



Planning Commission
August 17, 2021 – 6:00 p.m.
233 South Main Street, Monroe, Ohio

Call to Order

Roll Call

Public Hearing

Public Hearing Case No. 2021-8-15: Consideration of a recommendation to City Council regarding the draft recommendations and documents for the update to the City Comprehensive Plan

Approval of the Minutes – July 20, 2021

Old Business

Case No. 2021-1-1. Consideration of Site Plan Application for Thornton's. Tabled 4/20/21

New Business

Case No. 2021-8-14. Consideration of a Final Plat for Trails of Todhunter Section 2 Block B

Case No. 2021-8-15. Consideration of a recommendation to City Council regarding the draft recommendations and documents for the update to the City Comprehensive Plan

Administrative Reports

Adjournment



**City of Monroe Planning Commission Minutes
July 20, 2021 – 6:00 pm
233 South Main Street, Monroe, Ohio**

Call to Order

Mr. Kirkpatrick called the meeting to order at 6:02 pm.

Roll Call

Members present: Matthew Frye, David Kirkpatrick, Lindsey Pyron, Christina McElfresh, and Benjamin Wagner

Staff members present: Kameryn Jones, Planner; and Alaina Hagenseker, Planning & Zoning Specialist

Approval of the Minutes

Mr. Wagner moved to approve the minutes from the June 15th, 2021 meeting; seconded by Mr. Pyron. Voice vote. Motion carried.

Business

I. Case No. 2021-6-10— Consideration of a site plan for G&W Machinery

Ms. Jones stated that Apex Engineering, on behalf of the owner, has submitted an application for site plan review for an expansion to the G&W Machinery facility located at 4315 Salzman Road. The existing building is approximately 4,400 square feet and is proposed to expand to add 3,960 square feet of building space to accommodate their machine sales and storage operations. The parking area would also be expanded from 8 stalls to 23 stalls. The site is approximately 1 acre and is zoned L-1 Light Industrial. The applicant anticipates an August start date and November completion date.

Mr. Pyron moved to approve Case No. 2021-7-11— Consideration of a site plan application for G&W Machinery with the following conditions:

- The public sidewalk along Salzman Road be approved as proposed. However, because the Code requirement states these walks are to be installed to full length of the site's frontage, if the City deems the sidewalk connection necessary at a future date, it will be the responsibility and cost of the property owner to install.



- The applicant will revise the landscape plan to address staff comments regarding parking islands and associated landscaping, parking row screening, and screening of the service door on the north side of the building.
- Approval to waive the east side parking island to accommodate parking.
- The applicant will supply elevation drawings of the dumpster enclosure to meet code.
- The applicant will revise architectural drawings to meet code standards as outlined in the staff report.
- The applicant will revise the photometric plan to show lighting to the property line.
- As a reminder, minimum size and species requirements related to landscaping must be met.
- As a reminder, if ground-mounted or rooftop equipment becomes necessary in the future, screening will be required.
- All other Staff comments to be met and any future Engineering review requirements.
- A GIS compatible file of finalized plans be submitted.

; seconded by Mrs. McElfresh. Voice Vote. Motion carried.

Mr. Lyles asked for landscaping relief for the parking island due to parking constraints. Mrs. McElfresh asked about screening for the area. Ms. Jones stated that screening provides shading, and that staff would be okay if the island was eliminated for another parking space since the overall island space is already exceeding the 135 square foot minimum. She stated that the dock door also needed to be screened.

Mr. Pyron removed the last motion. Mrs. McElfresh removed her second.

A discussion was held about the landscaping to approve the waiver.

Mr. Pyron moved to approve Case No. 2021-7-11— Consideration of a site plan application for G&W Machinery again with the following conditions:

- The public sidewalk along Salzman Road be approved as proposed. However, because the Code requirement states these walks are to be installed to full length of the site's frontage, if the City deems the sidewalk connection necessary at a future date, it will be the responsibility and cost of the property owner to install.
- The applicant will revise the landscape plan to address staff comments regarding parking islands and associated landscaping, parking row screening, and screening of the service door on the north side of the building.
- Approval to waive the east side parking island to accommodate parking.
- The applicant will supply elevation drawings of the dumpster enclosure to meet code.
- The applicant will revise architectural drawings to meet code standards as outlined in the staff report.
- The applicant will revise the photometric plan to show lighting to the property line.
- As a reminder, minimum size and species requirements related to landscaping must be met.
- As a reminder, if ground-mounted or rooftop equipment becomes necessary in the future, screening will be required.
- All other Staff comments to be met and any future Engineering review requirements.
- A GIS compatible file of finalized plans be submitted.



; seconded by Mr. Wagner. Voice Vote. Motion carried.

