitation Investment Tax Credit program administered by the Ohio Historic Preservation Office, preserving historic properties throughout the state and restoring their economic usefulness.
- Establishing a property's significance through National Register listing is a common prerequisite to obtaining funds for rehabilitation and restoration work through the National Trust for Historic Preservation, other private, non-profit organizations and some federal programs.

If a Property Is Listed on the National Register, Does That Mean It Can't Be Demolished?

No. Most of Ohio's larger cities and many of the state's smaller communities have passed laws that authorize a commission to designate local landmarks and historic dis-

tricts and review proposed alterations to them. Where this is the case it is local law, *not* National Register listing, that brings about this review, although many of the locally designated landmarks and historic districts that are subject to such reviews are also listed on the National Register. However, where it exists, the review procedure and protection from demolition are functions of local law. National Register listing does *not* prevent the owner of a listed property from remodeling, repairing, altering, selling, or even demolishing it.

If My Property Is Listed on the National Register, Will I Have to Restore It?

National Register listing does not obligate an owner to make any repairs or improvements to the property.

Are There Any Other Programs That Recognize Historic Properties?

Three other major programs recognize historic properties: National Historic Landmarks, Historic Ohio Homesteads and Local Registers of Historic Properties. National Historic Landmarks are properties of national significance. There are about 60 in Ohio. If your family has owned the same land for 100 years or more, your land is eligible to become a Historic Ohio Homestead. Local Registers of Historic Properties exist in many communities. If your community has one, information about it may be available from the planning department of your local government.

Are There Any Funds Available to Help With Rehabilitation?

Currently no direct grants are given for preservation of National Register-listed properties. However, there does exist a federal tax credit of 20% when rehabilitation efforts comply to federal guidelines for rehabilitation.

How Can I Find Out Whether A Property Is Listed on The National Register of Historic Places?

There are three ways to investigate a property's National Register status. First, you can check with your Ohio Historic Preservation Office regional coordinator. A listing of regional coordinators is available from the Ohio Historic Preservation Office. If your community is a participant in the Ohio Historic Preservation Office's Certified Local Governments program, you may contact your city's Certified Local Government coordinator; a list of participating communities and contact people is available from the Ohio Historic Preservation Office. Third, you may contact the Ohio Historic Preservation Office for information.

Where Can I Get More Information About the National Register?

For more information, contact the Ohio Historic Preservation Office.

Ohio Historic Preservation Office

567 East Hudson Street
Columbus, OH 43211-1030
(614) 298-2000
FAX (614) 298-2037
www.ohiohistory.org/resource/histpres

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www.ohiohistory.org - Historic ...tion - Section 106 Requirements

http://www.ohiohistory.org/resource/histpres/services/106rev.html

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THE OHIO HISTORICAL SOCIETY

Section 106

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MEMBERSHIP

Section 106 Requirements

Properties listed in the National Register, as well as those determined eligible for listing, are given special consideration in the planning of federally assisted or licensed projects. Section 106 of the National Historic Preservation Act of 1966, the same act that established the National Register program, requires that all federally assisted or licensed projects be reviewed before work commences to determine whether they will affect historic properties. Section 106 review is a routine part of the planning process for all federally-assisted projects. It occurs regardless of whether a property is in the National Register of Historic Places or not. Reviewers use the National Register of Historic Places standards and criteria to evaluate properties that may be affected by the federal project. The review does not guarantee that the property will not be affected or even demolished, but it does ensure that there will be an opportunity to consider the effects of the project before it occurs.

Section 106 of the National Historic Preservation Act requires federal agencies (or in the case of Community Development Block Grant funds, the local government entity) to consider the effect of their projects on historic properties. These projects can involve full or partial federal funding, transfer of ownership, licensing, or permits. As part of the review, the agency must consult with the State Historic Preservation Office (SHPO) to get its comments on the project's effect on historic properties.

It is the responsibility of the federal agency to provide information to the State Historic Preservation Office that (1) identifies historic properties, (2) assesses their eligibility for listing in the National Register of Historic Places, and (3) determines any possible effect that a project might have on listed or eligible properties. The State Historic Preservation Office reviews the information and responds by concurring, commenting, recommending further action, or requesting additional information.

According to the regulations, the State Historic Preservation Office has 30 calendar days from the day the information is received to respond. Each time new information is supplied, the 30 day period starts. In order to avoid delays, submissions should be complete from the start.

The agency must provide the following information to the State Historic Preservation Office for ALL properties in the project area. The

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information should clearly explain what and where the project is, whether historic properties will be affected, and how that decision was made.

*** Identification of properties already listed in the National Register of Historic Places.** The agency should identify the National Register status of properties in the project area. Properties can be buildings, structures, objects, archaeological sites, or groups of buildings or sites. The Ohio Historic Preservation Office has a current list of National Register properties in Ohio.

*** Identification of properties that are eligible for listing in the National Register of Historic Places.** The law applies to properties that are listed in or eligible for listing in the National Register of Historic Places. The agency should check local landmarks lists, existing surveys, the Ohio Historic Inventory, the Ohio Archaeological Inventory, and the National Register of Historic Places to see if historic properties have been identified in the project area. The agency should use the National Register criteria (explained in National Register Bulletin 15, available from the National Park Service or the Ohio Historic Preservation Office) to decide whether any properties in the project area are eligible for listing in the National Register of Historic Places.

*** Photographs keyed to a map.** Please do not submit photocopies or instant photos. The preferred format is 3"x5" color prints. Photos should show the front, rear, and sides of the properties, the area surrounding the properties, and interiors, when part of the project.

*** Maps showing the exact location of properties and the project area.** Preferred formats are U.S. Geological Survey topographical maps or city plat maps. Maps should include a scale and be cross-referenced to the photographs. Street names should be legible.

*** Information about the project.** Please include a detailed description of the project. If the project is a rehabilitation, new construction, or addition and it may affect a historic property, also submit (1) rehabilitation specifications and (2) drawings, if they are available.

All of this information should be submitted to:

Mark Epstein, Department Head
Resource Protection and Review Department
Ohio Historic Preservation Office
567 East Hudson Street
Columbus, OH 43211-1030

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www.ohiohistory.org - Historic ...tion - Section 106 Requirements

<http://www.ohiohistory.org/resource/histpres/services/106rev.html>

If you have questions, contact the following Resource Protection and Review staff at (614) 298-2000.

Archaeology

Tim Allen
Julie Quinlan
David Snyder

Architecture

Lisa Adkins

Transportation Projects

Mary Smith

CDBG Projects

William Palmer
Laura Tanley

Project Status

Terry Skiba

Please visit the [Advisory Council on Historic Preservation](#) and the National Historic Preservation Act of 1966, as amended, and codified in [36 CFR Part 800](#) or for more information about Section 106 requirements, contact the [Ohio Historic Preservation Office](#).

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2. Scenic Byway Zoning Overlay

Editor's Note: The following model is presented as a starting point for each community that may consider adopting zoning provisions to protect a given scenic byway. This district can stand alone as a local protection tool or can be adopted as a complement to state designation of a scenic byway. This model is intended to be modified by each community to reflect locally defined priorities and issues. Certain sections of the zoning district are left blank for that purpose. The characteristics that make a corridor appropriate as a scenic byway will serve as the basis for drafting the details of the Zoning Overlay. A community's planning staff, Planning Commission and legal representatives should work together to prepare an acceptable zoning district before submitting it to the community's zoning process. Commentary is provided in italics.

A. Public Purpose

Adopting a Scenic Byway Zoning Overlay must be carefully based upon a set of clear public purposes. These purposes link protection measures to promoting the public health, safety and general welfare. This ensures the appropriate linkages between requirements and fulfilling the intentions of the regulations. The following is suggested language:

The purposes of establishing a Scenic Byway Zoning Overlay are the following:

1. Conserving and enhancing the natural, historic and scenic resources that exist along or adjacent to the designated scenic byway.
2. Providing for and promoting orderly growth along scenic byways that are defined by distinctive scenic, cultural and/or historical importance.
3. Preventing or strongly discouraging uses that are incompatible with the scenic byway, impede scenic views or result in visual blight.

B. Scope of Authority

The Scenic Byway Zoning Overlay District is an overlay district and shall be superimposed on the other zoning districts established by the (community) zoning ordinance/resolution. All regulations of the zoning ordinance/resolution applicable to such underlying district shall remain in effect, except that where the Scenic Byway Zoning Overlay District imposes additional regulations, such regulations shall apply.

C. Definitions

For the purposes of this Zoning Overlay, the following definitions shall apply:

1. **Density** – The measure of the number of dwelling units permitted per net acre of land area.
2. **Overlay Zoning District** – A zoning district that encompasses one or more underlying zoning districts and that imposes additional or alternative requirements to that required by the underlying zoning district.



2. Scenic Byway Zoning Overlay

D. District Boundaries

The area subject to the Scenic Byway Zoning Overlay District shall be the entire length of (road name) beginning from (location) and ending at (location). The Overlay District shall be (feet) in depth, measured on either side of the road centerline.

E. Use Regulations

All development, including structural and non-structural activities, whether permitted as a right or by conditional use/special permit must be in compliance with the requirements of the Zoning Overlay.

1. Permitted Uses

Option A – The following uses are permitted (*this should be a list of uses that are appropriate for the particular scenic byway*):

Option B – *The following performance standard could be provided:* Permitted uses shall be appropriate for the scenic byway given its unique development character, historic character and the potential for future developed as provided for in the comprehensive plan, as determined by the Planning Commission.

2. Conditional Uses/Special Permits

Conditional uses/special permits should be considered for uses that could be appropriate in a scenic byway, but with certain controls to mitigate potential adverse impacts. Such conditional uses might include auto-oriented businesses, drive-throughs, outdoor display and sales, two-family and multi-family residences, etc.

3. Prohibited Uses

Inappropriate uses should be determined and excluded in addition to those outlined in the underlying zone. Inappropriate uses may include junkyards, landfills, auto salvager yards, heavy industry, power plants, railroad yards, etc.

F. Development Standards

1. Setbacks

Building setbacks should reinforce the existing rhythm of buildings on the scenic byway. Each community should determine an appropriate building setback standard for a scenic byway that ensures that the historic fabric of the byway is protected from intrusive buildings. In other words, if the byway has a traditional (average) setback of about 100 feet, then this could serve as the standard for future construction.

Concurrently, a community may wish to consider a maximum building setback. This would preserve the historic pattern of buildings and prevent the placement of buildings that are further back than the average. This would strengthen the rhythm established by the existing pattern.



2. Scenic Byway Zoning Overlay

2. Building Heights

Building heights, likewise, should follow the historic fabric and rhythm of the byway. The community should measure existing buildings and establish an appropriate mean building height. Maximum heights are also established to protect area viewpoints and views downslope from a scenic highway. The height limit is determined by establishing a fixed horizontal plane in which buildings can not exceed.

3. Building Density

Again, the pattern and rhythm established by the existing pattern of building density should be maintained along the byway. An inventory should be taken of building and lot size, and an appropriate density established. That average could be a general standard.

4. Facades and Designs of New Buildings

Building facades and designs should be appropriate to and consistent with the existing fabric of the byway. This is measured by architectural style, exterior materials and colors, etc. The extent to which a consistent palette can be established will determine whether general guidelines or rigid design standards are appropriate. Regardless, latitude should be provided to ensure creative solutions for new buildings, with approval by the planning commission.

5. Utility Lines

Distribution and service lines (electric, gas, phone, cable) and transmission lines (high voltage, long distance power) should be buried wherever feasible and cost effective. In particular service lines are typically buried under current building codes.

6. Access

A community's access management standards may be appropriate in a scenic byway to manage traffic flow.

7. Signage

A set of performance standards for signage should be considered for scenic byways. It is important to ensure that new signage is compatible given the byway's development character. A signage palette may be appropriate which would define the general characteristics deemed appropriate for the byway. Under the state's Scenic Byway provisions, billboards and other off-premises signs are prohibited under certain circumstances.

8. Lighting

A set of performance standards for lighting should be established which ensures that on-site lighting is appropriate for the byway's development character. An example is requiring externally illuminated signs.

9. Landscaping and Street Trees

A set of performance standards for landscaping would also be appropriate, unless the scenic byway has a rich landscape heritage that should be reinforced as new development occurs. An example is a continuous dry-laid stone wall with mature sugar maples planted every 100 feet. These standards should be based upon an



2. Scenic Byway Zoning Overlay

objective inventory of the byway and should provide for flexible and creative solutions. In addition, an appropriate street tree master plan should be adopted for a scenic byway to ensure new street trees are appropriate relative to size, location and species.

G. Additional Standards

The community may wish to include additional standards that meet locally defined goals relative to watercourse protection or which address other related concerns. These may include design standards to ensure new construction is sensitive to riparian corridors, standards for crossings, signage limitations and measures that encourage the preservation of scenic views.

Another area that may require attention is future public improvements to the scenic byway. The community should consider balancing the values of the designated scenic byway with the potential of future improvements, such as resurfacing, widening and similar changes that could alter its very basis for designation. For instance, the zoning overlay could require Planning Commission approval of all future improvements other than routine maintenance.

H. Submittal Requirements

The submittal requirements shall be as stipulated in the rezoning, conditional use/special permit, variance and zoning clearance portions of the Zoning Code. Some communities may wish to require a special permit with Planning Commission review if warranted by the unique characteristics of the scenic byway.



OHIO NATIONAL ROAD SCENIC BYWAY

National Main Street Center: About Main Street

<http://www.mainst.org/AboutMainStreet/getstarted.htm>



About the Main Street Program *for commercial district revitalization*

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Main Street Approach

America's Main Streets

Importance of Downtown

State and Citywide Main Street Programs

Great things in Main Street Communities

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Getting Started in Main Street Revitalization

Here are some things you can do to get started right away:

- Read the [Frequently Asked Questions](#) and contact the National Main Street Center right away for [more information](#).
- Visit a nearby active Main Street program and speak with its staff and volunteer leaders about how the program works there and what its benefits are. Ask a Main Street staff person or volunteer to speak to your group of downtown leaders.
- Schedule a public meeting. Invite every group that should have an interest in your downtown's future to meet and discuss needs and opportunities for change. Show the audience The Main Street Approach slide show, interspersing slides of your own downtown.
- Compile an inventory of your downtown's current businesses. Use an old city directory to list businesses that used to be downtown 10 years ago. Encourage local media to do a story.
- Tell local government staff and officials how important downtown is to you. Encourage them to pursue public-private partnerships to revitalize your downtown.
- Put together a task force to plan the next steps. Invite business owners, property owners, local government officials, the chamber of commerce, historic preservation groups, industry representatives, economic development staff and other key public and private civic leaders.
- Participate in Preservation Week, held every May, by holding an open house of downtown businesses, running a daily newspaper column on downtown history and offering tours, call the National Trust for a Preservation Week information packet at 202.588.6141.
- Organize a downtown festival to highlight how important Main Street is to the community economically, historically and culturally.
- [Join the National Main Street Network](#) so you can begin learning from other communities' experiences in Main Street revitalization.
- Call us! If you have questions about how to begin a Main Street revitalization effort, please give us a call at 202.588.6219 or [click here](#).

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National Main Street Center: About Main Street

<http://www.mainst.org/AboutMainStreet/faq.htm>



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Frequently Asked Questions

How does Main Street work locally?
Typically, interest in developing a local Main Street program comes from business or property owners, city government, bankers, civic clubs, the chamber of commerce, historic preservationists or other civically-minded groups. Community leaders (both public and private sector) discuss goals, establish an organization (Main Street programs are usually independent non-profit organizations), raise money to hire a Main Street manager, and create committees and a board of directors to carry out the work. Once established, the program's participants examine the commercial district's needs and opportunities and develop a long-term, incremental strategy based on the Main Street Four Point Approach to strengthen its commercial activity and improve its buildings.

Who should be involved in the local Main Street organization?
Everyone with a stake in the commercial district and its future should be involved. Merchants, property owners, the chamber of commerce, industries, local government and private citizens all benefit from a healthy local economy and from a historic city core that reflects the community's heritage and ideals. A solid partnership is crucial to the Main Street program's success. In fact, a 1988 study of successful downtown revitalization programs in America, conducted by the National Main Street Center and the Urban Institute, found that programs which were funded primarily by local sources were much more likely to be successful than those that relied heavily on state or federal funds. In addition, it is important that both the public and private sector support the program financially, demonstrating their commitment to its goals.

How can I learn how to apply the Main Street Four Point Approach to my community?
The National Main Street Center offers a variety of publications, audiovisual materials and computer software to help guide your local revitalization efforts. It also sponsors a national conference which provides good training opportunities. And through its membership program, the National Main Street Network, you can link up with other organizations and communities' experiences in Main Street, so you won't have to "reinvent the wheel." The NMSC can also provide direct technical assistance on a fee-for-service basis.

Am I the right person to get this started, and how can I get others interested in this program?
Main Street programs around the nation are started by concerned citizens who work with others in the community. Contact groups that should have an interest in your downtown's future to meet and discuss needs and opportunities for change: local government officials, chamber of commerce, historic preservation groups, etc. Call us and we'll send you informational brochures that explains the Main Street Four Point Approach. Put together a task force to plan the next steps. If there is an active downtown organization in your community, join it and present your ideas. See [Getting Started in Main Street Revitalization](#) for more ideas.

OHIO NATIONAL ROAD SCENIC BYWAY

National Main Street Center: About Main Street

<http://www.mainst.org/AboutMainStreet/faq.htm>

Who pays for the Main Street program? Is it a grant?

No. Financial support for the program comes from the local entities who have a stake in the downtown: city government, merchants, businesses, and the public. (See [Why is Main Street important?](#)) The success of the Main Street program over the years lies in the fact that it is a local initiative, both organizationally and financially. People care more about the success and become involved in something they personally have to pay for or donate their time to.

How long does a local Main Street program last?

Commercial revitalization is an ongoing process. Just as a shopping center has a full-time staff and works constantly to ensure proper leasing, management and marketing, downtown and neighborhood commercial districts need ongoing attention, too.

What assistance is available to establish and manage a local Main Street program?

The National Main Street Center can provide direct technical assistance to cities and towns, both independently and in conjunction with state and city-wide Main Street programs. There may also be sources of information, assistance and funding available in your state, see [How to network with Main Street programs in your state.](#)

How can my community receive direct, on-site help from the National Main Street Center?

In many cases the National Main Street Center works directly with a state Main Street program to provide technical assistance to a limited number of designated communities. Most state and regional programs hold annual competitions through which interested communities can apply to take part in the program. However, the Center also works directly with individual cities and towns, depending on a community's needs and staff availability. The Center works on a fee-for-services basis. As always, we encourage communities to begin their own Main Street program locally, whether or not they afford the Center's services. Our extensive catalogue of books and materials can be of great assistance in start-up and ongoing efforts of programs.

[Home](#)

[Join Main Street](#)

[Contact Us](#)

[NTHP](#)

ACTION PLAN REFERENCE MATERIAL

ORDINANCE NO. _____ N.C.S.

<http://www.abag.ca.gov/bayarea/telco/samples/petaluma.html>

Sample Telecomm Documents



ORDINANCE NO. _____ N.C.S.

Introduced by Councilmember Seconded by Councilmember

AN ORDINANCE ESTABLISHING STANDARDS FOR THE DEVELOPMENT OF TELECOMMUNICATION FACILITIES AND INSTALLATION OF RELATED FACILITIES

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF PETALUMA AS FOLLOWS:

CHAPTER 14.44

Telecommunications Facility & Antenna Criteria

14.44.010 Purpose:

The purpose and intent of this chapter is to provide a uniform and comprehensive set of standards for the development of telecommunication facilities and installation of antennas. The regulations contained herein are designed to protect and promote public health, safety, community welfare and the aesthetic quality of Petaluma as set forth within the goals, objectives and policies of the Petaluma General Plan; while at the same time not unduly restricting the development of needed telecommunications facilities and important amateur radio installations and encouraging managed development of telecommunications infrastructure to insure Petaluma's role in the evolution of technology. It is also the stated intent of this Chapter to provide a public forum to insure a balance between public concerns and private interest in establishing telecommunication and related facilities.

It is furthermore intended that, to all extent permitted by law, the City shall apply these regulations to specifically accomplish the following:

- A. Protect the visual character of the City from the potential adverse effects of telecommunication facility development and minor antenna installation;
- B. Insure against the creation of visual blight within or along the City's scenic corridors and ridgelines;
- C. Retain local responsibility for and control over the use of public rights-of-way to protect citizens and enhance the quality of their lives.
- D. Protect the inhabitants of Petaluma from the possible adverse health effects associated with exposure to high levels of NIER (non-ionizing electromagnetic radiation);

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ORDINANCE NO. _____ N.C.S.

<http://www.abag.ca.gov/bayarea/telco/samples/petaluma.html>

- E. Protect the environmental resources of Petaluma;
- F. Insure that a competitive and broad range of telecommunications services and high quality telecommunications infrastructure are provided to serve the business community;
- G. Create and preserve telecommunication facilities that will serve as an important and effective part of Petaluma's emergency response network;
- H. Simplify and shorten the process for obtaining necessary permits for telecommunication facilities while at the same time protecting the legitimate interests of Petaluma citizens; and,
- I. Provide for the charging of reasonable, competitively neutral, non-discriminatory fees for use of the public right-of-way by telecommunication providers.
- J. Provide for the maximization of access and usability of an internet web site for the City of Petaluma.

14.44.020 Definitions

For the purpose of this chapter, the following words and phrases shall have the meaning respectively ascribed to them in this Section:

A. "Antenna" means any system of wires, poles, rods, reflecting discs, or similar devices used for the transmission or reception of electromagnetic waves when such system is either external to or attached to the exterior of a structure. Antennas shall include devices having active elements extending in any direction, and directional beam-type arrays having elements carried by and disposed from a generally horizontal boom that may be mounted upon and rotated through a vertical mast or tower interconnecting the boom and antenna support, all of which elements are deemed to be a part of the antenna. Antennas shall include cellular on wheels (COWs) and cellular on light trucks (COLTs) facilities; as well as dispatch carriers for Specialized Mobile Radio (SMR) services and Enhanced SMR (ESMR).

1. "Antenna - Building Mounted" means any antenna, other than an antenna with its supports resting on the ground, directly attached or affixed to a building, tank, tower, building mounted mast less than 10 feet tall and 6 inches in diameter, or structure other than a telecommunication tower.

2. "Antenna - Directional" (also known as a "panel" antenna) transmits and/or receives radio frequency signals in a directional pattern of less than 360 degrees.

3. "Antenna - Ground Mounted" means any antenna with its base, single or multiple posts, placed directly on the ground or a mast less than 10 feet tall and 6 inches in diameter.

4. "Antenna - Omni-directional" transmits and/or receives radio frequency signals in a 360 degree radial pattern. For the purpose of this Chapter, an omni-directional antenna is up to fifteen feet (15') in height and up to four inches (4") in diameter.

5. "Antenna - Parabolic" (also known as satellite dish antenna) means any device incorporating a reflective surface that is solid, open mesh, or bar configured that is shallow dish, cone, horn, bowl or cornucopia shaped and is used to transmit and/or receive electromagnetic or radio frequency communication/signals in a specific directional pattern. This definition is meant to include, but is not limited to, what are commonly referred to as satellite earth stations, TVROs and satellite microwave antennas.

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<http://www.abag.ca.gov/bayarea/telco/samples/petaluma.html>

B. Demonstration of compliance with requirements A.1., 2., 4. and 5. (fire only) shall be evidenced by a certified signed by the City Fire Chief on the building plans submitted.

C. Demonstration of compliance with requirements A.3. through 5. (earthquake only) shall be provided via a second certification on said plans signed by a structural engineer or other appropriate professional licensed by the State of California.

14.44.190 Telecommunication facilities - Location

All telecommunication facilities shall be located so as to minimize their visibility and the number of distinct facilities present. To this end all of the following measures shall be implemented for all telecommunications facilities, except exempt facilities as defined in Section 14.44.020.S.1:

A. No telecommunication facility shall be installed within the safety zone of the Petaluma Municipal Airport or any helipad unless the airport owner/operator indicates that it will not adversely affect the operation of the airport or helipad;

B. No telecommunication facility shall be installed at a location where special painting or lighting will be required by the FAA regulations unless technical evidence acceptable to the Planning Director or Planning Commission, as appropriate, is submitted showing that this is the only technically feasible location for this facility;

C. No telecommunication facility shall be installed on an exposed ridgeline, in or at a location readily visible from Highway 101, a public trail, public park or other outdoor recreation area, or in property designated with a Floodway (FW), Park or Open Space (OS) on the Petaluma General Plan, unless it blends with the surrounding existing natural and man-made environment in such a manner as to be effectively unnoticeable and a finding is made that no other location is technically feasible;

D. No telecommunication facility that is readily visible from off-site shall be installed closer than one-half mile from another readily visible uncamouflaged or unscreened telecommunication facility unless it is a co-located facility, situated on a multiple-user site, or blends with the surrounding existing natural and man-made environment in such a manner as to be effectively unnoticeable; or technical evidence acceptable to the Planning Director or Planning Commission, as appropriate, is submitted showing a clear need for this facility and the infeasibility of co-locating it on one of these former sites;

E. No telecommunication facility that is readily visible from off-site shall be installed on a site that is not already developed with telecommunication facilities or other public or quasi-public uses unless it blends with the surrounding existing natural and man-made environment in such a manner so as to be effectively unnoticeable or technical evidence acceptable to the Planning Director or Planning Commission, as appropriate, is submitted showing a clear need for this facility and the unfeasibility of co-locating it on one of these former sites; and

F. Telecommunication towers shall be set back at least twenty percent (20%) of the tower height from all property lines and at least one hundred feet (100') from any public trail, park or outdoor recreation area. Guy wire anchors shall be set back at least twenty feet (20') from any property line.

14.44.200 Telecommunication facilities - Height determination

The height of a telecommunication tower shall be measured from the natural undisturbed ground surface below the center of the base of said tower to the top of the tower itself or, if higher, to the tip of the highest antenna or piece of equipment attached thereto. In the case of building-mounted towers the height of the

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<http://www.abag.ca.gov/bayarea/telco/samples/petaluma.htm>

D. The facility shall comply with all applicable City Floodplain, Floodway and Storm Drainage and Erosion Control regulations;

E. Potential adverse visual impacts which might result from project related grading or road construction shall be minimized;

F. Potential adverse impacts upon nearby public use areas such as parks or trails shall be minimized; and

G. Drainage, erosion, and sediment controls shall be required as necessary to abide soil erosion and sedimentation of waterways. Structures and roads on slopes of 10% or greater shall be avoided. Erosion control measures shall be incorporated for any proposed facility which involves grading or construction near a waterway or on lands with slopes over 10%. Natural vegetation and topography shall be retained to the extent feasible.

14.44.270 Telecommunications - Noise and traffic

All telecommunication facilities shall be constructed and operated in such a manner as to minimize the amount of disruption caused to the residents of nearby homes and the users of nearby recreational areas such as public parks and trails. To that end all the following measures shall be implemented for all telecommunication facilities, except exempt facilities as defined in Section 14.44.020.S.1:

A. Outdoor noise producing construction activities shall only take place on weekdays (Monday through Friday, non-holiday) between the hours of 7:30 a.m. and 5:30 p.m. unless allowed at other times by the Planning Commission;

B. Backup generators shall only be operated during power outages and for testing and maintenance purposes. If the facility is located within one hundred feet (100') of a residential dwelling unit, noise attenuation measures shall be included to reduce noise levels to an exterior noise level of at least a Ldn of 60 dB at the property line and an interior noise level of a Ldn of 45 dB. Testing and maintenance shall only take place on weekdays between the hours of 8:30 a.m. and 4:30 p.m.; and

C. Traffic, at all times, shall be kept to an absolute minimum, but in no case more than two round trips per day on an average annualized basis once construction is complete.

14.44.280 Telecommunication facilities - Visual compatibility

A. Facility structures and equipment shall be located, designed and screened to blend with the existing natural or built surroundings so as to reduce visual impacts to the extent feasible considering the technological requirements of the proposed telecommunication service and the need to be compatible with neighboring residences and the character of the community.

B. The facility is designed to blend with the any existing supporting structure and does not substantially alter the character of the structure or local area.

C. Following assembly and installation of the facility, all waste and debris shall be removed and disposed of in a lawful manner; and

D. A visual analysis, which may include photo montage, field mock up, or other techniques shall be prepared by or on behalf of the applicant which identifies the potential visual impacts, at design capacity, of the proposed facility to the satisfaction of the Planning Director. Consideration shall be given to views from

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ORDINANCE NO. _____ N.C.S.

<http://www.abag.ca.gov/bayarea/telco/samples/petaluma.html>

public areas as well as from private residences. The analysis shall assess the cumulative impacts of the proposed facility and other existing and foreseeable telecommunication facilities in the area, and shall identify and include all feasible mitigation measures consistent with the technological requirements of the proposed telecommunication service. All costs for the visual analysis, and applicable administrative costs, shall be borne by the applicant.

14.44.290 Telecommunications facilities - NIER exposure

A. No telecommunication facility shall be sited or operated in such a manner that it poses, either by itself or in combination with other such facilities, a potential threat to public health. To that end no telecommunication facility or combination of facilities shall produce at any time power densities in any inhabited area as this term is defined in Section 14.44.020 that exceed the ANSI (American National Standards Institute) C95.1-1992 standard for human exposure or any more restrictive standard subsequently adopted or promulgated by the City, County, the State of California, or the federal government.

B. Initial compliance with this requirement shall be demonstrated for any facility within four hundred feet (400') of residential uses or sensitive receptors such as schools, churches, hospitals, etc. and all broadcast radio and television facilities, regardless of adjacent land uses, through submission, at the time of application for the necessary permit or entitlement, of NIER (Nonionizing Electromagnetic Radiation calculations) specifying NIER levels in the inhabited area where the levels produced are projected to be highest. If these calculated NIER levels exceed 80% of the NIER standard established by this Section, the applicant shall hire a qualified electrical engineer licensed by the State of California to measure NIER levels at said location after the facility is in operation. A report of these measurements and his/her findings with respect to compliance with the established NIER standard shall be submitted to the Planning Director. Said facility shall not commence normal operations until it complies with, or has been modified, to comply with this standard. Proof of said compliance shall be a certification provided by the engineer who prepared the original report. In order to assure the objectivity of the analysis, the City may require, at the applicant's expense, independent verification of the results of the analysis.

C. Every telecommunication facility within four hundred feet (400') of an inhabited area and all broadcast radio and television facilities shall demonstrate continued compliance with the NIER standard established by this Section. Every five (5) years a report listing each transmitter and antenna present at the facility and the effective radiated power shall be submitted to the Planning Director. If either the equipment or effective radiated power has changed, calculations specifying NIER levels in the inhabited areas where said levels are projected to be highest shall be prepared. NIER calculations shall also be prepared every time the adopted NIER standard changes. If calculated levels in either of these cases exceed 80% of the standard established by this Section, the operator of the facility shall hire a qualified electrical engineer licensed by the State of California to measure the actual NIER levels produced. A report of these calculations, required measurements, if any, and the author's/engineer's findings with respect to compliance with the current NIER standard shall be submitted to the Planning Director within five (5) years of facility approval and every five (5) years thereafter. In the case of a change in the standard, the required report shall be submitted within ninety (90) days of the date said change becomes effective.

D. Failure to supply the required reports or to remain in continued compliance with the NIER standard established by this Section shall be grounds for revocation of the use permit or other entitlement.

14.44.310 Telecommunication facilities - Exceptions

A. Exceptions to the requirements specified within this Chapter may be granted through issuance of a conditional use permit by the Planning Commission. Such a permit may only be approved if the Planning Commission finds, after receipt of sufficient evidence, that failure to adhere to the standard under

OHIO NATIONAL ROAD SCENIC BYWAY

OHIO DEPARTMENT OF DEVELOPMENT
OFFICE OF HOUSING AND COMMUNITY PARTNERSHIPS

COMMUNITY DEVELOPMENT BLOCK GRANT
FY '01
DOWNTOWN REVITALIZATION COMPETITIVE PROGRAM

COMMUNITY SELF-ASSESSMENT

Date: _____

Community/Sponsoring Local Government: _____

Contact Person: _____ Title: _____

Address: _____

City: _____ Zip Code: _____

Phone No.: _____ Fax No.: _____

E-Mail Address: _____

County: _____ Anticipated Amount of CDBG Request: \$ _____

Any questions should be referred to: Susan Miller, Downtown Coordinator, Ohio Department of Development, Office of Housing and Community Partnerships, 77 S. High Street, P.O. Box 1001, Columbus, Ohio 43216-1001, or call (614) 466-2285. The Community Self-Assessment is due on Friday, April 27, 2001 by 5 p.m.

ACTION PLAN REFERENCE MATERIAL

A. Program Thresholds

1. Organization: Downtown Management/Business Association

THRESHOLD: Evidence that an active downtown management/business association has been in existence to promote or coordinate revitalization activities for at least two years.

- a. Is there an active downtown management/business association in the community?

_____ Yes _____ No

Name of the lead organization: _____

Number of years the organization has been in existence/active: _____

- b. Does the business association have a staff? _____ Yes _____ No

If yes, please explain: _____

- c. What is the annual budget of the association, including dues? \$_____

- d. Briefly list/discuss the type of activities the organization has undertaken in the recent past.

- e. Approximately how many businesses are in the downtown's target area? _____

Roughly, how many building owners comprise the target area? _____

- f. Approximately how many business owners belong to the downtown management/business association?

_____ building owners? _____

- g. Identify any other community organizations that are active in the community's downtown revitalization efforts. Explain.

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2. Market Analysis and the Business Climate

THRESHOLD: A downtown market study has been completed and/or updated within the last three years.

- a. Has a market analysis been done for the downtown? ☐ Yes ☐ No

When was this study completed? _____ updated? _____ adopted? _____

Check all that are included in the study:

- | | |
|---|--|
| <input type="checkbox"/> a consumer survey | <input type="checkbox"/> a merchant survey |
| <input type="checkbox"/> analysis of vacancies
(land, storefronts, upper stories, etc.) | <input type="checkbox"/> strategies and implementation steps for
attracting business to and retaining
business in the downtown |
| <input type="checkbox"/> consideration of the retail mix in the
downtown and types of business
needed | <input type="checkbox"/> analysis of trade area and competing
commercial development |
| <input type="checkbox"/> demand for products, goods and
services | <input type="checkbox"/> downtown housing supply and demand |
| <input type="checkbox"/> office space analysis | <input type="checkbox"/> feasibility of proposed development/
redevelopment |
| | <input type="checkbox"/> examination of market niches, clustering,
supplementation, etc. |

Submit a two-page summary of the market analysis.