II. Case No. 2021-7-12— Consideration of a Final Plat for Monroe Crossings Section 5 Block A

Ms. Jones stated that Monroe Crossings II, LLC has submitted an application for final plat for Section 5 Block A of the Monroe Crossings development. This plat will include the construction of 58 single-family residential lots and 1 open space lot. This phase will is approximately 28.63 acres of 105.6 total acres for Section 5. The average lot size is 16,351 square feet and the average lot width is 98.1 feet. The proposed density is 1.73 units per acre. Ms. Jones also explained what formal and informal open space was.

Mrs. McElfresh asked about connectivity on Hankins Road. Ms. Jones stated that the sidewalk requirement has been waived.

Mr. Frye asked if the L-1 property is owned. Ms. Jones stated that it does not currently have plans to be developed.

Mr. Wagner motioned to give a favorable recommendation to Council with the following conditions:

- The applicant will provide an updated record plat with width of cul-de-sac lots as measured at the building setback line in addition to at the right-of-way line.
- Open Space lot #6254 will be formalized for usage and protection standards (via conservation easement language) prior to City Council approval.
- All other staff comments be addressed.
- Digital files compatible with City GIS be submitted.

; seconded by Mr. Pyron, Voice vote. Motion carried.

III. Case No. 2021-7-13— Consideration of a Final Plat for Trails of Todhunter Section 2 Block A

Ms. Jones stated that Trails of Todhunter LLC has submitted an application for final plat for Section 2 Block A of the Trails of Todhunter conservation subdivision. This plat will include the construction of 24 single-family residential lots and 3 open space lot. This phase will is approximately 14 acres of 60 total acres. The average lot size is 10,126 square feet and the average lot width is 65 feet. The proposed density is 1.71 units per acre. She stated that the preliminary plat was approved March 2018.

Mrs. McElfresh asked about connectivity. Ms. Jones stated that there is connectivity to the South which will maybe connect East to West. She also discussed buffers and noise screenings. Ms. McElfresh asked if there are sidewalks throughout. Ms. Jones stated that there are sidewalks.



Mr. Kirkpatrick motioned to give a favorable recommendation to Council with the following conditions:

- All playground and formal open space must be installed as approved by Staff by the end of construction of the second phase of the subdivision. Such approval includes the type and size of playground equipment proposed as well as plans for the remainder of the entire lot area regarding formal open space requirements.
- Conservation easement agreement language must be approved, signed, and recorded.
- All other staff comments be addressed.
- Digital files compatible with City GIS be submitted.

; second by Ben Wagner. Voice vote. Motion carried.

Mr. Pyron moved to adjourn the meeting. Seconded by Mr. Kirkpatrick. Voice vote. Motion carried.

The Planning Commission meeting adjourned at 7:15 PM.

Respectfully submitted,

Alaina Hagenseker
Planning and Zoning Specialist
hagensekera@monroeohio.org



CITY OF MONROE
Inter-Office Correspondence

TO: Members of the Monroe Planning Commission
FROM: Kevin Chesar
Director of Development

DATE: August 17, 2021
RE: Information Packet for August 17, 2021 Planning Commission Meeting at 6:00 p.m.

I. Case No. 2021-1-1 (TABLED)—Consideration of a Site Plan for Thornton's

August 17th Case Status Update: Staff and legal counsel continue to work with the applicant and their team through the previously mentioned issues. It is Staff's understanding at this time that the applicant still intends to apply for the various variance requests as necessary. Staff will continue to update Planning Commission and will bring back the site plan for approval once all other items have been appropriately resolved.

July 20th Case Status Update: Updated civil plans were received first on 6/17 and again on 7/12, both via email, that did address several staff comments. Paper copies of revised plans that would be submitted as part of the typical Planning Commission process were not submitted ahead of this month's meeting. Several major items have not been addressed. Namely, the access points have not been relocated to address Engineering's determination and the non-compliant pole sign has not been removed from site plans. Regarding items that would require application through the Board of Zoning Appeals prior to Planning Commission site plan approval, Staff has not received any formal application for any variance, waiver, etc.

Due to the considerable period of time that has passed since Planning Commission's original tabling and lack of progress regarding major items, Staff is recommending that the case be denied. If the applicant then wishes to reapply with all other relevant changes secured/approved, they can apply for a new site plan approval as there are no restrictions regarding application timing defined by the Planning and Zoning Code. Updated staff comments based on the latest information supplied by the applicant are in **green text** below under Site Plan Comments.

June 15th Case Status Update: As previously indicated, Staff met with the applicant and subsequently detailed the necessary application procedures for any desired waivers or appeals. To that end, we have not received any variance, waiver, etc. requests or any further site plan updates. Due to the considerable period of time that has passed since Planning Commission's tabling and lack of any further applications or updates, Staff is recommending that the case remain on the table until the July meeting. At that time, if no further applications or site design changes have occurred, Staff will recommend the case be denied at the July meeting. If the applicant then wishes to reapply with all other relevant changes secured/approved, they can apply for a new site plan approval as there are no restrictions regarding application timing defined by the Planning and Zoning Code.