- b. Which of the following economic development tools are currently in use to stimulate investment in the downtown? Check all that apply.

- | | |
|---|---|
| <input type="checkbox"/> Community Reinvestment Area | <input type="checkbox"/> Enterprise Zone |
| <input type="checkbox"/> Tax Abatement | <input type="checkbox"/> Special Assessments |
| <input type="checkbox"/> Special Improvement Districts | <input type="checkbox"/> Tax Credits |
| <input type="checkbox"/> Low Interest Loans (loan pool) | <input type="checkbox"/> Other: _____
(please specify) |

ACTION PLAN REFERENCE MATERIAL

3. Project/Program Implementation

THRESHOLD: A designated local person must be identified to work as project coordinator for administration of day-to-day downtown revitalization activities.

- a. Has a downtown manager been hired to coordinate activities in the downtown?

_____ Yes _____ No

If yes, briefly describe who will be responsible for managing the downtown program.

If no, when do you anticipate hiring a downtown coordinator? _____

With what organization would the coordinator be employed? _____

- b. Briefly explain any coordinated partnership efforts to be taken in implementing downtown revitalization activities.

4. Project/Program Financing

THRESHOLD: A minimum of \$1:\$1 leverage of other funds (including non-downtown CDBG funds) to downtown CDBG funds is required. Funds proposed as leverage will be counted only if they are firmly committed for the projects that are contingent upon the Downtown program grant award.

- a. Briefly discuss plans to attract other funds to the project. Include organizations that contribute monetarily to the downtown revitalization effort.

- b. Outline the community's tentative budget for its proposed downtown activities (Please see attached Table II, Budget Summary - page 3a.)

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**OHIO CDBG
DOWNTOWN REVITALIZATION COMPETITIVE PROGRAM
TABLE II
BUDGET SUMMARY (000's)**

Project Costs	(A)	(B)		(C)	(D)	(E)	(F)	(G)
	Total	Downtown CDBG		Local Gov't Funds	Other Public Funds	Private Funds	Source of Funds	Activity Outcomes
		LMI	S/B					
Private Rehabilitation:								
Façade Improvements								
Interior Rehab./Code Work Only								
Acquisition								
Demolition								
Relocation								
Capital Improvements:								
Streets								
Curbs and Sidewalks								
Water and Sewer								
Flood and Drainage								
Utilities								
Other – Specify:								
Subtotal								
Administration Costs:								
Planning								
General								
Total Administration								
Total								

3A

ACTION PLAN REFERENCE MATERIAL

5. Local Government Participation

THRESHOLD: A firm financial commitment from the local government for at least 10% of the CDBG amount requested is required.

- a. Briefly describe the local government's past and present participation in the downtown revitalization effort.

- b. Discuss the community's plans to provide the equivalent of 10% of the amount of CDBG funds requested.

6. Project/Program Marketing

THRESHOLD: The community must show that it has established a promotional strategy for the downtown based upon consumer and/or market surveys that substantiate the approach being taken.

- a. Give three examples of events or promotions coordinated by the business association or downtown businesses in the past year.

- b. Please explain any efforts made to coordinate promotions with other events or attractions in the surrounding area such as festivals or tourist attractions.

OHIO NATIONAL ROAD SCENIC BYWAY

- c. Please outline future plans for promotion of the downtown. Explain how these plans coincide with consumer and/or market survey results. Discuss how these plans will result in a holistic and comprehensive approach to marketing for the downtown.

7. Physical Environment of the Downtown

Building Survey

THRESHOLD: At a minimum, 20% of the buildings in the downtown project area must be physically improved. Firm private financial commitments are required as evidence that improvements will be made.

- a. Has an analysis of the physical conditions of the buildings been completed for the downtown?

_____ Yes _____ No When? _____

By whom? _____

- b. How many buildings are in the downtown? _____

Approximately how many need some type of rehabilitation? _____

Approximately how many can be classified as substandard? _____

- c. How many buildings are in the proposed target area (if different than the entire downtown)? _____

Of these buildings, approximately how many need some type of rehabilitation? _____ can be classified as substandard? _____

NOTE: At least 51% of the buildings in the target area must be able to be classified as substandard. Substandard is defined as substantial deterioration or disrepair of facades/structures and existing building code violations.

ACTION PLAN REFERENCE MATERIAL

Infrastructure Survey

- a. Has an analysis of the condition of the infrastructure been completed for the proposed target area?
- _____ Yes _____ No When? _____
- By whom? _____
- b. Briefly describe those infrastructure components that are in need of rehabilitation and can be classified as substandard. Estimate the percentage of infrastructure that is substandard in the downtown.
- _____
- _____
- _____

NOTE: At least 51% of the infrastructure must be designated substandard in the proposed target area. Substandard is defined as infrastructure in disrepair and in need of replacement.

8. Downtown Development Plan

THRESHOLD: A downtown development plan, which must have been adopted or updated within the last three years, is currently being implemented.

- a. Date the plan was completed? _____ updated? _____ adopted? _____
- Who completed the initial plan/updated plan? _____
- b. Check all issues that are covered in the plan:
- | | | |
|--|----------------------|--|
| _____ land use (commercial, office, housing, parks, public facilities, etc.) | | |
| _____ traffic flow and patterns | _____ parking | _____ signage |
| _____ public/private facilities
(governmental, religious, and other entities) | _____ transportation | _____ streetscape/
pedestrian space |
- c. Does the community have a housing strategy identified in the downtown development plan?
- _____ Yes _____ No
- If yes, explain.
- _____
- _____
- _____

Submit a two-page executive summary of the downtown development plan.

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9. Target Area

THRESHOLD: Targeted activities are to be located within the Central Business District (CBD). Revitalization efforts can be limited to a portion of the entire CBD provided the area is cohesive and well defined.

- a. Briefly discuss the physical boundaries of the community's anticipated downtown project target area. This area may or may not include the entire downtown.

Submit a building map of the downtown area with the project area clearly outlined.

10. National Objective

THRESHOLD: Documentation for meeting the national objective selected by the applicant community.

- a. Communities must qualify activities under the national objective of either benefit to persons from low- and moderate-income (LMI) households or aid in the elimination of slum and blight.

Please indicate under which national objective your community intends to qualify:

_____ Elimination of slum & blight; or

_____ Benefit to LMI households (_____ % LMI in the target area).

B. Additional Requirements

1. Design Review Standards

The community must have architectural design standards for the downtown target area. The standards must be adopted by the local legislative body and have an enforcement mechanism.

- a. Is there a design review board? _____ Yes _____ No

Is it active in the downtown target area? _____ Yes _____ No

When were design review standards completed? _____

Date adopted by council? _____

- b. Do Design Standards include the Secretary of the Interior's Rehabilitation Standards?

_____ Yes _____ No Explain: _____

ACTION PLAN REFERENCE MATERIAL

- c. Is there a design review process and enforcement mechanism for?

Check all that apply.

☐ rehabilitation ☐ demolition ☐ new construction

Explain: _____

- d. Does the community have a building code and building inspection process in place?

☐ Yes ☐ No Explain: _____

If design plans or photographs are available of the proposed target area, please submit (not required).

2. Ohio Main Street Designation

- a. Briefly outline what your community is doing to become recognized or designated as an Ohio Main Street Community by Downtown Ohio, Inc. and the Ohio Department of Development (ODOD).

NOTE: Any community awarded a Downtown Revitalization Program Grant is required to demonstrate a commitment to downtown revitalization by being a member of Downtown Ohio, Inc. (DOI), a statewide non-profit organization established to encourage the development, redevelopment and improvement of downtown areas in cities, villages, and townships within the state of Ohio. For membership information contact DOI at 61 Jefferson Avenue, Suite 203, Columbus, Ohio 43215; phone (614) 224-5410; fax (614) 224-5450; and e-mail downtown@netwalk.com.

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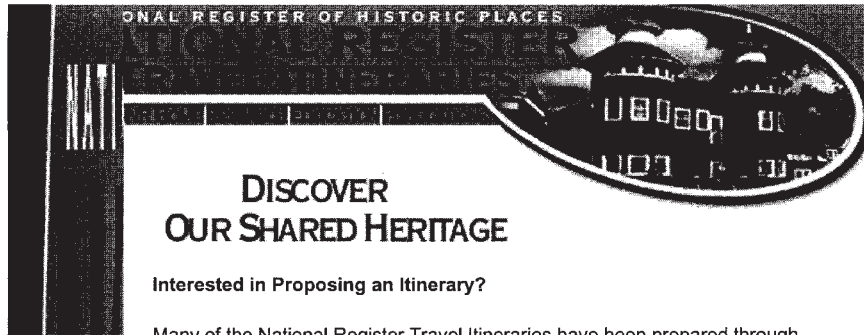
C. PROPOSAL

Briefly outline the community's proposal for a Downtown Revitalization Program.

ACTION PLAN REFERENCE MATERIAL

National Register of Historic Places, National Park Service

<http://www.cr.nps.gov/nr/travel/propose-trav.htm>



Many of the National Register Travel Itineraries have been prepared through partnerships with local preservation organizations, historical societies, chambers of commerce, city governments, or statewide groups. Preparing an online Travel Itinerary with the National Register can be beneficial to your organization for a number of reasons. The Travel Itinerary series can help revitalize communities through increased heritage tourism, link well-known historic sites to other less-visited places, enhance awareness within your own community of important historic properties and the value of preserving them, and provide a valuable source for students, researchers and the general public searching for information about significant historic places across America.

If your organization is interested in creating a National Register Travel Itinerary with us, you will need to collect the following information and materials:

- Geographic area or thematic concept for your itinerary
- Identify 25-40 historic places listed in the National Register of Historic Places
- Descriptions for each historic place of approximately 300 words
- Color and historic photographs (if in existence) of each historic place
- Current use, address, and accessibility information for each historic place
- Detailed map locating each historic place
- Essays (600 to 1000 words) covering major themes of the itinerary
- Welcome letter from a key elected official
- Short bibliography
- Internet addresses for related preservation and tourism web sites

These required materials are detailed further in our [Travel Itinerary Resources Guidelines](#).

Once your Travel Itinerary Proposal has been accepted, and you have submitted all the required materials, our staff will design the website and internet coding, digitize the photographic images and maps, and publish and maintain the Travel Itinerary on the National Register website. Your Travel Itinerary will be featured on our National Register home page for several weeks, and then added to our growing catalog of Online Itineraries. Many of our partners have successfully arranged a Travel Itinerary launch ceremony. We are happy to send a representative to this event and help publicize it through the National Park Service.

Follow These Steps to Prepare a National Register Travel Itinerary

Gather Information

Use the [National Register Information System](#) to identify historic properties in your area that you would like to feature. All sites MUST be listed in the National Register of Historic Places.

OHIO NATIONAL ROAD SCENIC BYWAY

National Register of Historic Places, National Park Service

<http://www.cr.nps.gov/nr/travel/propose-trav.htm>

Read through the [Travel Itinerary Resources Guidelines](#) to determine if you will be able to supply the required materials.
Contact your [State Historic Preservation Office](#) and inform them of your interest in the National Register Travel Itinerary program. Obtain a list of the National Register nominations they could provide for you.

Submit a Proposal

Refer to the [Travel Itinerary Proposal Guidelines](#) to obtain a list of questions that your proposal must answer.
Review the [Sample Proposal](#) as you prepare your own proposal
Submit written proposal to:

Carol D. Shull
Keeper of the National Register of Historic Places
National Register, History and Education
National Park Service
1849 C. St., NW
Room NC 400
Washington, DC 20240

Priority will be given to proposals that include a range of registered properties, include listings that reflect cultural diversity and properties located in empowerment zones or heritage areas, or address an area of American history that is not yet represented in our Travel Itinerary series.

Submit a Sample Packet

If your proposal is accepted, you will need to submit a Sample Packet within three months. We will then be able to assure you that you are on the right track! The Sample Packet should focus on ONE of your chosen historic places, and include:

A 300 word description of that historic place
One current color photograph or slide
A historic photograph if possible (especially if you plan on submitting these in an electronic format)
Current use, address, and accessibility information for that historic place

Submit the Final Package

After receiving approval of the Sample Packet, proceed with gathering the remaining materials. We encourage you to speak with the National Register Travel Itinerary staff during this process if you are uncertain about any of the requirements, contact [Patrick Andrus](#) or [Shannon Bell](#) at (202) 343-9519 or -9520. Once we have received all of your materials, we will be able to estimate a completion date, and you can begin arranging a Launch Ceremony if your organization would like to do so.

[Comments or Questions](#)

[Privacy & Disclaimer](#)

Last Modified: Wed, May 17 2000 02:13:30 pm EDT

SEB



VISITOR INFORMATION SURVEY 1

Thank you for visiting the City of Gallipolis. We would like to make our city a more enjoyable place to visit. The data you provide is to be combined with the responses of others and uses for statistical purposes only. Please help us by answering a few questions.

1. What city and state are you from? If a different country please tell us what country and city?

2. What is your zip code? _____

3. Have you visited Gallipolis before?

☐ Yes

☐ No

4. Which of the following best describes your primary reason for visiting Gallipolis?

Choose one:

☐ Visiting Family

☐ Family Vacation

☐ Shopping

☐ Special Event

☐ Business Trip

☐ Family Reunion

☐ Genealogy

☐ Hunting/Fishing

☐ Historical Attractions

☐ Other _____

5a. Did you stay overnight in Gallipolis?

☐ Yes (If yes, go to #6)

☐ No

5b. Was this a day trip?

☐ Yes

☐ No

6a. Where did you stay?

☐ Motel

☐ Campground

☐ Relative/Friend

☐ B&B

☐ Statepark resort

6b. How many nights did you stay? _____

7. What places were you able to visit?

☐ City Park

☐ Our House Museum

☐ French Art Colony

☐ Library

☐ Historical Society

☐ Ohio Valley Visitors Center

☐ Ariel Theatre

☐ Retail Store

☐ Gallipolis Boat Club

☐ Golf Course

☐ Bike Trail

☐ Craft Mail

☐ Restaurant

☐ Other: _____

8. How many adults are on this trip? _____ Children? _____

OHIO NATIONAL ROAD SCENIC BYWAY

9. Was parking a problem?

☐ Yes ☐ No

10. How did you learn about Gallipolis?

☐ Magazine ☐ 1-800-BUCKEYE ☐ Friend/Relative ☐ Brochure
☐ Other: _____

11. Please estimate the expenditures of your travel party in Gallipolis.

Lodging \$ _____ Meals \$ _____ Gas \$ _____
Entertainment \$ _____ Shopping \$ _____ Other \$ _____

12. Which age group do you belong to?

☐ 18-24 ☐ 25-34 ☐ 35-44 ☐ 45-54 ☐ 55-64 ☐ 65 & over

13. Which of the following categories best describes your occupation?

<input type="checkbox"/> managerial/professional	<input type="checkbox"/> farming
<input type="checkbox"/> technical/sales	<input type="checkbox"/> forestry
<input type="checkbox"/> military	<input type="checkbox"/> homemaker
<input type="checkbox"/> education	<input type="checkbox"/> student
<input type="checkbox"/> not employed	<input type="checkbox"/> retired
<input type="checkbox"/> service industry	<input type="checkbox"/> other

14. Which of the following categories best represents the last grade of school you completed?

<input type="checkbox"/> 8th grade	<input type="checkbox"/> 12th grade
<input type="checkbox"/> associates grade	<input type="checkbox"/> technical school
<input type="checkbox"/> college graduate	<input type="checkbox"/> graduate school
<input type="checkbox"/> refused/no answer	

15. Which of the following categories best represents your total household income before taxes?

☐ under \$ 10,000
☐ between 10,000 to 25,000
☐ between 25,001 to 40,000
☐ between 40,001 to 55,000
☐ between 55,001 to 70,000
☐ between 70,001 to 85,000
☐ greater than \$85,000
☐ Refused/no answer

ACTION PLAN REFERENCE MATERIAL

16. How satisfied were you with the service and hospitality in Gallipolis?

☐ very satisfied ☐ satisfied ☐ not satisfied ☐ disappointed

17. How would you rate Gallipolis on attractiveness?

☐ excellent ☐ good ☐ fair ☐ poor

18. What would bring you back to Gallipolis?

19. Suggestions for improvement...

VISITOR INFORMATION SURVEY 2

EXIT SURVEY FOR EVENTS OR ATTRACTIONS

1. How did you learn about this event?

(mark all that apply)

- | | |
|--|---|
| <input type="checkbox"/> Word of mouth | <input type="checkbox"/> Newspaper/magazine |
| <input type="checkbox"/> Television | <input type="checkbox"/> Radio |
| <input type="checkbox"/> Web site | <input type="checkbox"/> By mail / Convention & Visitors Bureau |
| <input type="checkbox"/> Brochure - Poster - Flyer | <input type="checkbox"/> 1 - 800 - BUCKEYE |
| <input type="checkbox"/> Other _____ | |

2. Including yourself, how many people were in the following age ranges in your personal travel party?

_____ under 12 _____ 12-17 _____ 18-34 _____ 35-54 _____ 55+

3. How much money do you expect to spend on the following items in connection with your attendance? (Write in dollar amount to the nearest whole dollar.)