May 18th Case Status Update: Please see below a summary list of outstanding issues as it relates to the Thornton's site plan application. The applicant submitted revised plans on April 30th as required in the previous tabling rendered by Planning Commission at its April 16th meeting. Staff met with the applicant on May 5th to discuss outstanding issues and procedure for any desired waivers or appeals.

SITE PLAN COMMENTS:

1. **Comment: Per revised civil plans submitted by applicant, semi parking stalls are shown as 'Future Truck Parking'. Stalls and Labeling must be eliminated from the site plan as part of the use requirements is not permitted. (1204.04(D)(15) and (1204.04 (D)(4) Response: Semi-Truck parking stalls have been removed from the civil plans**
 - a. Comment has been addressed and can be removed from list of outstanding items.
2. **Comment: Regulations state that vehicle use areas shall not encroach upon any buffer required. (1211.03(C) Response: The applicant intends to file for a waiver of this requirement along State Route 63**
 - a. The code states that Vehicular Use Areas shall not encroach upon and buffer required. Not only is the use areas encroaching, it has eliminated it with the proposed right of way location while proposing landscaping/buffer in the right of way. While staff is not opposed to right of way landscaping, the applicant can request a 1203.10 Alternative Equivalent Compliance permit regarding Landscaping and Bufferyard Standards (for attached)
 - b. Additionally, a Right-of-Way permit would be required for this proposed utilization of the public right-of-way.

The plans now appear to show the vehicular use area outside of the right-of-way, however, plans need to mark the specific distance from the right-of-way line to the edge of pavement to ensure compliance with the minimum 6-foot setback for vehicular use areas.
The applicant still shows a small portion of the right-of-way at the northeast corner of the site for landscaping purposes, but has not filed an Alternative Equivalent Compliance permit.
3. **Comment: Vehicular use area are shown within the right of way and will need to be set back to a minimum of 6 feet wide area from the right of way intended for landscaping. (1211.03(C) Response: The applicant intends to file for a waiver of this requirement along State Route 63**
 - a. A Right-of-Way permit will need to be completed to locate in the right-of-way. As a note, staff is not aware of vehicular use areas as being permissible in the right of way.

As mentioned previously, plans now appear to show the vehicular use area outside of the right-of-way, however, plans need to mark the specific distance from the right-of-way line to the edge of pavement to ensure compliance with the minimum 6-foot setback for vehicular use areas.
4. **Comment: The fuel canopy is required to be 15 feet from the closest point of right of way. The requirement is not met and will need to be corrected, which may require other site plan adjustments. (1204.04(D) and (1204.04(D)(4) Response: The applicant intends to file for a waiver of this requirement along State Route 63**
 - a. Based on the most current conversation, our understanding is that the applicant intends to file for a variance for essentially a zero setback (variance form attached). A decision on the variance by the Board of Zoning Appeals will have to be in place prior to any site plan approval by Planning Commission. The standards for a variance will need to be demonstrated by the applicant as outlined in the code, form, and process.

The applicant has moved the fuel canopy further back from the right-of-way and now appears to be compliant with minimum setback requirements. However, the distance needs to be shown on the site plan from the furthest edge of the canopy to the ROW line.
5. **Comment: Right of way sidewalks (5' min width) are required along Gateway Blvd and State Route – 63. Staff is recommending installation of the sidewalks on both roadways. (1208.07) Response: The plans have been revised to reflect the sidewalk along State Route 63. The sidewalk along Gateway Blvd. remains as previously shown**
 - a. The location of the walk, particularly at the northwest corner of the site, does not meet right of way standards with a 5-foot tree lawn. Any deviation of the standard will be a part of the right of way permit evaluation. It should be noted that safety of pedestrians with the proposed reduction is of concern.

The sidewalk location appears to have been revised. Staff would need to confirm the right-of-way standards for the 5-foot walk and 5-foot tree lawn are met.

6. **Comment: A solid screen of shrubs at a minimum installation height is required on the west side parking row (1212.07(B))**
 - a. **A.) Not enough sea green junipers to meet the requirement** *Response: Revisions will include additional evergreen material to satisfy requirements*
 - i. *Revisions show appropriate screening along the west side of the site.*
 - b. **B.) Other plantings in this location does not meet height requirement, nor the evergreen requirement. Boxwood meets the evergreen requirements, but not height requirements** *Response: Revisions will include larger material to meet requirements*
 - i. *Revisions show appropriate screening along the west side of the site.*
 - c. **C.) Staff request showing 36" (Min) evergreen species to provide appropriate coverage across the entire parking row.** *Response: Revisions will include specifying the 36" (min) evergreen species*
 - i. *Revisions show appropriate screening along the west side of the site.*
7. **Comment: The screen of shrubs proposed on the east side parking row shows the appropriate size and species, however the number of shrubs appears to be insufficient for full screening coverage.** *Response: Revisions will include the require number, size and species to meet the screening coverage*
 - a. *Revisions show appropriate screening along the east side of the site.*
8. **Comment: A parking island with associated landscaping is required on the north end of the western parking row. (1212.07(B))** *Response: The island and associated landscaping has been shown*
 - a. *Revisions show parking island and associated landscaping.*
9. **Comment: Screening: Full screening of service structures are required. It appears the southern side of the transformer is left open/unscreened. (1212.09(A))** *Response: The transformer has been screened*
 - a. *Plans now show 8' tall evergreen trees surrounding the transformer on the south side of the site. This likely meets the screening requirement with the understanding that the transformer structure is less than 8' in height.*
10. **Comment: Screening: Front yard landscaping requires 20% of the required front yard area (20% of 50'=10') be landscape areas with a minimum 6' against the right of way. Applicant has met the 20%, staff request the applicant to show the minimum 6' landscaped area along both Gateway Blvd and SR-63 (1212.08(A))** *Response: The landscape plan has been revised to reflect the 6' landscaped area along Gateway Blvd. The applicant intends to file for a waiver of this requirement along State Route 63*
 - a. *It appears the 6' is met along Gateway, but the 6' width is not notated on the landscape plan. While it appears the 6-foot minimum width has been met along State Route 63 and Gateway Boulevard frontage, ensuring the narrower areas along State Route 63 particular at the east and west ends meet the minimum width is necessary.*
11. **Comment: The truck entrance on eastbound SR63 does not meet the minimum guidelines for a WB-67.** *Response: Turning radii has been revised to reflect WB-67 minimum guidelines*
 - a. *Turning radius is still tight but meets requirement of note. Island shown does not prohibit left turn movements significantly enough. Delineators in median or more substantial island is warranted.*
12. **Comment: The southern entrance / exit does not designate this entrance as being 'Shared' access with the remaining lot.** *Response: Due to the traffic circulation pattern for the use and the location of the stormwater detention basin the entrance can not be positioned in a shared access location. The owner of the residual tract to the south has expressed some reservation of sharing an access at this location due to safety concerns (Trucks vs. Cars)*
 - a. *Other options for detention can be considered to meet the requirement. Shared access is required for safe and efficient flow for the balance of the developable land.*
13. **Comment: The southern entrance does not permit a storage area for southbound traffic. Also shows truck radii crossing center lane markings creating traffic issues.** *Response: The current striping of Gateway Blvd incorporate a storage area for south bound traffic. The Autoturn plan submitted indicates a truck (and limits of) turning north onto Gateway Blvd is contained entirely within the north bound traffic pattern*
 - a. *Dedicated left turn storage is warranted and must be constructed for efficient flow of south bound traffic. The City does not accept the use of designated through lanes for the purpose of left turn movements on Gateway Blvd.*

14. **Comment: The spacing between the access driveways does not meet code.** *Response: The applicant intends to file for a waiver of this requirement. Entrance uses (trucks vs. cars) require separate locations to minimize interaction for safety*
 - a. *Safety concerns for site do not warrant creating safety issues within the public right of way. The comment relates to spacing between access points and the response does not address this conflict.*
15. **Comment: Show existing utilities within the Gateway Blvd. Right of Way** *Response: Existing utility information within Gateway Blvd right of way has been shown*
 - a. *Verifying on Site Plan*
16. **Comment: Potential issue with underground storage tanks to property lines with steep grades.** *Response: The underground storage tanks have been relocated*
 - a. *Verified on Site Plan*
17. **Comment: All details and specifications will need to meet ODOT 2019 (latest revision) and City of Monroe.** *Response: ODOT and City of Monroe details and specifications will be met in areas of jurisdiction*
 - a. *Verifying on Site Plan*

TIS COMMENTS:

1. **Per 1211.05 Gateway Blvd is a major arterial and requires median opening spacing of 650 feet.**
 - a. **For Gateway, this measurement would begin at the end of the current north bound left turn lanes. Site plan location is approximately 300 feet.** *Response: Per a City of Monroe map used in the June 17, 2019 Steering Committee Meeting 1, Gateway Boulevard is listed as a principal collector. The Warren County Thoroughfare Plan lists Gateway Boulevard as a major collector/distributor. ODOT's TIMS mapping system shows Gateway Boulevard as a major collector. We found no evidence that Gateway Boulevard is a major arterial.*
Also, the 650-foot spacing is not applicable to Gateway Boulevard since Table 1211-12 indicates that it is applicable to unsignalized median openings on divided roadways. Gateway Boulevard is not a divided roadway. Table 1211-13 lists lateral offset distances between intersections and the first driveway. According to the table, the required lateral offset distance is 200 feet. Since the left turn storage length from northbound Gateway Boulevard onto SR 63 exceeds this distance, the northernmost driveway would be limited to right in/right out (as has been proposed). It is requested that the northernmost right-in, right-out driveway be approved at the location shown.
 - a. *The City defines roadways with center turn lanes as divided highways.*
 - b. *Note 2 of 1211-13 indicates that if the intersection includes two different roadway types, then the greater of the two distances shall be used, thus the 350 distance for the northernmost drive entrance should be used, even if we were to consider a minor arterial designation on Gateway.*