On Food	\$ _____	On Transport(gasoline)	\$ _____
On Shopping/Merchandise	\$ _____	On Entertainment/Tickets	\$ _____
Other	\$ _____	_____	

4. Your gender?

- ☐ Male ☐ Female

5. Home Zip Code? _____

6. Year Born? _____

7. How would you rate the overall quality of this event or attraction?

- ☐ Excellent ☐ Good ☐ Fair ☐ Poor

8. Will you come again?

- ☐ Yes
☐ No If no, why? _____

VISITOR INFORMATION SURVEY 3

A Visitor Survey for _____

We are interested in making your stay in _____ a more pleasant one.

Please assist us by answering a few questions.

1. What is your main purpose of this trip?

- ☐ Visit friends and relatives
- ☐ Getaway weekend
- ☐ General vacation
- ☐ Attend a special event
- ☐ Shopping
- ☐ Business
- ☐ Other

2. How long will you visit the area?

- ☐ day trip ☐ overnight
- ☐ 2 nights ☐ 3 nights
- ☐ 4-7 nights

3. Did you stay in paid accommodations (Includes campground)?

- ☐ Yes ☐ No

4. Please estimate your expenditures during your stay in _____:

Lodging \$ _____ Food \$ _____ Entertainment \$ _____
 Shopping \$ _____ Vehicle/gas \$ _____ Other \$ _____

5. Including yourself, how many people were in the following age ranges in your personal travel party?

____ under 12 ____ 12-17 ____ 18-34 ____ 35-54 ____ 55+

6. Your zipcode _____ City _____ State/Province _____

7. Will you come back?

- ☐ Yes ☐ No If no, why? _____

8. What were the highlights of your trip?

OHIO NATIONAL ROAD SCENIC BYWAY

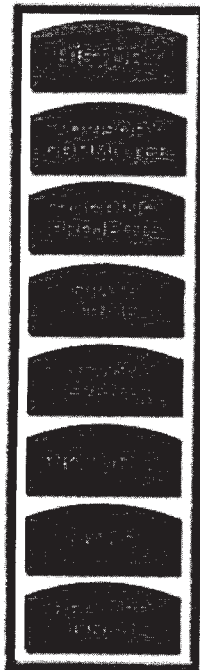
HCRH Celebration Events

<http://www.odot.state.or.us/hcrh/news/events.htm>

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This summer, we invite you to participate in this exciting recreational opportunity by visiting the newly restored segments of the Historic Columbia River Highway. Several Community celebrations are planned for late July to commemorate the renewal of the highway's past and the promise of its future.

Events will culminate with the official HCRH Opening Ceremonies on Saturday, July 22, and Sunday, July 23. Please refer to the schedule of this summer's celebration events listed below.

Saturday July 22

Antique Car Parade: All Day

Over 75 antique cars will wind their way from Troutdale to The Dalles. Activities are scheduled throughout the day along the parade route.

Registration is closed.

Troutdale: 7:30 a.m.

Parade kick-off in Mayor Square with pancake breakfast-public welcome.

Vista House at Crown Point: 9:00-10:00 a.m.

Musical entertainment, refreshments, interpretive displays and a vintage airplane fly-over.

Cascade Locks: Noon-2:00 p.m.

Parade lunch at Marine Park. Interpretive walk from Cascade Locks to Bonneville Dam.

Hood River: 1:00-3:00 p.m.

Downtown celebration and greeting of the parade on the Library Lawn.

Mosier: Throughout the Day

Celebration breakfast at Legion Hall; fruit stands, kite flying and other children's activities on school grounds; vintage car

ACTION PLAN REFERENCE MATERIAL

HCRH Celebration Events

<http://www.odot.state.or.us/hcrh/news/events.htm>

viewing and storytelling at gas station and ice cream shop.

The Dalles: 4:30 p.m.

The parade ends with an authentic Native American salmon bake and dancing with the Confederated Tribes of Warm Springs at the Gorge Discovery Center.

Historic Postcard and Commemorative Cancellation: All Day

Oregon and Southwest Washington Safeway stores will offer for purchase the official commemorative postcard folder with historic photos of the highway. Gorge post offices will offer special commemorative postmarks on Saturday at three locations:

- Bridal Veil, Forest Hall: 9:00 a.m.-1:00 p.m.
- Cascade Locks, 461 WaNaPa Street: 9:00 a.m.-1:00 p.m.
- Mosier, outside in front of library: 11:00 a.m.-4:00 p.m.

Sunday July 23

Twin Tunnel Run/Walk: 9:45 a.m.

Come run and walk a portion of the spectacular scenic and historic highway that has been closed to the public for more than 50 years. The competitive-as well as fun-4.6 mile run/walk ends at the official dedication ceremony at the Hatfield West Trailhead near Hood River. You can get more [information about this event and how to register](#) on-line, or by calling (503) 280-1094.

Dedication Ceremony: 11:00 a.m.

The official dedication ceremony of the Hood River to Mosier Section of the Historic Columbia River State Trail offers speakers, presentations, and a Hope Chant led by the Confederated Tribes of Warm Springs, songs by the Rose City Timberliners Barbershop Chorus and a time capsule burial. No parking is available at the event, but a shuttle service will run from the Hood River Marina to the trailhead between 9:30-10:45 a.m. with return trips between 12:00-1:30 p.m.

Nature and Educational Walks: All Day

Friends of the Columbia Gorge will be leading various hikes and a bike ride. For more information call (503) 241-3762, or email info@gorgefriends.org

An Eagle Creek hike will be offered to learn about the highway and geology of the Gorge. The hike will be led by a Forest Service Naturalist. Meet at the Toothrock Trailhead for an easy, 3-hour hike. For more information, call (541) 296-8600 ext. 213.

Historic Highway Movies: 8:00 p.m.

Historic Shorts and Silent Movies of the area and the Historic Columbia River Highway will be shown at the Old Gym in Cascade Locks City Hall. Vendors will be on hand. For more information, call Cascade Parks and Recreation, (541) 374-8676.

OHIO NATIONAL ROAD SCENIC BYWAY

HCRH Celebration Events

<http://www.odot.state.or.us/hcrh/news/events.htm>

Other Dates

July 1, 2, 8, 9, 15, 16, 22, 29, 30

Historic Columbia River Highway Sternwheeler Package.

Cruise past several portions of the Historic Columbia River Highway as the ship's captain narrates stories, facts and trivia about the highway. Contact Sternwheeler Columbia Gorge and Marine Park for more information, (503) 223-3928.

July 14

Columbia Classic Moonlight Run and Walk, July 14, 9:00 p.m..

A 9-mile run and 9-or 6-mile walk from Portland Women's Forum State Park to Multnomah Falls. For information, call (503) 281-9198.

June 27-July 29

Gorge Inspirations

A juried art competition featuring original works celebrating the Columbia River Gorge and the Historic Columbia River Highway. A reception will be held July 29, from 5:00-7:00 p.m.. For more information, contact The Dalles Art Center at (541) 296-4759

July 30

Celebration Bike Ride July 30, 7:30-9:00 a.m.

An exhilarating and visually spectacular 40-mile ride following the Historic Highway from the Gorge Discovery Center. Climb the Rowena Loops to Rowena Crest and continue on through the Mosier Twin Tunnels to the Hatfield West Trailhead and return. The tour includes a buffet lunch. For more information contact Jean Yates at (503) 666-6651.

July-November 15

Maryhill Museum of Art

An exhibition of historic photographs and drawings that tell the story of Samuel Hill's plan to engage travelers in contemplation of the natural setting through the design of the Historic Highway. For more information, contact the Maryhill Museum at (509) 773-3733, or email at maryhill@gorge.net.

Gorge Discovery Center

An exhibit of interpretive drawings of the Historic Highway. OPB's original documentary film on the highway, "Paradise Road," will be showing in theater. For more information, contact Nancy Lemons at (541) 296-8600.

For more general information on all the activities throughout July, call 1-800-551-6949.

The Historic Columbia River Highway Celebration is a special joint

ACTION PLAN REFERENCE MATERIAL

HCRR Celebration Events

<http://www.odot.state.or.us/herh/news/events.htm>

project of the Historic Columbia River Highway Advisory Committee, the Oregon Department of Transportation, the Oregon Tourism Commission, and the Oregon Parks and Recreation Department. The Celebration is made possible by a generous sponsorship from the Safeway Corporation and radio and television sponsorship from Oregon Public Broadcasting.



Oregon Department of Transportation

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This section is maintained by [Jeanette Kloos](#).

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Herald and News, Klamath Falls, OR. July, Sept. 21-1999

First-class byway will get first-class festivities

Volcanic Legacy Scenic Byway

By TODD KEPPLER
H&N Staff Writer

Big pine trees. Shimmering waters. Huge flocks of birds. We've seen it all before.

But we haven't, says Christina Lillienthal, referring to tourists who will be drawn to the Klamath Basin by promotional literature touting the Volcanic Legacy Scenic Byway.

The byway, which runs through Crater Lake National Park and south to the California border, was designated as an All-America Road last year, a distinction bestowed on only a handful of scenic routes across the country.

For a road, it's something like a team making it to the World Series or someone winning an Oscar.

Such an honor deserves no less than a first-class celebration, Lillienthal says. And so the All-America Road dedication is set for this weekend with festivities planned for several points between the Running Y Ranch Resort and Crater Lake.

There will be speeches, demonstrations, open houses, nature walks, antique cars and — of course — a ceremonial ribbon cutting.

Everything's free, Lillienthal reports, including admission to Crater Lake National Park,

which normally costs \$10 per vehicle.

It's all designed to let people know that Klamath County has some spectacular scenery.

Many local residents tend to forget that, tourism experts say.

"People get accustomed to living in a beautiful environment," says Lillienthal, who worked for a number of years to win designation of the scenic byway. "They don't always realize how beautiful it is compared to other parts of the U.S."

The Volcanic Legacy Scenic Byway is one of 12 backcountry auto tour routes designated throughout Oregon. A slick, full-color brochure describes all 12 scenic byways.

This weekend's celebration offers a variety of activities for local residents. Following a reception for visiting dignitaries Friday evening at the Running Y, events on Saturday will be centered at Rocky Point and Fort Klamath.

A group auto tour of the byway will form at the Running Y, with an opening program set to begin at 9:30 a.m. Saturday. The auto tour will leave the resort about 10:15.

A history of the Rocky Point area will be presented at 11



Getting a grip on Jennifer Hickethier is Will Jost in the wrestling contest held Monday afternoon at Oregon Inst Technology. It was one of the less serious activities included in new student orientation that started at the Institute Monday. Classes begin next Monday.

H&

See BYWAY, page 2

BYWAY From page 1

a.m. Saturday at the Pelican Guard Station. Ward Tonsfeldt, an expert on the history of south-central Oregon, will present "Days of Old" in the old guard station located at the intersection of Highway 140 and Westside Road.

Federal and state agencies will have representatives on hand to provide information about current management of public resources in the area.

Meanwhile, a family bicycle fest will be held from 9 a.m. to noon, beginning at the Fort Klamath Museum. For information on it, contact Elden Coats at 381-2291.

Four businesses at Rocky Point will hold open houses from 11 a.m. to 1:30 p.m. Saturday. Rocky Point Resort, Roe Cabin, Point Comfort and Harriman Springs will all be open for visitors at no charge.

A benefit luncheon of beer and kraut sausages will be offered at Rocky Point Resort with proceeds going to the local volunteer fire department.

Crystalwood Lodge, a former restaurant that is now a private residence, will be open for visitors. The owners will serve refreshments from 12:30 to 2 p.m. and provide information about a wetland restoration project along Wood River.

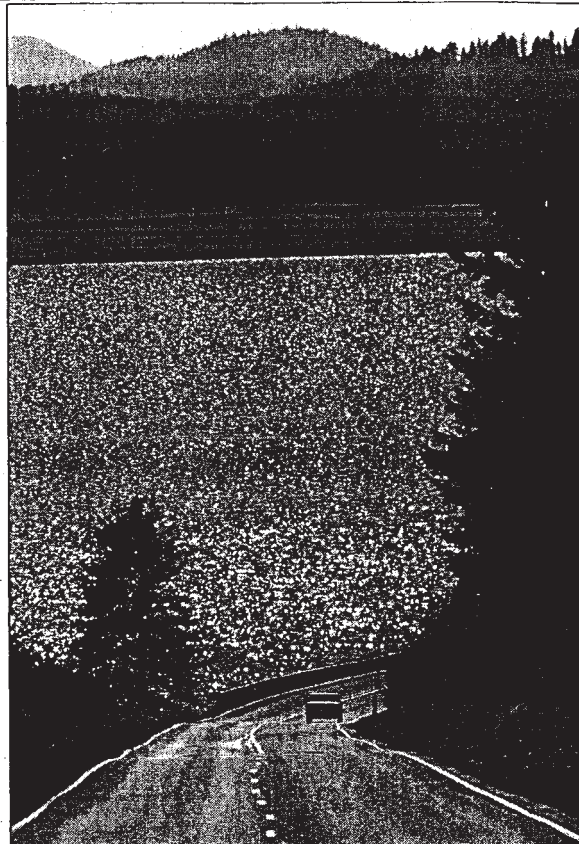
Attention will shift to the Fort Klamath Museum at 2 p.m. when the byway dedication and ribbon cutting ceremony begins.

A variety of demonstrations will be given in the afternoon at the museum and booths will be set up on the museum grounds. Slides and video programs will be offered from 2:30 to 4 p.m. at the CI Hall in Fort Klamath.

The day will close with a series of sunset talks presented by the National Park Service at the rim of Crater Lake.

For information about the general byway program, contact Christina Lilienthal at 883-6802. For information about activities at Fort Klamath, contact Cheri Wilcox at 381-2399.

For information about setting up a booth at the Fort Klamath Museum grounds, contact Linda Russell at 381-2321.



H&N photo by Todd Keppel

Views such as this one along Highway 140 west of Klamath Falls will meet tourists who travel the Volcanic Legacy Scenic Byway, which was designated as an All-America Road last year. The designation will be celebrated Saturday with a variety of events in Rocky Point and Fort Klamath.

All-America Road celebration

Following is a list of activities planned for Saturday to celebrate designation of the Volcanic Legacy Scenic Byway as an All-America Road:

Byway Tour

- 8:30-9:30 a.m. — Gather at Running Y Ranch Resort.
- 9:30 a.m. — Welcome and opening program.
- 10:15 a.m. — Send-off of cruisin' cars.
- 11 a.m. — "Days of Old" history lecture at Pelican Guard Station. Also, nature walks.
- 11 a.m. - 1:30 p.m. — Open houses at Rocky Point area resorts.
- 12:30 p.m. — Wetland restoration presentation at Crystalwood Lodge.
- 2 p.m. — Dedication and ribbon cutting at Fort Klamath Museum grounds.
- 5:30-7:15 p.m. — Sunset talks on rim of Crater Lake.

Fort Klamath Byway Day

(Events at Fort Klamath Museum)

- 9 a.m. - noon — Family Bicycle Fest.
- 11 a.m. — Booths open.
- 2 p.m. — Dedication and ribbon cutting at Fort Klamath Museum grounds.
- 3 p.m. — Western dance demonstration.
- 3:30 p.m. — Packing demonstration.
- 4 p.m. — Old-Time Fiddlers.
- 2:30-4 p.m. — Slides and video programs (at the CI Hall in Fort Klamath).

MODEL BILLBOARD ORDINANCE PROVISIONS

INTRODUCTION

The provisions below provide actual legislative language that you can use as models for your own billboard ordinance. Included is language to enact a temporary moratorium on billboards and a series of provisions that are the guts of a top-notch billboard control law.

In several cases, we include options for you to consider. For example, the section on controlling new billboards contains language to stop new billboard construction completely, restrictions on new construction, a prohibition of new billboards in designated scenic areas, and language for a cap on the total number of billboards. Of course, a total prohibition of new billboard construction is the clearest and simplest option. Similarly, the section on removing existing billboards includes an amortization provision, as well as language to require downsizing of billboards over time. Your ordinance may contain a hybrid of the provisions included here. It is up to you to determine what your community may legally do and how best to accomplish that.

Finally, a word of advice: have your ordinance drafted by a lawyer(s) familiar with your state and local land use and other relevant laws to ensure that it is legal and constitutional. The provisions contained in this section are useful models but are not applicable in every state.

Page 1

Model Billboard Ordinance Provisions excerpted from Fighting Billboard Blight: An Action Guide for Citizens and Public Officials, Scenic America (1999).

*Scenic America 801 Pennsylvania Ave. SE, Suite 300, Washington, D.C., 20003
(202) 543-6200 www.scenic.org*

ACTION PLAN REFERENCE MATERIAL

TEMPORARY MORATORIUM

Enacting a temporary moratorium on the issuance of billboard permits is the first step that a local government should take when it starts to consider strengthening its billboard law. This is an important first step because billboard operators have a well known habit of flooding a permitting agency with applications as soon as they hear that tougher laws are on the way.

In the Fort Collins, CO, ordinance, the whereas clauses suggest that billboards may endanger public safety and visual clutter and call for the city to maintain the status quo regarding billboards pending further investigation. The ordinance then enacts a 180-day moratorium on new billboard construction.