2. Analysis of Developers TIS under the guidelines of 1211.04 does not warrant Full Access

Location as proposed. The Analysis:

- a. **Did not include all future traffic in Analysis, and;** *Response: As agreed to with City staff, the traffic study performed by the seller of the property (industrial park developer) was to be used to establish the driveway locations. The City has indicated that they are requiring future traffic volumes resulting from the connection of Gateway Boulevard to Butler Warren Road to be included in the traffic analyses. However, it is our understanding that the future extension of Gateway Boulevard to Butler Warren Road is entirely under the discretion of the industrial park developer. The industrial park developer has indicated that he has no intention of connecting Gateway Boulevard to Butler Warren Road and therefore, the traffic volumes from that roadway connection should not be included in the analyses to establish the driveway locations.*
- b. **Does not disprove that the City's evaluation that warrants the location of a full access point at least 850' south of SR63** *Response: The City's evaluation of the driveway access location was based on the assumption that Gateway Boulevard will connect with Butler Warren Road in the future. The City's evaluation of driveway location is based on the anticipated levels of queuing on northbound Gateway Boulevard approaching SR 63. In accordance with our response to the previous item, since this queuing is significantly impacted by the projected traffic volumes from the connection of Gateway Boulevard to Butler Warren Road, and since the industrial park developer has no intention of connecting Gateway Boulevard to Butler Warren Road, the requirement to locate the full access driveway 850 feet south of SR 63 does not seem to be applicable.*
- c. **Does not account for the proposed full access point which requires a median cut which is proposed within current north bound left turn lanes.** *Response: It is unclear about the median cut reference. The traffic study shows the need for a southbound left turn lane at the full access drive. The full access point should not be located where vehicles turning left into the site would be required to stop in a through lane next to the northbound left turn lanes.*

- a. *The current position of the landowner has no bearing on the evaluation required and must include the traffic generated by the future connection of Gateway Blvd to the south with Butler Warren road. Within the last few years, this same landowner had a proposal that would have benefited from that connection and was in favor of it. I would assume that they would be again if another proposal landed in their laps. The connection is currently within the thoroughfare plan of the City, both Counties and the OKI regional council of governments, thus can't be that easily dismissed to benefit the use being considered.*
- b. *I agree with the comment that "the full access point should not be located where vehicles turning left into the site would be required to stop in a through lane next to the northbound left turn lanes. But no consideration has been given to create a dedicated left turn lane.*

3. 1211.05 requires first access point along major arterial to be 350 feet from intersection.

a. First proposed access point on Gateway is approximately 100 feet from the SR63 intersection.

Response: See response to following item.

b. Proposed right in right out access on SR63 does not meet the 1211.05 requirement of 350 feet from the Gateway intersection. *Response: As indicated previously, we found no documentation indicating that Gateway Boulevard is classified as a major arterial. Table 1211-13 lists lateral offset distances between intersections and the first driveway. The table indicates that if the intersection includes two different roadway types, the greater of the two distances shall be used. In this case, SR 63 is classified as a minor arterial per the ODOT TIMS map and per the map used in the City of Monroe Comprehensive Plan Steering Committee Meeting 1 on June 17, 2019. According to the table, since SR 63 is the higher classified road, the required lateral offset distance is 200 feet. Also per Table 1211-13, since the left turn storage length from northbound Gateway Boulevard onto SR 63 exceeds this distance, the northernmost driveway would be limited to right in/right out (as has been proposed). The 350-foot requirement outlined above is not supported by the zoning code. It is requested that the northernmost right-in, right-out driveway be approved at the location shown.*

i. It is also recommended that a tangent section be constructed east of Gateway Boulevard radius return for at least 50 feet prior to beginning the diverging taper for the right turn lane, therefore the right in right out access would be located with the code requirement of 350 feet from Gateway Boulevard. First proposed access point on SR 63 does not meet this requirement. *Response: As indicated previously, the 350-foot offset requirement is not supported by the zoning code. We found no documentation indicating that Gateway Boulevard is classified as a major arterial. Table 1211-13 lists lateral offset distances between intersections and the first driveway. The table indicates that if the intersection includes two different roadway types, the greater of the two distances shall be used. In this case, SR 63 is classified as a minor arterial per the ODOT TIMS map and per the map used in the City of Monroe Comprehensive Plan Steering Committee Meeting 1 on June 17, 2019. According to the table, since SR 63 is the higher classified road, the required lateral offset distance is 200 feet. The driveway on SR 63 will be shifted east to accommodate the recommended 285-foot eastbound right turn lane. A tangent section of a length to be determined will be provided if possible depending on site constraints. At the location dictated by the length of the 285-foot eastbound right turn lane, the 200-foot lateral offset distance is met.*

a. See note 1b above.