COUNCIL OF THE CITY OF FORT COLLINS IMPOSING A MORATORIUM ON THE ISSUANCE OF PERMITS FOR THE CONSTRUCTION OF CERTAIN OFF-PREMISE SIGNS

WHEREAS, the Council has determined that signs and billboards located on premises to which they do not specifically relate (off-premise signs) may endanger the public safety by distracting the attention of drivers from the roadway necessary for the maintenance of traffic safety and may otherwise endanger the public health, safety and welfare; and

WHEREAS, the Council has further determined that such off-premise signs might also result in harm to the welfare of the City by creating visible clutter and blight and by promoting a negative aesthetic impact in the City; and

WHEREAS, the Council of the City of Fort Collins has determined that it is in the best interests of the City, in the protection of the public health, safety and welfare, that the regulation and prohibition of off-premise signs should be analyzed by the staff, the regulated community and the citizens of the City for the purpose of determining the best possible approach for such regulation under the Constitution of the United States and the State of Colorado; and

WHEREAS, in order to preserve the status quo pending further investigation of the possible regulation of off-premise signs, the Council has determined that a moratorium should be imposed upon the issuance of permits for the construction of new off-premise signs, with certain exceptions.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Page 2

Model Billboard Ordinance Provisions excerpted from *Fighting Billboard Blight: An Action Guide for Citizens and Public Officials*, Scenic America (1999).

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OHIO NATIONAL ROAD SCENIC BYWAY

Section 1. That there be and hereby is imposed for a period of one hundred eighty (180) days from the effective date of this ordinance a moratorium upon the issuance of permits for the erection or construction of any sign or billboard which is used or intended for use to advertise, identify or direct or attract the attention of the public to a business, institution, product, organization, event or location offered or existing elsewhere than upon the same lot, tract or parcel of land where such sign or billboard is displayed, except such signs or billboards which carry only ideological or political messages.

Section 2. That, during said one hundred eighty (180) day period, the City staff shall work with the regulated sign industry and the citizens of the City to develop and present to the City Council a proposed ordinance regulating such off-premise signs, which proposed ordinance shall be presented to the City Council in sufficient time that said ordinance, if adopted, may take effect prior to the expiration of said one hundred eighty (180) day period.

Section 3. That all permits for off-premise signs issued by the city before the effective date of this ordinance shall be valid for a period of thirty (30) days from the effective date of this ordinance and the sign which is the subject of said permit must be erected by the end of said thirty-day period or not at all. Said permits may be extended by the city for one additional thirty-day period upon presentation of satisfactory evidence of diligence toward completion of the sign and the existence of circumstances beyond the control of the permittee causing the delay.

STATEMENT OF PURPOSE

The first section of a billboard ordinance specifies both the source of the city's authority to regulate billboards and an explanation of why the city is taking action. This section is called the preamble or statement of purpose. The source of the authority is called the police power. The police power gives government the right to take actions necessary to protect the health, safety, morals and general welfare of the public. The purpose of the law should be phrased in these terms.

Preambles are important because courts will want to know why the legislature acted. Historically, the courts have accepted the findings without further question unless they are clearly unreasonable. More recently, however, some courts have demanded greater proof. A well-written ordinance will contain some evidence that billboard control has in other locales advanced the goals espoused by the ordinance.

The ordinance in Alexandria, VA, sets out that signs are a distinct use of land and that the city's ordinance seeks to advance traffic safety, health, and welfare. The ordinance also contains a provision claiming that these regulations advance significant government interests and are the

Page 3

Model Billboard Ordinance Provisions excerpted from Fighting Billboard Blight: An Action Guide for Citizens and Public Officials, Scenic America (1999).

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ACTION PLAN REFERENCE MATERIAL

minimum regulation necessary to achieve those -- a direct response to the *Central Hudson* test.

STATEMENT OF PURPOSE FROM ALEXANDRIA, VA, ORDINANCE

From Article IX

Sec. 9-101 Purpose of article.

(A) Signs constitute a separate and distinct use of the land upon which they are placed and affect the use of adjacent streets, sidewalks and other public places and adjacent private places open to the public. The unregulated construction, placement and display of signs constitute a public nuisance detrimental to the health, safety, convenience and welfare of the residents of the city.

(B) The purpose of Article IX is to establish reasonable and impartial regulations for all exterior signs and those interior signs designed to attract the attention of persons located outdoors in order to: reduce traffic hazards caused by such unregulated signs which may distract and confuse, and impair the visibility of, motorists and pedestrians; ensure the effectiveness of public traffic signs and signals; protect property values by ensuring the compatibility of property with that surrounding it; provide an attractive visual environment throughout the city; protect the character and appearance of the various neighborhoods in the city; attract tourists to the city; protect the public investment in streets, highways, and other public improvements; and protect and improve the public health, safety, and general welfare.

(C) The regulations contained in this Article IX advance these significant government interests and are the minimum amount of regulation necessary to achieve them.

DEFINITIONS

A billboard ordinance must contain a list of definitions. This is particularly important because billboard ordinances are often challenged on the grounds that they hinder freedom of expression and are thus unconstitutional. A complete list of definitions will protect the law from challenges that it is vague or overly broad.

LIST OF DEFINITIONS FROM JEFFERSON CITY, MO, ORDINANCE NUMBER 8396

Section 3. Definitions. As used in this ordinance and in the interpretation and enforcement thereof, the following words or phrases mean:

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Model Billboard Ordinance Provisions excerpted from *Fighting Billboard Blight: An Action Guide for Citizens and Public Officials*, Scenic America (1999).

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OHIO NATIONAL ROAD SCENIC BYWAY

- (a). Sign. An identification, description, illustration, or device which is affixed to or represented directly or indirectly upon a building, structure, or land and which directs attention to a product, place, activity, person, institution or business.
- (b). Advertising Devices. Banners or streamers affixed to poles, wires, or ropes, wind operated devices, flashing lights, and other similar contrivances.
- (c). Back-to-Back Sign. An advertising structure with two closely located signs with faces in opposing directions, spaced less than ten (10) feet apart at the point of shortest measurement.
- (d). Business Sign. Any display, device, figure, plaque, poster, billboard or sign maintained or used to advertise or to inform or to direct the attention of the public to a business or activity conducted upon the premises upon which such sign is located or to a product or service sold or rendered thereon.
- (e). Face. That area of a business sign containing the advertising information, painting, drawing or message intended or used to advise or inform, and excluding trim and supports.
- (f). Face of Building. The total area of the main wall of a building, including windows, doors and openings, that abuts the front yard of a building or walls that are located on the front property line. On corner lots the face of the building shall include main, walls facing the front yard and side yard or main walls fronting on all front and side property lines.
- (g). Flashing Signs. Any sign, the illumination of which is not constant in intensity when in use except illuminated signs which indicate the date, time or temperature, or other public service information approved by the Board of Adjustment, shall not be considered a flashing sign.
- (h). Street or Highway Frontage. The distance along any one side of any public street or highway, street or alley, measured along the right-of-way line or parallel to the normal right-of-way line where the right-of-way line is not fixed.
- (i). Marquee Sign. Any sign affixed to a marquee over the entrance or on the face of a building and supported from the building.
- (j). Moving Sign. Any sign which moves or has moving parts other than parts which indicate time, temperature; or other than moving devices which may be approved by the Board of Adjustment to provide needed public service information.

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(k). Off Premise Sign. A business sign which directs the attention of the public, the business or activity conducted or product or service sold or offered at a location not on the same premises where such business sign is located.

(l) Post Sign. Any business sign which is not attached to a building but is supported by braces, post, or by any other means than by attachment to a building support.

(m) Premises. An area under a single ownership or a single lease, no part of which is separated from the other by any land under a different ownership or lease agreement.

(n). Projecting Sign. Any sign which is firmly attached to a building and extends outward therefrom.

(o). Roof Sign. Any sign erected, constructed, or maintained upon the roof of any building.

(p). Sign Area. The entire area of the actual message or copy area. It shall include decorative trim or embellishments but shall not include structural elements outside the limits of such display surface and not forming an integral part of the display. For back to back type signs, only one face shall be counted. On all other signs, all faces shall be counted in computing the sign area.

(q). Wall Sign. Any sign which is painted on or firmly attached to a wall of any building and which does not extend beyond the building more than twelve (12) inches.

CONTROL OF NEW BILLBOARDS

Option #1: Prohibiting New Billboard Construction

By far the best approach to dealing with billboard blight is simply to prohibit the construction of new billboards. No new permits means that existing billboards cannot be relocated if the owner loses his or her leasehold for some reason (e.g., road widening, new building goes up on site). This leads to a decrease in the total number of billboards over time in jurisdictions that prohibit new construction.

This approach is successful for the following reasons: 1) it is clear and simple, requiring no interpretation by bureaucrats; and 2) it leads to a reduction over time in the number of billboards in the community, which is generally what communities are seeking in the first place.

BAN ON CONSTRUCTION OF NEW BILLBOARDS FROM BALTIMORE, MD

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Article 30 - Zoning, Chapter 10 - Sign Regulations

' 10.0-1. General Requirements

b. General Advertising Signs

2. The construction of new general advertising signs (billboards and posterboards) is prohibited, and the City may not issue permits for their construction.

Option #2: Strict Controls on New Billboards

In a few states, communities may not prohibit new construction of billboards. Elsewhere, activists may determine that the political will for such legislation does not yet exist. Short of prohibiting new construction, setting strict design standards will help alleviate billboard blight by limiting the location, size, height, and spacing of new billboards. Existing signs that do not meet these design standards are labeled ~~non~~-conforming.@ New billboards that do not conform are simply illegal.

Note that billboards must also be limited to commercial and industrial areas. In most ordinances, this limitation is done by exclusion. In other words, most ordinances list the types of signs that can be constructed in a given zoning district; in such a case, if you were to allow billboards, you would do so only in certain commercial or industrial zones and not in residential areas.

Restrictions on New Billboard Construction from Virginia Model Sign Ordinance (Published by the Southern Environmental Law Center)

1.40 Standards by Use

General: All setbacks are measured from any property line and outside of all sight visibility triangles.

(10) Off-Site Billboards.

Any off-site sign erected after the effective date of this ordinance shall comply with the following standards:

- (A) No billboard shall be located in such a position that it obstructs or obscures the view of vehicular or pedestrian traffic in such a manner as to endanger the safe movement thereof.
- (B) Each billboard shall be set back at least 25 feet from any road or street right-of-way line, measured from the closest part of the billboard.
- (C) No billboard shall be located within 1,000 feet of any interchange, within 1,000 feet of any right-of-way of any underpass, overpass, bridge or tunnel, or within 1,000 feet of any street intersection.

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- (D) All billboards shall be erected in conformity with the front, side and rear yard requirements of the district in which they are located.
 - (E) No billboard shall be erected within a 1,000 feet circumference of the nearest property line of any of the following: historic site, school, church, hospital, retirement or nursing home, cemetery, governmental building, public park, playground, recreation area, convention center or any area in which billboards are prohibited.
 - (F) No billboard shall be permitted whenever property zoned residential would be between the sign and the roadway toward which it is oriented.
 - (G) No part or foundation or support of any billboard shall be placed on, in, or over any private property without the written consent of the property owner.
 - (H) No part or foundation or support of any billboard shall be placed on, in, or over any public property, including public rights-of-way, or any utility or drainage easement, or upon telephone or utility poles, or natural features such as trees and rocks.
 - (I) No billboard shall be erected or maintained upon or above the roof of any building structure.
 - (J) No billboard shall be constructed on a lot where it obscures or shades the windows or doorways of adjacent buildings.
 - (K) Spacing: No two billboards located upon, or oriented towards traffic traveling upon, the same side of a public street or road with four or more lanes shall be spaced less than 2,000 feet apart; on the same side of public streets or roads with less than four lanes, the spacing shall be no less than 1,000 feet apart. This distance shall be measured along a straight line between the two nearest points of the signs. The minimum spacing requirement shall not apply to two panels viewed from different directions which share a common support structure. Nor shall any billboard be located within a 1,000 foot radius of any other billboard even though the two billboards are on different streets.
 - (L) Size and Shape: No billboard shall exceed 300 square feet in total surface display area.
 - (M) Billboards may be single-faced or double-faced but no billboard shall contain more than one face on each side of the display and the surface area shall not exceed a total area of 300 square feet per structure [face].
 - (N) No billboard shall be permitted which, because of its size, shape, or location, may obscure or obstruct the view of vehicular or pedestrian traffic or be confused with any authorized traffic control sign, signal, or device.
 - (O) No billboard shall be permitted which, because of its size, shape, or location, may impair any scenic vista from the highway or a building adjacent to the highway or to the billboard.
 - (P) Height: No billboard shall exceed 25 feet in height. This distance shall be measured from ground level at the base of the billboard's support system to the highest point of the billboard.
 - (Q) Lighting: No billboard shall be illuminated by any means.
- Option #3: Prohibiting Billboards in Designated Scenic Areas

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To reduce the worst excesses of the billboard industry, billboards can be prohibited in particular areas that deserve protection. These are essentially overlay districts, much like historic districts. Chattanooga, TN, adopted an ordinance several years ago which, in addition to capping the number of billboards citywide, also identifies a number of scenic corridors in which new billboards are prohibited.

PROHIBITION OF NEW BILLBOARDS IN IDENTIFIED SCENIC AREAS OF CHATTANOOGA, TN

Article V. SCENIC AREAS AND SCENIC CORRIDORS

Sec. 3-51. Scenic areas and scenic corridors.

Notwithstanding the provisions of Article III and Article IV, this Article shall govern the erection of off-premise signs and certain on-premise signs in Scenic Areas and Scenic Corridors. Except where provisions differing from those in Article II of this Chapter are set forth in this Article V, all of the provisions of Article II shall otherwise continue to be applicable. (Code 1986, ' 3-51; Ord. No. 9119, ' 1, 2-14-89)

Sec. 3-52. Scenic areas.

There are hereby established the following Scenic Areas, in which off-premise signs shall be prohibited as set forth in this Article V:

- (a) The entirety of that portion of downtown Chattanooga which is bounded on the north and west by the Tennessee River, on the south by Main Street from its westernmost extremity (and extended by an imaginary line from such extremity directly to the Tennessee River) to its intersection with Market Street, and on the east by Market Street from its intersection with Main Street northwardly to King Street, and further on King Street from its intersection with Market Street to its intersection with 8th Street, thence westwardly along 8th Street to its intersection with Houston Street, thence northwardly along Houston Street to its intersection with 3rd Street and extended therefrom by an imaginary line directly to the Tennessee River.
- (b) The entirety of the slopes of all ridges and mountains identified herein to the extent that such are located within the city limits, and including those areas more specifically illustrated in yellow on the topographic map attached hereto and specifically adopted as part of this ordinance. (Topographic map is located in the Office of the Clerk of the City Council.) The mountains and ridges included within such Scenic Areas are

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Lookout Mountain, Signal Mountain/Waldens Ridge, Elder Mountain/Raccoon Mountain, Missionary Ridge, Stringers Ridge, Godsey Ridge and Big Ridge. (Code 1986, ' 3-52; Ord. No. 9119, ' 1, 2-14-89)

Sec. 3-53. Off-premise signs prohibited in scenic areas.

No off-premise signs shall be erected or established within any Scenic Area. (Code 1986, ' 3-53; Ord. No. 9119, ' 1, 2-14-89)

Sec. 3-54. Scenic corridors established.

There are hereby established Scenic Corridors, which shall consist of certain strips of land six hundred sixty (660) feet on either side of the outermost edge of the right-of-way of all of the roads, routes and rivers specified in this Article, within which Scenic Corridors all off-premise signs are regulated as set forth herein. (Code 1986, ' 3-54; Ord. No. 9119, ' 1, 2-14-89)

Sec. 3-55. Off-premise signs along scenic corridors prohibited.

No off-premise signs shall be permitted within the Scenic Corridors established along the following roads, routes, and rivers, and no off-premise signs shall be permitted outside of any such Scenic Corridors which are principally oriented toward and are designed or situated to be observed from any of the following roads, routes or rivers:

- (a) Interstate 24 from the city limits south and west of the Tiftonia area to the center of its junction with Interstate 24.
- (b) Cummings Highway/Lookout Mountain Pike from the city limits west of Tiftonia to the center of its intersection with State Highway 17.
- (c) Interstate 124 and any extension thereof, including the "Corridor J" roadway, from the southern bank of the Tennessee River northward to the northernmost Chattanooga city limits to the extent that said extension is within the city limits of Chattanooga.
- (d) The Tennessee River from Chickamauga Dam downstream to the city limits.
- (e) Within the area of Veterans Bridge and its approaches beginning at the midpoint of the intersection of Barton Avenue and Crewdson Street and extending southward four hundred seventy-five (475) feet on either side of the centerline of Barton Avenue across Veterans Bridge at the Tennessee River to its intersection with Fourth Street.
- (f) Along Interstates 24 and 75 from one hundred fifty (150) feet east of Dodds Avenue eastward to the city limits as they now exist or may hereafter be expanded.
- (g) The Dupont Parkway from its north end, at the center of its intersection with Highway 153, generally south and east across Access Road and across the C.B. Robinson Bridge to the center of its intersection with Amnicola Highway, including all entrance and exit ramps thereto on the north side of Amnicola Highway.
- (h) The airport connector road from State Highway 153 generally southward to Airport Road.
- (i) State Highway 153 from the center of Chickamauga Dam to the center of its

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- (j) intersection with Interstate 75.
Riverside Drive generally northwardly and eastwardly from its intersection with Broad Street to the point where it crosses Citico Creek.

CAP AND REPLACEMENT ORDINANCES

A total prohibition of new billboard construction is clearly a community's best option in dealing with billboard blight. But many communities have employed cap and replacement ordinances -- a far less desirable option.