4. 1211.05 requires spacing between access points on a major arterial (Gateway) to be 350.

a. Proposed spacing between access points on Gateway is 285 feet. *Response: We found no documentation that Gateway Boulevard is classified as a major arterial. Driveway spacings should be based on Table 1211-11. Since there is no recommended spacing for a major collector with a speed limit of 40 mph, the next higher classification (minor arterial) should be used. For a minor arterial roadway at 40 mph, the spacing should be 350 feet for a high volume driveway, which is in accordance with the City request. The existing submittal depicted a distance of 335' from centerline of the RI/RO entrance and the southern entrance (truck entrance). The entrance will be revised to reflect 350' centerline to centerline. (moved 15' south)*

- a. *Assumption from previous response affecting the location of the first access should be considered prior to finalizing spacing requirements between access points. In any case a full access point cannot be approved at the location shown.*

5. Analysis of Site TIS does not warrant approval of site driveways.

a. The 300 ft southbound left-turn lane proposed in the study is not included on the Site Plan. i. Per the applicants own study, the proposed access location should not reduce or impede the required northbound left turn lane storage at full build out. *Response: The final queuing analysis on the northbound approach of Gateway Boulevard at SR 63, which uses the correct assumptions about Gateway Boulevard not connecting to Butler Warren Road, should determine whether the existing northbound left turn lane can be shortened to allow the*

proposed southbound turn lane at the site driveway to begin farther north. Fueling capacity within each diesel (truck) lane equates to 3 trucks an hour. The four (4) fueling lanes would be able to serve 12 trucks an hour. The site has the space to accommodate an additional 15 trucks in the queuing lanes. The total of 27 trucks on site would eliminate the need for a 300' turn lane at this entrance.

- a. *Spurious assumptions about future traffic connections continue to be used to make invalid decisions. The full access point does not incorporate traffic from the balance of the developable property and is not approved in the location shown.*

The City Engineer has defined the location where a full access point is allowable along Gateway Blvd and will define the location of permissible restricted access points prior to consideration by the Planning Commission.

ARCHITECTURAL COMMENTS:

18. **Comment:** The auto refuel canopy, proposed at 14'6" clearance height, exceeds the maximum 14-foot clearance height. Please revise (1204.04(D) (15). *Response: Acknowledged. Truck canopy height requested to remain at 17'-6" to allow for clearance to provide adequate lighting.*
 - a. *Acknowledged. Variance application through the Board of Zoning Appeals would need to occur prior to site plan review by Planning Commission.*
19. **Comment:** The truck refuel canopy, proposed at 17'6" clearance height, exceeds the maximum 14-foot clearance height. Please revise (1204.04(D) (15). *Response: Acknowledged. Variance requested to maintain Truck canopy height at 17'-6" to allow for clearance to provide adequate lighting to trucks while in fueling position.*
 - a. *Acknowledged. Variance application through the Board of Zoning Appeals would need to occur prior to site plan review by Planning Commission.*
20. **Comment:** Both the auto and truck refuel canopies are flat roof as opposed to gabled as required. Please revise (1204.04(D) (15) and (1204.04(D) (4). *Response: Acknowledged. Auto and truck canopies revised to reflect gables.*
 - a. *Plans now show gabled roof on both canopies. It should be noted that the signage is not permissible on the roof as shown and the applicant has indicated that they would revise to design a flat wall space in combination with gabled roof.*
Plans now show revised canopy signage compliant with code.
21. **Comment:** In order to maintain consistency across plans, Staff requests revision of the elevation drawings on the truck refuel canopy as it shows 5 fuel pump stations where there are only presently 4 proposed. *Response: Acknowledged. Elevations revised to reflect 4 fueling positions.*
 - a. *Applicant has indicated they will revise.*
Plans have been revised to show 4 truck refuel pumps across plans.
22. **Comment:** 25% of wall area visible from a right-of-way/public road must contain windows. As the site has visibility from multiple points on Gateway Blvd and State Route 63, this window requirement applies to the south, east, and west sides in addition to the north side. The south side of the building does not meet this code requirement with almost no glass/window area proposed. Please revise (1210.05(D)(5). *Response: Acknowledged. Additional glazing added to south façade. The applicant can request a 1203.10 Alternative Equivalent Compliance permit regarding Architectural Standards (for attached) to allow reduced glazing percentage on south façade due to interior plan (coolers and back of house) and architectural elements (entry staple and downspouts).*
 - a. *Acknowledged.*
While additional glazing has been added to the south elevation, an Alternative Equivalent Compliance application has not been filed.
23. **Comment:** All walls visible from a public street that are at least 60 feet wide must incorporate offsets of at least 2 feet deep and 20 feet wide at a minimum of every 40 feet. This requirement applies to both the north and south sides of the building (1210.05(D)(4). Please revise to meet this code requirement or provide one of the following alternatives:
 - a. *Façade material changes of the same dimensional standard as the offset requirement. (1210.05(D)(4).*
 - b. *Pilasters having a minimum 1-foot depth and width, and minimum 80% height of the building height. (1210.05(D)(4). Response: Acknowledged. South Façade revised.*
 - i. *Revised plans appear to meet this requirement on the south side.*