A cap ordinance places an upper bound on the number of billboards allowed in a community at any given time, most often set at a number equal to or lower than the number in existence when the ordinance passed. New billboards may be erected, but only when a like number of billboards are removed. Billboard operators often accept or even support cap ordinances because, by limiting the ability of new players to enter the market, they make existing billboard more valuable and lock in the current billboard stock.

These ordinances can be dangerous, however. In many places with weak billboard controls, they lead to the migration of billboards from less desirable to more visible (and therefore desirable) locations, thus actually increasing the intrusiveness, if not the number, of billboards. Moreover, cap ordinances typically lock in the current number of billboards; if you are seeking to reduce the number of billboards in your community, a cap ordinance will not get it done.

If you still decide to pursue a cap ordinance, you should keep in mind the following: 1) you will also need to put in place very strict controls on location, size, height, and spacing of billboards (as in option #2); 2) the community, not the billboard operator, should dictate which billboards come down in each and every exchange, to ensure that these exchanges do not increase the intrusiveness or blight of billboards; and 3) you must make certain that passing a cap does not tie the community's hands if, in future, you decide to seek tougher controls.

King County, WA, is one place which has a creative cap ordinance. That county's ordinance limits new billboard locations and prioritizes the order in which billboards must come down before new billboards can be built.

CAP PROVISIONS FROM KING COUNTY, WA

21A.20.140 Billboards: General requirements.

A. The total number of billboard faces within unincorporated King County shall not exceed the

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total number of billboard faces existing on June 20, 1988, except as provided in K.C.C. 21A.20.160E. In addition, the total number of existing billboard faces within each zone permitting billboards shall not be exceeded except as provided in K.C.C. 21A.20.150.

B. In the event that portions of unincorporated King County annex to incorporated cities or towns or incorporate after June 20, 1988, the total number of allowable billboard faces shall be decreased by the number of faces existing in such areas on the effective date of annexation or incorporation.

C. As soon as practical after June 20, 1988, the county shall compile an inventory of existing billboards within the county. Until the inventory is completed, no billboard shall be erected, modified, or relocated, nor shall King County issue any permits. Following completion of the inventory, the county shall grant a billboard permit for each existing billboard reflecting the location, size, height, zoning, and the degree of conformity with the requirements of this chapter. Only inventoried billboards may be subsequently issued billboard alteration or relocation permits. Billboard owners can accelerate the inventory process by providing the necessary inventory information for their billboards. If owners have provided necessary inventory information for all billboards in their ownership, the county shall release billboard permits for that ownership, regardless of the degree of completion of the remainder of the inventory. (Ord. 10870 ' 434, 1993).

21A.20.150 Billboards: Special restrictions in the CB zone.

A. In the event that a billboard owner elects to relocate CB zoned billboards outside of the CB zone, the CB zone designation shall be removed and that permit may not later be used to relocate a billboard in the CB zone.

B. Billboards may be relocated only within the zone district identified on the valid billboard permit, except the number of billboards permitted within non-CB zone district may increase only as a result of billboard relocation from within the CB zone district. (Ord. 10870 ' 435, 1993).

21A.20.160 Billboards: Alteration or relocation limitations.

- A. Except as provided in K.C.C. 21A.20.160D, billboards shall not be altered with regard to size, shape, orientation, height, or location without the prior issuance of a billboard alteration or relocation permit. All such permits shall require full compliance with the provisions of K.C.C. 21A.20.130 -.180.
- B. There shall be no time limit on the eligibility to alter or relocate inventoried billboards; however, individual alteration and relocation permits shall expire if the approved modifications are not completed within one year of permit issuance. Any project not completed within this period shall be placed in a holding category until a new permit is issued by King County, and no further work on the subject billboard shall occur until a permit is issued.

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- C. Relocation of inventoried billboards shall also require the issuance of a demolition permit for the removal of the existing billboard. Billboard demolitions shall be completed within 90 days of permit issuance and prior to installation of the relocated billboard.
- D. Ordinary and necessary repairs which do not change the size, shape, orientation, height, or location of an inventoried billboard shall not require alteration permits. Billboard copy replacement may occur at any time and is exempt from the requirement for alteration permits, provided:
 - 1. New Type II billboard faces do not exceed the size of previously inventoried faces, or
 - 2. New Type I billboard faces may only exceed the size of the previously inventoried face with temporary cut-out extensions if the billboard is otherwise conforming, and if the extensions do not exceed a total of 125 square feet. Any extension shall be removed with the next change of billboard copy.
- E. Single Type I billboard faces may be replaced with two side-by-side Type II billboard faces, and likewise two side-by-side Type II billboard faces may be replaced with a single Type I billboard face, provided each resulting billboard face complies with the location and height standards of K.C.C. 21A.20.130.
- F. Any location or orientation alteration of billboards conforming to the provisions of K.C.C. 21A.20.130 - .180 shall be accompanied by the alteration or relocation of an equal number of billboards under the control of the same applicant which do not fully conform to these provisions, if any nonconforming billboards exist. Whenever more than one nonconforming billboard exists under a single ownership, they shall be made conforming in the following order:
 - 1. Billboards deemed nonconforming pursuant to K.C.C. 21A.20.170;
 - 2. Billboards located in zones which do not allow billboards;
 - 3. Billboards located in billboard free areas;
 - 4. Billboards located in the CB zone district; and
 - 5. Any other nonconforming billboard. (Ord. 10870 ' 436, 1993).

21A.20.170 Billboards: View and vegetative screening protections.

A. Notwithstanding any other provision of K.C.C. 21A.20.130 - .180 or other applicable laws or regulations, no billboard shall be located or oriented in a manner that is within the direct line-of-sight of views of Mt. Rainier, Mt. Baker, the Olympic Mountains, Puget Sound, or any lake or river from adjacent public roadways. All applications for billboard alteration or relocation shall be certified by the applicant as meeting this provision. Any billboard subsequently found to violate this provision shall be deemed nonconforming and shall be required to become the next nonconforming billboard relocated pursuant to K.C.C. 21A.20.160F.

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B. Notwithstanding any other provision of K.C.C. 21A.20.130 - .180 or other applicable law or regulation, no billboard owner or his agent shall remove, cut, or otherwise alter any vegetative screening on public property or private landscaping required by code as a condition of permit approval in order to improve the visibility of a nearby billboard. Should such an alteration occur, any billboard so benefitted shall be deemed nonconforming and shall be required to become the next nonconforming billboard relocated pursuant to K.C.C. 21A.20.160F. (Ord. 11157 ' 19, 1993; Ord. 10870 ' 437, 1993).

21A.20.180 Billboard free areas.

- A. Notwithstanding any other provision of K.C.C. 21A.20.130 - .180, no billboard shall be relocated in any of the following areas:
1. Sites listed in either the Washington State or National Register of Historic Places or on sites designated as county landmarks or community landmarks;
 2. Open space and scenic resource sites identified in the adopted King County Open Space Plan;
 3. Between any sites identified in Sections 21A.20.180A.1 or 21A.20.180A.2 and the nearest adjacent public roadways;
 4. Within 660 feet of any state or county park;
 5. Redondo Beach Road and Redondo Way from Redondo Beach Road to 13th Avenue South;
 6. South 292nd Street from 65th Avenue South to State Highway 181;
 7. The south and east side of State Highway 522 from Northeast 149th Street to 68th Avenue Northeast;
 8. Northeast 175th Street from 61st Avenue Northeast to 68th Avenue Northeast;
 9. Rainier Avenue South from the Renton city limits to the Seattle city limits;
 10. South 188th Street and Orillia Road South from 46th Avenue South to Military Road South; and
 11. Within 300 feet of the intersection of South 144th Street and 51st Avenue South.
- B. After June 20, 1988, any billboard located in a designated billboard free area shall be deemed nonconforming and shall be relocated pursuant to K.C.C. 21A.20.160F. (Ord. 10870 ' 438, 1993).

REMOVING EXISTING BILLBOARDS

Option #1: Removing Billboards through Amortization

One method of removing existing billboards is amortization. Amortization allows a jurisdiction to rid itself of non-conforming billboards. It allows a billboard operator to recoup his or her investment by granting them some time to make money off their billboard(s). Such

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provisions usually provide billboard operators between five and ten years to remove their billboard(s). NOTE: Not all states allow local governments to use this tool, and even where it allowed, it is highly contentious and almost guaranteed to spur billboard industry lawsuits.

Asheville, NC, has a seven-year amortization period in place.

REMOVAL OF EXISTING BILLBOARDS THROUGH AMORTIZATION, ASHEVILLE, NC

Sec. 30-9-10. Non-conforming Signs.

- A. After the effective date of this ordinance, it shall be unlawful for any person to erect, expand, move or place any sign which does not conform to the requirements set forth herein.
- B. All non-conforming on or off premise signs, displays, devices, billboards, or similar things, which are permanently erected and which are designed, intended, or used to advertise or inform shall be made conforming or removed within seven (7) years of the effective date of this Ordinance, unless such provision is explicitly prohibited by state or federal law. All on-premise or off-premise signs which are made nonconforming by an amendment to Chapter 10 of the Code of Ordinances of the City of Asheville, or to the official zoning map or by extension of the areas in which this section is applicable shall be made conforming or removed within seven (7) years of the effective date of said amendment or extension unless such provisions are explicitly prohibited by state or federal law. As of the effective date of this Ordinance, all signs which are non-conforming as a result of a variance granted by the Board of Adjustment prior to the effective date of this ordinance, shall be made conforming or removed within seven (7) years.

....
During this seven (7) year amortization period, such nonconforming signs or uses as described above shall be maintained as provided for in Section 30-9-7, but shall not be:

1. Changed to another non-conforming sign;
2. Structurally altered (except to meet safety requirements);
3. Altered so as to increase the degree of nonconformity of the sign;
4. Expanded;
5. Re-established after its discontinuance for sixty (60) days;
6. Continued in use after cessation of the business or change of the type of business activity to which the sign pertains; or
7. Re-establish after damage or destruction if the estimated cost of reconstruction

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exceeds fifty (50) percent of the appraised replacement cost (as determined by the sign administrator).

Option #2: Downsizing Billboards

Another method to reduce billboard blight is to require them to be reduced in size by a date certain. This method is known as downsizing. NOTE: Courts have determined that requiring billboards to downsize does not trigger the need to compensate billboard operators along federal aid highways, unless the downsizing effectively ~~breaks~~ takes the billboard (for example, by making it too small to be legible).

DOWNSIZING OF BILLBOARDS FROM COLORADO SPRINGS, CO

14-9-203: BILLBOARDS (OFF-PREMISE ADVERTISING): All billboards shall conform with the following:

G. Downsizing:

1. All existing billboard faces, in the Downtown Planning Area . . . and in the restricted corridors . . . shall be reduced to 100 square feet or less in face area by December 31, 1995.
2. Existing billboard faces in all other locations shall be reduced to 150 square feet or less in face area by February 21, 1996.

MAINTENANCE OF EXISTING BILLBOARDS

Another excellent way to alleviate billboard blight and enjoy a decline in the number of billboards over time is to require that billboards are kept in good repair. If a billboard falls into disrepair and is not fixed, the billboard is removed at the owners expense. Many nonconforming billboards have come down over the years, for example, as a result of hurricanes or other natural disasters that destroyed them.

The ordinance in Washington, DC, requires that billboards which are more than 50% destroyed -- defined as requiring repairs exceeding 50% of the replacement value of the billboard -- be removed.

MAINTENANCE AND REPAIR PROVISION FROM WASHINGTON, DC

Maintenance and Repair Requirements.

1905.6.6 Maintenance and Repair. Whenever the Director [of Public Works] finds that any

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billboard on the authorized list is not maintained in good repair and has not deteriorated more than 50 percent of its replacement value, the Director [of Public Works] shall notify the owner thereof and order him to repair the billboard within a specified amount of time not less than 10 calendar days. If the Director [of Public Works] finds that the billboard has deteriorated more than 50 percent of its replacement value, or is not repaired within the time specified in the repair notice, the Director [of Public Works] shall notify the owner of the billboard and the owner of the real property on which said billboard is located to remove the billboard or poster panel from the property within a specified time. All billboards ordered to be removed shall be stricken from the authorized list when the time limit set in the removal notice ends. Failure to comply shall require the authorization of the Mayor to use the police authority of this provision to require removal of any sign or advertisement in violation of this provision, and, upon conviction or adjudication, be subject to the fines provided for . . .

ENFORCEMENT OF BILLBOARD LAWS

A well drafted sign ordinance will include details about who is in charge of keeping track of the billboards and the penalties that will be handed down to billboard operators that fail to comply with the law.

Houston, TX, has been aggressive and effective in enforcing its billboard ordinance.

SIGN ENFORCEMENT PROVISIONS FROM HOUSTON, TX

Chapter 46 Sign Administration and Enforcement

Sec. 4601. (a) **Sign Administrator.** The director of public works shall appoint a sign administrator to administer and enforce the terms and conditions of this chapter and all other provisions of laws relating to signs. The sign administrator is empowered to delegate the duties and powers granted to and imposed upon him by this chapter to other persons serving under the sign administrator. The sign administrator and such other persons shall constitute the Sign Administration Section of the Public Works Department. The sign administrator is directed to enforce and carry out all provisions of this chapter.

(b) **Enforcement Responsibility.** The duties of the sign administrator shall include not only the issuance of permits as required by this chapter, but also the responsibility of ensuring that all signs comply with this chapter and any other applicable law, and that all signs for which a permit is required do, in fact, have a permit. The sign administrator shall make such inspections as may be necessary and initiate appropriate action to bring about compliance with this chapter and other applicable law if such inspection discloses any instance of noncompliance. The sign administrator shall investigate thoroughly any complaints of alleged violations of this chapter.

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ACTION PLAN REFERENCE MATERIAL

(c) **Powers of Sign Administrator.** The sign administrator shall have the power and authority to administer and enforce the conditions of this chapter and all other laws relating to signs.

Included among such powers are the following specific powers:

1. Every sign for which a permit is required shall be subject to the inspection and approval of the sign administrator. When deemed advisable by the sign administrator, a sign may be inspected at the point of manufacture if such point is within or adjacent to the sign code application area.
2. Upon presentation of proper identification to the owner, agent or tenant in charge of such property, the sign administrator or his representative may enter, for the purposes of inspecting and investigating signs or sign structures, any building, structure or other premises or property between the hours of 8:00 a.m. and 5:00 p.m. Mondays through Saturdays, provided, however, that in cases of emergency where extreme hazards are known to exist which may involve imminent injury to persons, loss of life or severe property damage, and where the owner, agent or tenant in charge of the property is not available after the sign administrator has made a good faith effort to locate same, the sign administrator may enter the aforementioned structures and premises at any time upon presentation of proper identification to any person on the premises. Whenever the sign administrator or his representative shall enter upon private property, under any circumstances, for the purpose of inspecting and/or investigating signs or sign structures, which property has management in residence, such management, or the person in charge, shall be notified of his presence and shown his proper and official credentials. The sign administrator or his representative, when on private property, shall observe the establishment's rule and regulations concerning safety, internal security and fire protection. Whenever the sign administrator is denied admission to inspect any premises, inspection shall be made only under authority of a warrant issued by a magistrate authorizing the inspection for violations of this chapter. In applying for such a warrant, the sign administrator shall submit to the magistrate his affidavit setting forth his belief that a violation of this chapter exists with respect to the place sought to be inspected and his reasons for such a belief. Such affidavit shall designate the location of such place and the name of the person believed to be the owner, operator, or occupant thereof. If the magistrate finds that probable cause exists for a search of the premises in question, he shall issue a warrant authorizing the search, such warrant describing the premises with sufficient certainty to identify the same. Any warrant so issued shall constitute authority for the sign administrator to enter upon and inspect the premises described therein.
3. Upon notice and issuance of a stop order from the sign administrator, work, on any

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OHIO NATIONAL ROAD SCENIC BYWAY

sign that is being conducted in a manner contrary to the provisions of this chapter or is being conducted in a dangerous or unsafe manner shall be immediately stopped. Such notice and order shall be in writing and shall be given to the owner of the property, or to his agent, or to the person doing the work, and shall state the conditions under which work may be resumed. Where an emergency exists, written notice shall not be required to be given by the sign administrator. Following the issuance of a stop order, the sign administrator shall initiate proceedings to revoke any permit issued for the work covered by such stop order, consistent with Section 4604 (c) 4 of this chapter, unless the cause of the stop order is resolved to the sign administrator's satisfaction.

4. The sign administrator shall have, and is hereby granted, the power and authority to revoke any and all licenses or permits authorized by this chapter for violation of the terms and provisions of this chapter, provided that the sign administrator shall conduct a hearing prior to the revocation of any license or permit authorized under this chapter to determine the facts incident to the pending revocation. The person whose license or permit is under consideration shall be given at least ten calendar days' written notice of the hearing and shall be permitted to present relevant facts and legal argument regarding the pending revocation. Following such hearing, the sign administrator shall consider the merits of the case and shall present a written opinion prior to any action. Provided further, however, that if, in the opinion of the sign administrator, the health, safety or welfare of the citizens of the sign code application area is endangered by any violation of this chapter, the sign administrator may immediately revoke any or all licenses or permits authorized by this chapter and shall conduct the necessary hearing as soon as possible thereafter, but in no case later than three business days after the effective date of the revocation unless the affected licensee or permittee shall request in writing a later date.
5. The sign administrator shall have the authority to adopt regulations required to implement the provisions of this chapter.
6. Pursuant to and in accordance with any agreement between the City of Houston and the State of Texas or the United States government, the sign administrator is hereby authorized to enforce any applicable terms and provisions of Article IV of the Texas Litter Abatement Act, Texas Revised Civil Statutes Annotated, Article 4477-9a. The Agreement for Carrying out National Policy Relative to Control of Outdoor Advertising, entered into between the United States of America and the State of Texas by instrument dated May 2, 1972, any supplements or amendments to that agreement, and any rules or regulations promulgated by the State of Texas and/or the Texas Highway Department pursuant to the said act or agreements with regard to signs.