24. **Comment:** Base-body-cap percentages need to be indicated to show minimum 8% base and 8% cap across the entire building. While it appears the 8% base requirement is met on the majority of the building, it is not met on the north elevation and will require revision. Further, the cap proposed may not meet the 8% minimum required. Please provide accurate percentages that account for the black metal coping, which is the overall cap area and does not include the red and black metal entrance feature as it does span across all or a majority of the building, to ensure these requirements are met (1210.05(D)(1). *Response: Acknowledged. Base and cap revised to meet 8% requirement throughout.*
- a. *While percentages appear to be met on all sides, it appears the calculations are still inaccurate. The applicant has indicated that they will revise to show calculations.*
- Plans have been revised to show accurate percentages that do meet code minimum requirements.*
25. **Comment:** Further evaluation of the proposed metal on the structure as architectural requirements states: (3) Exposed metal panels (such as corrugated metal) shall be prohibited in the C-1, C-2, C-3, and C-4 districts. This subsection shall not be construed to prohibit metal roofs, flashing, aluminum storefront associated with windows, or high-quality metal siding such as copper, bronze, or other decorative metal, which may be used on a case-by-case basis. Please provide more detail, example images, etc. on this metal material (1210.05(D)(3) *Response: Acknowledged. Sample material provide to the City of Monroe by Jim Vaughn of Luckett and Farley Architects.*
- a. *A sample of base, body, cap has been received but we do not show receipt of the metal material.*
26. **Comment:** Pole sign is prohibited in the C-2 zoning district. While not discussed in particular at the most recent meeting with the applicant, it is Staff's understanding Thorntons will seek a variance for this signage through the Board of Zoning Appeals. This process will have to occur prior to sign permits being filed. For purposes of site plan approval through Planning Commission, the sign will need to be removed from all plans or otherwise noted on plans as not approved and will need to seek separate Board of Zoning Appeals approval after site plan approval.

The following pages are staff report comments and information from past meetings and have been left in this month's staff report for background/historical purposes

April 16th Case Status Update. Please note that previously updated staff comments from the March 16th meeting are listed in **yellow** and are still relevant regarding the continued tabling of the case. Additionally, updates since the March 16th meeting, specifically regarding rooftop signage and the architectural comments are highlighted in **blue**). The applicant requested to continue the tabling and waive the 60 day hearing/decision requirement on March 15th, 2021:

Kevin,

I respectfully request that our application remain open & tabled on the Planning Commission agenda as we are moving forward in good faith to respond to the City Engineer's comments relating to the TIS & my consultants have addressed most of the Staff comments from the Staff report issued in January. I request the City waive the time requirement in light of the fact that we are prepared to meet whenever our schedules will allow.

Best regards,

Todd Smutz
Senior Development Project Manager
Direct: 502-572-1294 | Cell: 502-693-5874
todd.smutz@mythorntons.com



While Planning Commission subsequently did not meet in March due to a lack of a quorum, the continuance of the tabling was realized based on the request.

The property owner also requested in a 3/15/2021 email to table the case as staff requested concurrence from both the applicant and property owner to ensure all parties were aware of the case status. The property subsequently requested that the case be open no later than the April 20th Meeting to be heard:

Good afternoon, Kevin –

Kevin,

I agree with Todd Smutz and, on behalf of Corridor 75 Park, Ltd., we will concur that the application submitted by Thornton, LLC opened and tabled after much discussion in the January Planning Commission meeting be continued as tabled and remain open until no later than the April 20th planning commission date in order to be heard. I do know that all the parties are working to achieve a development plan that meets the needs of those concerned and we are looking forward to working you and staff to make this proposed development come to fruition. We also agree to waive the 60-day time requirement in order to be heard as stated by Thornton, LLC.

I can understand the difficulties in trying to set up a special meeting time as you have outlined and do appreciate your offer to get the meeting or meetings underway as soon as possible. To help this along, please let me know what you might need from Corridor 75 Park.

Thanks!

Lenny
Lenny Robinson
President & Broker



Staff follow up via email with the property owner and the applicant to confirm receipt of the tabling request while reiterating the various site plan issues and the need for updated site plans as well as responses regarding the concurrence to meet or request to vary specific code requirements as listed in the report (For instance, the applicant we would need confirmation if the gas canopy is intended to be moved to meet code requirements or that a variance would be requested. If such is the case, a variance for the setback reduction would need to be sought at the Board of Zoning Appeals prior to any decision permissible by Planning Commission as Planning Commission does not have the authority to do so).