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(d) **Violations and Penalties.** Any person who shall violate any provision of this chapter shall be guilty of a misdemeanor and shall, upon conviction thereof, be punished by a fine of not less than \$150.00 and not more than \$200.00 for each violation. Each day in which any violation shall occur shall constitute a separate offense. In addition, the city attorney is hereby authorized to take all actions, both legal and equitable, necessary to assure compliance with this chapter.

(e) **Appeals.** Any person wishing to appeal a decision of the sign administrator on the grounds that the decision misconstrues or wrongly interprets this chapter may within 30 days after the decision appeal the same to the General Appeals Board of the City of Houston, pursuant to its rules and regulations, and thence to the City Council, provided that the appealing party shall give notice of appeal in writing to the city secretary of the City of Houston within ten days following the decision appealed from, and provided further that the appealing party shall comply with the sign administrator's decision pending appeal unless the sign administrator shall direct otherwise.

PERMIT FEE

Communities should require that billboard operators pay an annual permit fee. This fee should be sufficient to cover the city's cost of controlling billboards (in other words, paying for a sign code administrator and staff, etc.)

The city of Little Rock, AR, has the following language in place:

PERMIT FEE LANGUAGE FROM LITTLE ROCK, AR

ARTICLE X. SIGNS

Sec. 36-545. Permit.

- (E) All applications for permits [for new signs] filed with the administrator shall be accompanied by a payment of the initial permit fee for each sign according to the following schedule. All signs shall be permitted and tagged for which a fee shall be paid in accordance with the permit schedule set out below:

Off-premise signs on scenic corridors:

Painted bulletin.....\$1,125.00

Poster panel..... 675.00

Off-premise signs outside scenic corridors:

Painted bulletin.....500.00

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Poster panel.....300.00

(I) ...Billboard permits shall be issued for a period of five (5) years. Billboard owners shall renew their permits prior to September 30th of the fifth year without further notice from the city. The renewal fee shall be the same amount as the initial permit fee...

NOTE: Scenic America recommends that permit fees be required annually, rather than every five years as in the above example.

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ACTION PLAN REFERENCE MATERIAL

CONDITIONAL USE

If billboards are allowed, they should be a conditional use. In other words, each and every new billboard should be subject to a public hearing and vote by an appropriate body. This requirement gives the public a right to know when billboards are being constructed in their community. Baltimore's ordinance provides one example of such a provision:

CONDITIONAL USE LANGUAGE FROM BALTIMORE, MD

From Article 30, Chapter 10

No permit shall be issued unless the applicant has obtained conditional use approval for each general advertising sign from the board of Municipal and Zoning Appeals.

FIRST AMENDMENT PROTECTION

Billboard operators frequently challenge billboard control ordinances on the grounds that they violate the First Amendment to the US Constitution, which protects free speech. Their contention, in essence, is that billboards, unlike on-premise signs, allow both commercial (advertising) and noncommercial (for example, charitable) messages and that prohibiting billboards thus impermissibly favors commercial speech over noncommercial speech. However, the courts have ruled that off-premise signs may be prohibited as long as an ordinance provides opportunities for noncommercial speech.

FIRST AMENDMENT PROTECTION FROM THE SOUTHERN ENVIRONMENTAL LAW CENTER'S MODEL SIGN ORDINANCE

1.91 Protection of First Amendment Rights

Any sign, display, or device allowed under this ordinance may contain, in lieu of any other copy, any otherwise lawful noncommercial message that does not direct attention to a business operated for profit or to a commodity or service for sale, and that complies with all other requirements of this ordinance.

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OHIO NATIONAL ROAD SCENIC BYWAY

SEVERABILITY AND CONFLICT

Many ordinances also have specific language addressing what happens if part of the ordinance is struck down or comes in conflict with other ordinances or laws. In general, it's a wise idea for your ordinance to be severable; this means that if one part of the ordinance is struck down, the rest of it remains in effect. ~~A~~Conflict provisions generally state that, if the ordinance comes into conflict with any other law, the more restrictive provisions taken precedence unless the other law is a state or federal law which supersedes the local law.

SEVERABILITY AND CONFLICT PROVISIONS FROM VIRGINIA MODEL SIGN ORDINANCE, SOUTHERN ENVIRONMENTAL LAW CENTER

1.70 Severability and Conflict

(A) **Severability:** This ordinance, and its various parts, are hereby declared to be severable. If any section, clause, provision or portion of this ordinance is declared invalid or unconstitutional by a court of competent jurisdiction, such decision shall not affect the validity of this ordinance as a whole. All parts not declared invalid or unconstitutional shall remain in full force and effect.

(B) **Conflict:** If any part of this ordinance is found to be in conflict with any other ordinance or any other part of this ordinance, the most restrictive or highest standard shall prevail. If any part of this ordinance is explicitly prohibited by federal or state statute, it shall not be enforced.

SUMMARY OF OHIO TOURIST ORIENTED DIRECTIONAL SIGN (TODS) AND SPECIFIC SERVICE SIGNING PROGRAMS

OHIO TODS PROGRAM:

The program was established in 1996. It applies only to rural state highways outside municipal corporation limits. By contrast, the Specific Service Signing program is only available for limited-access highways. Any tourist oriented attraction is eligible for the TODS program if it is a cultural, historical, recreational, educational or commercial activity. Specific criteria include:

- Open eight hours per day, five days per week. One day must be a Saturday or Sunday.
- Must “derive a major portion of its income from motorist not residing within 10 miles of the activity.” No indication of how that will be determined
- Must have attendance of at least 2,000 in 12 months.
- Must not be eligible to participate in the Specific Services program on the interstate system

The participation fee in 2001 is \$30.00 per month per sign. No state funds are used. Signs are produced by Ohio Logos, Inc.

SIGN REQUIREMENTS AND LIMITATIONS

TODS: TODS signs give only the name of the business and some brief directional information, such as “Next Left” and a number of miles. There can be up to four panels on a single TODS sign, but each panel only has information on one business. There can be up to three signs leading to an intersection, and advance

signs can be used if the sight distance or other characteristics warrant. The sign will sometimes say “Tourist Activities” across the top. TODS can use a logo if one is available, but often do not, since they are often indicating independent businesses that do not have a widely-recognizable logo.

Specific Services: These are to be “limited to areas primarily rural in character or to areas where adequate sign spacing can be maintained.” (Section 2F.01) There are five categories of these signs: gas, food, lodging, camping, and attractions. Ohio has developed policies that cover the details, including the selection of eligible businesses and any circumstances in which these signs can be used in non-rural areas.

BUSINESS SELECTION REQUIREMENTS

TODS: Businesses are eligible for listing on a TODS “only if it derives its major portion of income or visitors during the normal business season from road users not residing in the area of the facility.” (Section 2G.01) Businesses listed on a TODS have to comply with non-discrimination laws. Each state using the TODS program should have a policy that specifically defines all of the program’s elements, including specific eligibility requirements for attractions and provisions for choosing which attractions to list when there are more applicants than permissible sign panels available.

Specific Service: “Attractions” can only be listed on a sign if they “have the primary purpose of providing amusement, historical, cultural, or

leisure activities to the public.” (Section 2F01). There are detailed requirements for the other categories:

- Gas: provide gas, oil, and water; pay phone, restrooms and drinking water, minimum operation 16 hours per day, seven days per week if on expressway and 12 hours per day, seven days per week if on conventional roads.
- Food: appropriate licensing or approval, serve three meals per day at least six days per week, restrooms, pay phone.
- Lodging: licensing as necessary, “adequate sleeping accommodations,” public phone and restrooms
- Camping: licensing as necessary, adequate parking, restrooms and drinking water.
- Attraction: “should have (1) Regional significance and (2) Adequate parking accommodation” (Section 2F01).

DISTANCE AND DESIGN REQUIREMENTS

TODS: Intersections signs should be at least 200 feet in advance of the intersection, and any advance signs should be approximately .5 miles in front of the intersection and 150 feet apart. The sign for items to the left should be first, then facilities to the right, and then attractions located directly on the other side of the intersection. TODS signs should be no more than six feet in height without the “TOURIST ATTRACTION” heading. Attractions listed on the TODS should not be more than five miles from the intersection.

Specific Services: Attractions should not be more than three miles from the sign, although this can be extended if there aren’t any closer, or they don’t choose to participate. Signs have only category message and some directional legend, and no more than three categories and six panels per sign. Advance signs should be 800 feet apart and the last one 800 feet in front

of the sign indicating the ramp, and signs on ramps should be at least 100 feet from any other directional sign. Logos can be visuals or words. There are very specific standards for sign size, dimensions, etc. If TODS and Specific Service information are to be used at the same location, the TODS design should be used instead of the Specific Service design.

TRAFFIC AND ACCIDENT DATA

SECT.	TRAFFIC SECTION	SECT. LNTH	PASS & A COM'L	B & C COM'L	TOTAL VEH.
1996 PREBLE COUNTY					
AVERAGE 24-HR TRAFFIC VOLUME					
US 40					
00.00	INDIANA STATE LINE	0.94	3600	1600	5200
00.94	PETRO TRUCK STOP	0.16	3480	440	3920
01.10	SR 320	6.26	3140	740	3880
07.36	SR 726	2.57	2600	230	2830
09.93	US 127	3.73	2320	120	2440
13.66	C-60 (SHIELDS RD.)	0.95	2870	190	3060
14.61	W. CORP. LEWISBURG	0.16	2870	190	3060
14.77	SR 503 (COMMERCE ST.)	0.15	2230	110	2340
14.92	E. CORP. LEWISBURG	2.76	2230	110	2340
17.68	EQUALS STA. 0.00 IN MONTGOMERY CO.	0.00			
1994 MONTGOMERY CO					
AVERAGE 24-HR TRAFFIC VOLUME US 40					
00.00	PREBLE CO. LINE	3.12	2520	120	2640
03.12	C-9 ARLINGTON RD.	2.52	3030	210	3240
05.64	SR 49	0.60	4220	170	4390
06.24	C-217 (DIAMOND RD.)	0.36	5820	195	6015
06.60	C-47 (TALMADGE RD.)	1.11	7420	220	7640
07.71	C-21 (HABER RD.)	0.60	10610	260	10870
08.31	W. CORP. ENGLEWOOD	0.93	10610	260	10870
09.24	UNION RD.	0.51	18700	610	19310
09.75	SR 48 ENTER COVINGTON PIKE	1.03	23210	630	23840
10.78	SR 48	0.34	9950	290	10240
11.12	E. CORP. ENGLEWOOD	1.32	9950	290	10240
12.44	FREDRICK PK.	0.90	11920	350	12270
13.34	W. CORP. VANDALIA	0.48	11920	350	12270
13.82	DOG LEG PK.	0.50	15380	430	15810
14.32	DAYTON AIRPORT ACCESS	1.48	15800	270	16070
15.80	HELKE RD.	0.52	24490	1030	25520
16.32	DIXIE DR.	0.57	25330	800	26130
16.89	IR 75	0.20	21660	880	22540
17.09	FOLEY DR.	0.21	15600	650	16250
17.30	NATIONAL RD. ENTER BROWNS SCHOOL RD.	0.95	10080	440	10520
18.25	BROWNS SCHOOL RD. ENTER NATIONAL RD.	1.01	5870	220	6090
19.26	W. CORP. HUBER HEIGHTS	0.06	5870	220	6090

OHIO NATIONAL ROAD SCENIC BYWAY

SECT.	TRAFFIC SECTION	SECT. LNGTH	PASS & A COM'L	B & C COM'L	TOTAL VEH.
19.32	BRIDGEWATER RD.	0.92	4120	190	4310
20.24	EQUALS STA. 0.00 IN MIAMI CO.	0.00			

1994 MIAMI COUNTY AVERAGE 24 HOUR DAILY TRAFFIC VOLUME

US 40

00.00	MONTGOMERY CO. LINE	.64	4120	190	4310
01.64	SR 202	2.62	4470	180	4650
04.26	SR 201	2.06	3970	150	4120
06.32	EQUALS STA. 0.00 IN CLARK CO.	0.00			

1994 CLARK COUNTY AVERAGE 24 HOUR DAILY TRAFFIC VOLUME

US 40

00.00	MIAMI CO. LINE	0.49	4740	220	4960
00.49	SR 235	1.59	4750	270	5020
02.08	SR 571	3.22	4080	250	4330
05.30	W. CORP. DONNELSVILLE	0.44	4080	250	4330
05.74	E. CORP. DONNELSVILLE	1.52	4080	250	4330
07.26	SR 369	1.98	4520	150	4670
09.24	C-314 (NEW CARLISLE PK.)	0.74	8610	360	8970
09.98	SR 4	0.45	27200	1930	29130
10.43	US 68	0.45	24130	1170	25300
10.88	W. CORP. SPRINGFIELD	0.09	24130	1170	25300
10.97	W. MAIN ST.	0.73	17200	870	18070
11.70	US 40 DA(NORTH ST.)ENTER COLUMBIA ST.	0.26	11570	460	12030
11.96	BELL AVE.	0.50	18600	960	19560
12.46	SR 41 DA (YELLOW SPRINGS ST.)	0.58	19050	960	20010
13.04	N. LIMESTONE ST.	0.08	13950	510	14460
13.12	SR 72 (SPRING ST.)	0.32	13950	510	14460
13.44	SR 4 (COLUMBIA ST.)	0.38	8770	220	8990
13.82	US 40 DA (NORTH ST.)	0.38	16940	440	17380
14.20	GREENMOUNT	0.48	24170	740	24910
14.68	SR 41 (BELMONT ST.)	0.22	28970	870	29840
14.90	CLAIRMONT AVE.	0.74	13320	380	13700
15.64	E. CORP. SPRINGFIELD	0.24	13320	380	13700
15.88	C-362 (OLD COLUMBUS RD.)	1.00	11300	550	11850
16.88	T-214 (E. BIRD RD.)	2.68	11330	440	11770

ACTION PLAN REFERENCE MATERIAL

SECT.	TRAFFIC SECTION	SECT. LNGTH	PASS & A COM'L	B & C COM'L	TOTAL VEH.
19.56	IR 70	0.26	8340	660	9000
19.82	C-365 (BOWMAN MAHAR RD.)	0.51	9330	360	9690
20.33	T-98 (NEWLOVE RD.)	2.76	4860	230	5090
23.09	W. CORP. VIENNA	0.53	4860	230	5090
23.62	SR 54 (URBANA ST.)	0.49	2710	150	2860
24.11	E. CORP. VIENNA	3.47	2710	150	2860
27.58	EQUALS STA. 0.00 IN MADISON CO.	0.00			

US-40 DIRECTIONAL ALTERNATE (COLUMBIA STREET, SPRINGFIELD)

00.00	SR 4 (LAGONDA AVE.) IN SPRINGFIELD	0.30	8170	220	8390
00.30	SR 4DA (WARDER ST.)	0.37	13630 550	14180	
00.67	SR 72 (SPRING ST.)	0.57	13980	520	14500
01.24	SR 41 (PLUM ST.)	0.09	18150	640	18790
01.33	SR 41DA (YELLOW SPRING ST.)	0.75	12190	510	12700
02.08	RTE ENDS AT US40 (NORTH ST.) IN SPFLD	0.00			

MAIN STREET IN SPRINGFIELD (1998/1999)

At Dayton Road Intersection	4488
RR Crossing Near Bell Ave.	7871
At Yellow Springs St. Intersection	6828
RR Crossing Near Walnut St.	4399

1999 MADISON COUNTY AVERAGE 24 HOUR DAILY TRAFFIC VOLUME

US 40

00.00	CLARK CO. LINE	2.08	2710	150	2860
02.08	T-1052 (OLD US 40)	0.40	4000	330	4330
02.48	SR 56	2.19	3330	190	3520
04.67	SR 38	2.82	4830	280	5110
07.49	US 42	3.98	3610	160	3770
11.47	W. CORP. WEST JEFFERSON	0.02	3610	160	3770
11.49	LEAVE WEST JEFFERSON	0.30	3610	160	3770
11.79	RE-ENTER WEST JEFFERSON	0.55	3610	160	3770
12.34	SR 29	0.97	4710	160	4870
13.31	INWOOD RD.	0.02	7020	230	7250
13.33	LEAVE WEST JEFFERSON	0.10	7020	230	7250
13.43	REENTER WEST JEFFERSON	0.12	7020	230	7250

OHIO NATIONAL ROAD SCENIC BYWAY

SECT.	TRAFFIC SECTION	SECT. LNGTH	PASS & A COM'L	B & C COM'L	TOTAL VEH.
13.55	EASTGATE AVE.	0.54	9730	300	10030
14.09	SR 142 (COLUMBUS-CINCINNATI RD.)	0.71	13030	310	13340
14.80	E. CORP. WEST JEFFERSON	0.36	13360	370	13730
15.16	SR 142	0.95	14450	370	14820
16.11	EQUALS STA. 0.00 IN FRANKLIN CO.	0.00			

1994 FRANKLIN COUNTY AVERAGE 24 HOUR DAILY TRAFFIC VOLUME

US 40

00.00	MADISON CO. LINE	3.65	11410	290	11700
03.65	C-272 (DARBY CREEK)	1.12	9120	220	9340
04.77	HILLIARD ROME RD.	0.15	20650	470	21120
04.92	W. CORP. NEW ROME	0.19	20650	470	21120
05.11	E. CORP. NEW ROME	0.03	20650	470	21120
05.14	NORTON RD.	0.70	22600	700	23300
05.84	LINCOLN VILLAGE PLAZA	0.14	36240	800	37040
05.98	OLD VILLAGE RD.	0.09	44560	930	45490
06.07	GRENER RD.	0.16	48830	810	49640
06.23	IR 270	0.11	38830	1450	40280
06.34	1ST ENTRANCE TO WESTLAND S.C.	0.38	32800	1360	34160
06.72	GEORGESVILLE RD.	0.81	36210	700	36910
07.53	WILSON RD.	0.07	30560	510	31070
07.60	W. CORP. COLUMBUS	0.19	30560	510	31070
07.79	DEMOREST AVE.	1.49	24020	510	24530
09.28	WHEATLAND AVE.	0.90	27340	1020	28360
10.18	IR 70	1.40	24290	1000	25290
11.58	SR 315	0.84	23510	720	24230
12.42	MARCONI BLVD.	0.32	20620	460	21080
12.74	US 23 DA (3RD ST.)	0.09	24710	510	25220
12.83	US 23 (4TH ST.)	0.49	29540	580	30120
13.32	WASHINGTON AVE.	0.19	35750	570	36320
13.51	IR 71	0.10	36500	700	37200
13.61	PARSONS AVE.	1.17	33000	370	33370
14.78	FRANKLIN PARK W.	0.49	27970	250	28220
15.27	US 62 (NELSON RD.)	0.44	25770	220	25990
15.71	W. CORP. BEXLEY	0.28	25770	220	25990
15.99	SR 16 ENTER DREXEL AVE.	0.85	6650	80	6730
16.84	DREXEL AVE. ENTER MAIN ST.	0.73	20940	310	21250
17.57	RE-ENTER COLUMBUS (GOULD RD.)	0.51	18820	320	19140
18.08	JAMES RD.	0.55	22950	430	23380

ACTION PLAN REFERENCE MATERIAL

SECT.	TRAFFIC SECTION	SECT. LNGTH	PASS & A COM'L	B & C COM'L	TOTAL VEH.
18.63	W. CORP. WHITEHALL	1.47	22950	430	23380
20.10	SR 317 (HAMILTON RD.)	1.30	26470	500	26970
21.40	RE-ENTER COLUMBUS	0.40	26470	500	26970
21.80	IR 270	0.36	48080	820	48900
22.16	MCNAUGHTEN RD.	0.29	35460	590	36050
22.45	E. CORP. COLUMBUS	0.04	35460	590	36050
22.49	W. CORP. REYNOLDSBURG	0.18	35460	590	36050
22.67	BRICE RD.	0.51	28190	590	28780
23.18	ROSE HILL RD.	0.95	24200	360	24560
24.13	SR 256 (LANCASTER RD.)	0.47	20820	420	21240
24.60	LEAVE REYNOLDSBURG	0.06	20820	420	21240
24.66	RE-ENTER REYNOLDSBURG	0.40	20820	420	21240
25.06	CARLYLE DR.	0.13	14600	570	15170
25.19	EQUALS STA. 0.00 IN LICKING CO.	0.00			

1996 LICKING COUNTY AVERAGE 24 HOUR DAILY TRAFFIC VOLUME

US 40

00.00	FRANKLIN CO. LINE IN REYNOLDSBURG	0.36	8160	350	8510
00.36	E. CORP. REYNOLDSBURG	2.37	8160	350	8510
02.73	CO. RD. 41 (MINK ST.)	0.96	7040	260	7300
04.69	CO. RD. 1F (OLD US-40)	0.58	6140	290	6430
05.27	SR 310	3.69	6980	370	7350
08.96	SR 158	0.26	5270	240	5510
09.22	W. CORP. KIRKERSVILLE	0.50	5270	240	5510
09.74	5TH ST.	0.51	2520	230	2750
10.25	E. CORP. KIRKERSVILLE	3.04	2520	230	2750
13.29	SR 37	1.12	3240	360	3600
14.41	W. CORP. HEBRON	0.87	5580	440	6020
15.28	7TH ST.	0.22	8230	500	8730
15.50	SR 79 (HIGH ST.)	0.93	6900	290	7190
16.43	E. CORP. HEBRON	0.52	6200	360	6560
16.95	CO. RD. 489 (MILL DAM RD.)	2.66	4260	140	4400
19.61	SR 13	8.49	3020	150	3170
28.10	SR 668	1.31	3480	290	3770
29.41	ENTER MUSKINGUM CO. STA. 0.00	0.00			
N/A	CR 1A (WEST SIDE OF GRATIOT, US 40 INTER. (1980)	N/A			330
N/A	CR 1 (MAIN ST., GRATIOT) US 40 INTER. (1980)	N/A			271
29.41	LEAVE MUSKINGUM CO. STA. 1.09	0.42	3480	290	3770
29.83	CO. RD. 1	0.33	3520	250	3770
30.16	EQUALS STA. 1.09 IN MUSKINGUM CO.	0.00			

OHIO NATIONAL ROAD SCENIC BYWAY

SECT.	TRAFFIC SECTION	SECT. LNGTH	PASS & A COM'L	B & C COM'L	TOTAL VEH.
1996 MUSKINGUM COUNTY					
AVERAGE 24 HOUR DAILY TRAFFIC VOLUME					
US-40					
00.00	LICKING CO. LINE	1.09	3520	250	3770
01.09	ENTER LIC. CO. STA. 29.36	0.00			
01.09	LEAVE LIC. CO. STA. 30.11	3.38	3520	250	3770
04.47	T-415 (NATIONAL RD. PK.)	1.18	2700	200	2900
04.47	T-415 (NATIONAL RD. PK., MT. STERLING	N/A			N/A
05.65	T-288 (TIMBER RUN RD.)	1.36	5420	300	5720
07.01	T-124 (KIMES RD.)	0.91	7140	330	7470
07.92	C-144 (JERSEY RIDGE RD.)	1.41	6570	850	7420
09.33	IR 70	1.02	4010	370	4380
10.35	W. CORP. ZANESVILLE	0.19	4010	370	4380
10.54	GRAHAM ST.	0.41	9830	760	10590
10.95	RIDGE AVE.	0.24	14670	750	15420
11.19	LINDEN AVE.	0.54	6280	190	6470
11.73	US 22 (6TH ST.) SEE US 22/40				
US 22/40					
12.11	US 40 ENTER MAIN ST.	0.06	6200	520	6720
12.17	US 22DA (7TH ST.)	0.11	6160	460	6620
12.28	MAIN ST. ENTER UNDERWOOD AVE.	0.10	10270	530	10800
12.38	UNDERWOOD AVE. ENTER GREENWOOD AVE.	0.28	5220	340	5560
12.66	MARKET ST.	0.70	8490	350	8840
13.36	E. CORP. ZANESVILLE	1.31	10190	340	10530
14.67	SR 93	1.24	7190	260	7450
15.91	C-42 (OLD WHEELING RD.)	2.35	4320	340	4660
18.26	SR 797	1.65	5600	390	5990
19.91	C-5 (SPRY RD.)	1.84	3350	310	3660
N/A	BRICK RD/MAIN ST/NORWICH DR (NORWICH)	N/A			N/A
21.75	IR 70	4.95	5930	470	6400
26.78	W. CORP. NEW CONCORD	0.29	5930	470	6400
27.07	SR 83 (ADAMSVILLE RD.)	0.86	7230	750	7980
27.93	(US 22) EQUALS STA. 0.00 IN GUERNSEY CO.	0.00			
27.47	(US 40) EQUALS STA. 0.00 IN GUERNSEY CO.	0.00			

ACTION PLAN REFERENCE MATERIAL

SECT.	TRAFFIC SECTION	SECT. LNGTH	PASS & A COM'L	B & C COM'L	TOTAL VEH.
1996 GUERNSEY COUNTY AVERAGE 24 HOUR DAILY TRAFFIC VOLUME					
US 22/40					
00.00	MUSKINGUM CO. LINE	5.57	7230	750	7980
05.53	SR 723	0.54	4430	450	4880
06.07	CO. RD. 430 (MANILA RD.)	1.02	8400	650	9050
06.07	CO. RD. 430 IN FAIRDALE (1995)	N/A			95
07.09	W. CORP. CAMBRIDGE	0.26	8400	650	9050
07.35	COSHOCTON AVE. ENT. DEWEY AVE.	0.10	10260	360	10620
07.45	LONG ST.	0.15	9420	380	9800
07.60	SR 209 (5TH ST.) ENTER WHEELING AVE.	0.09	7460	610	8070
07.69	6TH ST.	0.19	7500	830	8330
07.88	SR 209 (SOUTHGAGE PKWY)	0.28	12170	540	12710
08.16	11TH ST.	0.06	12380	490	12870
08.22	US 40 ENTER HIGHLAND AVE.	0.15	4400	170	4570
US 40					
00.00	MUSKINGUM CO. LINE (SEE US 22/40)	8.26			
08.22	US 22 (HIGHLAND AVE.) IN CAMBRIDGE	0.64	9960	450	10410
08.86	19TH ST.	0.50	14410	520	14930
09.36	E. CORP. CAMBRIDGE	0.07	14410	520	14930
09.43	IR 77	2.57	5800	430	6230
N/A	CO. RD. 430 THROUGH CRAIG	N/A			N/A
12.00	SR 265	3.60	2150	160	2310
15.60	W. CORP. OLD WASHINGTON	0.61	2150	160	2310
16.21	SR 285 ENTER MAIN CROSS ST.	0.28	1960	260	2220
16.49	S. CORP. OLD WASHINGTON	0.06	1960	260	2220
16.55	IR 70	0.10	1920	360	3280
16.65	SR 285 ENTER RAMP TO IR 70	0.16	610	730	1340
N/A	CO. RD. 670 EAST OF OLD WASHINGTON (1995)	N/A			530
N/A	CO. RD. 75	N/A			N/A
N/A	CO. RD. 690	N/A		N/A	
N/A	CO. RD. 6764	N/A			N/A
N/A	CO. RD. 690	N/A			N/A
16.81	IR 70	11.89			SEE IR 70
28.70	EQUALS STA. 0.00 IN BELMONT CO.	0.00			

OHIO NATIONAL ROAD SCENIC BYWAY

SECT.	TRAFFIC SECTION	SECT. LNTH	PASS & A COM'L	B & C COM'L	TOTAL VEH.
1996 BELMONT COUNTY AVERAGE 24 HOUR DAILY TRAFFIC VOLUME					
SR 800					
16.08	IR 70	2.75	880	100	980
18.83	C-40A (OLD NATIONAL RD)	6.42	820	100	920
US 40					
00.00	GUERNSEY CO. LINE IN FAIRVIEW	6.13			SEE SR 800
06.13	IR 70 ENTER RAMP	0.32	160	40	200
06.45	C-100 (MC MILLAN RD.)	0.03	250	110	360
06.48	IR 70	0.11	250	110	360
06.59	C-100 (EGYPT NORTH RD.)	0.22	250	110	360
06.81	RAMP TO IR 70WB	2.20	720	120	840
09.01	W. CORP. MORRISTOWN	0.20	950	130	1080
09.21	WEST ST.	0.80	2060	110	2170
10.01	E. CORP. MORRISTOWN SR 149	0.06	3080	370	3450
10.07	SR 149	4.64	2330	150	2480
14.71	C-80 (POGUE RD.)	0.20	7480	330	7810
14.91	IR 70	0.17	7590	330	7920
15.08	SR 331	2.05	5760	250	6010
17.13	IR 70	0.59	9840	290	10130
17.72	W. CORP. ST. CLAIRSVILLE	0.28	9840	290	10130
18.00	LEAVE ST. CLAIRSVILLE	0.08	9840	290	10130
18.08	RE-ENTER ST. CLAIRSVILLE	0.50	9840	290	10130
18.58	SR 9 (MARIETTA ST.)	0.29	10020	300	10320
18.87	SUGAR ST.	0.85	12460	220	12680
19.72	E. CORP. ST. CLAIRSVILLE	0.63	12460	220	12680
20.35	C-28 (MALL RD.)	0.79	10260	350	10610
21.14	(BANFIELD RD.)	1.10	7600	260	7860
22.24	RAMP TO IR 70WB	0.24	8170	320	8490
22.48	C-214 (BELLAIRE-HIGH RIDGE RD.)	0.11	7370	280	7650
22.59	RAMP FROM IR 70WB	2.65	6060	240	6300
25.24	C-18 (LANSING CHEERMONT RD.)	1.92	7690	370	8060
27.16	W. CORP. BROOKSIDE	0.19	12370	380	12750
27.35	AUTOMATIC TRAFFIC RECORDER #134	0.19	12370	380	12750
27.54	W. CORP. BRIDGEPORT	0.13	12370	380	12750
27.67	WEST ST.	0.50	16980	430	17410
28.17	SR 7ALT. (MARION ST.)	0.26	17180	1550	18730
28.43	US 250 (LINCOLN AVE.)	0.01	11310	200	11510
28.44	SR 7	0.06	18120	230	18350
28.50	E. CORP. BRIDGEPORT ENT. W. VA.	0.00			

ACTION PLAN REFERENCE MATERIAL

NATIONAL ROAD ACCIDENT RECORDS BY COUNTY, TOWNSHIP AND MUNICIPALITY 1997-1999

County: Township or Municipality (and National Road Route)	Areas with High Accident Rates (Total Accidents Within 0.5 Miles in 1997-1999)	Accidents w/Injuries	Accidents w/Deaths
PREBLE COUNTY (US40)			
Jefferson Township	US40/SR320 (10)	23	1
Monroe Township		12	1
Harrison Township		16	
Lewisburg			1
MONTGOMERY COUNTY (US40)			
Clay Township	US40/CR9 (8); US40/CR217 (15)	44	4
Randolph Township		7	
Englewood	US40/SR48 (9)	18	
Clayton		3	
Butler Township		15	
Vandalia		11	
Huber Heights		7	
MIAMI COUNTY (US40)			
Bethel Township	US40/Palmer Road (14)	49	
CLARK COUNTY (US40)			
Bethel Township	US40/SR235 (8); US40/SR571 (8)	34	
Donnelsville		1	
Springfield Township		24	
Springfield (Including Columbia, North, and Main Streets)	US68 (51); Belmont Ave (39); Shaffer St (23); Spring St (17); Yellow Springs St (16)	456	6
Harmony Township		28	
MADISON COUNTY (US40)			
Somerford Township	US40/SR56 (12)	17	1
Deer Creek Township	US40/SR38 (9)	20	1
Jefferson Township	US40/SR142 (13)	15	
West Jefferson		3	

OHIO NATIONAL ROAD SCENIC BYWAY

County: Township or Municipality (and National Road Route)	Areas with High Accident Rates (Total Accidents Within 0.5 Miles in 1997-1999)	Accidents w/Injuries	Accidents w/Deaths
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FRANKLIN COUNTY (US40)

Prairie Township		46	
Franklin Township			
Columbus (Broad Street)		1119	
Bexley (Broad Street)		105	
Bexley (Drexel Ave)		10	
Bexley (Main Street)		74	
Truro Township			
Whitehall (Main Street)		128	
Reynoldsburg (Main Street)		138	1

LICKING COUNTY (US40)

Etna Township	US40/CR41 (16)	47	
Kirkersville		4	
Union Township		11	1
Hebron		7	
Licking Township		8	1
Bowling Green Township		10	

MUSKINGUM COUNTY (PRIMARILY US40 AND US22/40)

Hopewell Township (US40)		19	1
Hopewell Township (CR415 through Mt. Sterling)			0
Falls Township (US40)	US40/White's Road/ Kopchak Road (16)	35	1
Washington Township (US40)		4	
Zanesville (Main Street or US22/40)		35	
Perry Township (US22/40)		11	
Union Township (US22/40)		14	

GUERNSEY COUNTY (US22/40, US40, AND SEVERAL OTHER ROUTES)

Westland Township (US22/40)		21	
Adams Township (US22/40)		18	
Cambridge Township (US22/40)		14	
Cambridge Township	(CR430 through Fairdale)		3
Cambridge (Wheeling Ave)	Main St/Sugar Street (16)	27	

ACTION PLAN REFERENCE MATERIAL

County: Township or Municipality (and National Road Route)	Areas with High Accident Rates (Total Accidents Within 0.5 Miles in 1997-1999)	Accidents w/Injuries	Accidents w/Deaths
Center Township (US40)		16	
Center Township (CR450 through Craig)		14	
Wills Township (US40)		9	
Old Washington (US40)		8	
Oxford Township (US40)		22	
BELMONT COUNTY (US40 and several other routes)			
Kirkwood Township (US40)		19	
Union Township (US40)		21	
Richland Township (US40)	US40/CR28A/CR28B Vicinity (39)		
	US40/CR214 (12)	97	
St. Clairsville (Main Street)		55	
Colerain Township (US40)		13	
Pease Township (US40)	Vicinity of MP 26 & 27 (22)	51	
Brookside (US40)		8	
Bridgeport (US40)		5	