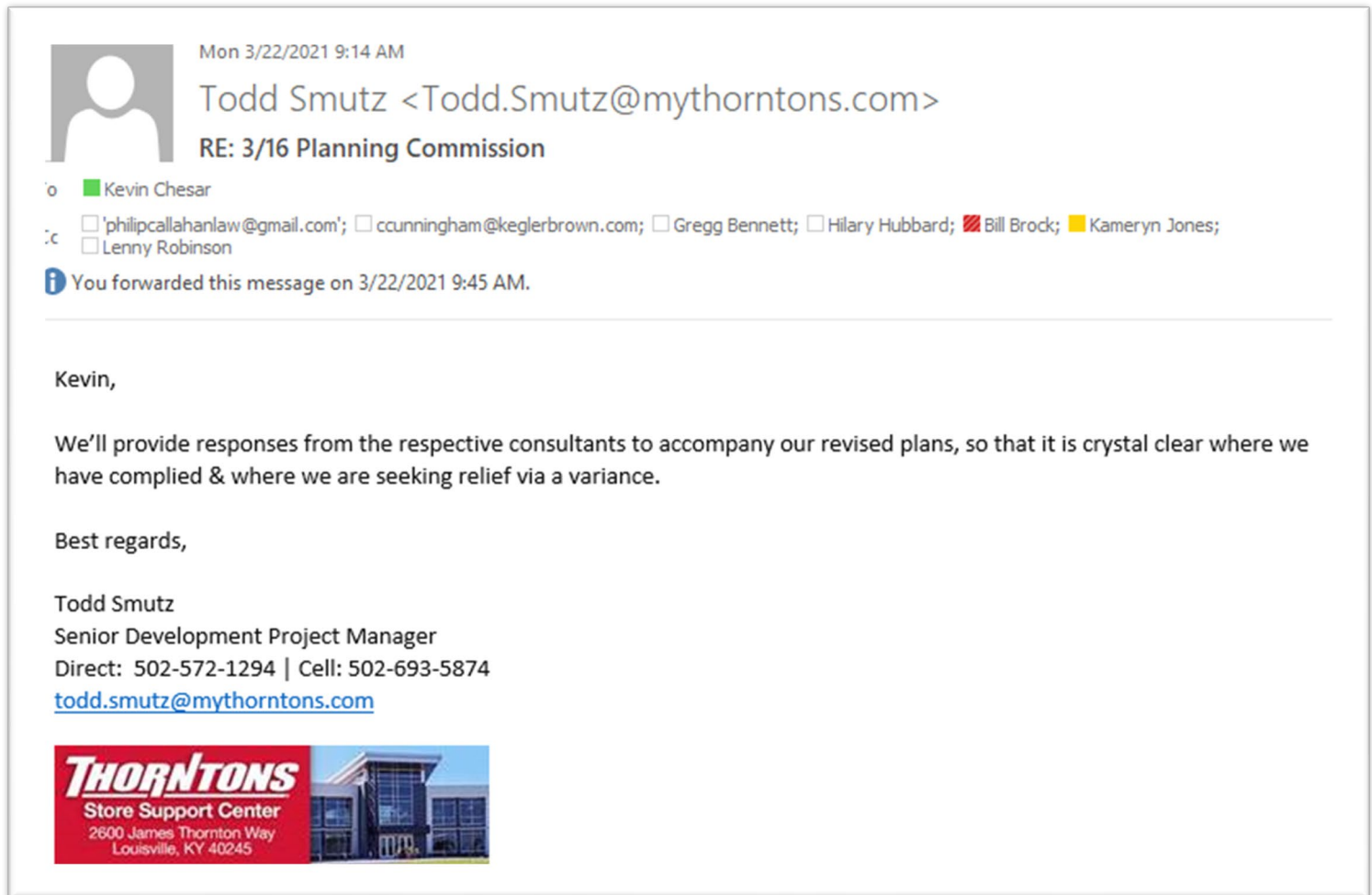
The property owner's representative (Lenny Robinson) also indicated in a March 18th, 2021 email that they are set to meet to discuss the site and access related issues:

Kevin –

received confirmation from Todd earlier today that Thornton, LLC and their architects and engineers are all set to meet with Monroe. We still have not heard from Bill on setting up a meeting with him but, I know you were hopeful to make this one meeting to cover all the bases. Will you be able to check with him and provide some dates, hopefully next week if we can.

Thanks.

Thornton's, as the applicant, indicated in a March 22nd email that "We'll provide responses from the respective consultants to accompany our revised plans, so that it is crystal clear where we have complied & where we are seeking relief via a variance":



To date, we have not received any updated responses or revised plans as indicated by the applicant and as we have previously indicated would be necessary as a precursor for staff to have a productive work session to address the various site issues as well as to lay out the proper approval steps (i.e. Planning Commission versus possible Board of Zoning Appeals variance request).

Section 1203.06(D)(4) Procedure to Review Site Plans specifies the Planning Commission Review and Decision requirements regarding tabling as well as a final determination. While the owner has asked for the case to be "heard" no later than April 20th, 2021, it is staff view that the case could remain open/tabled until May 18th, 2021 by virtue of the continuance of a tabling from January in March (60 days) and the presumed continuance via 1203.06(D)(4)(c) below would require some form of action by the May meeting.

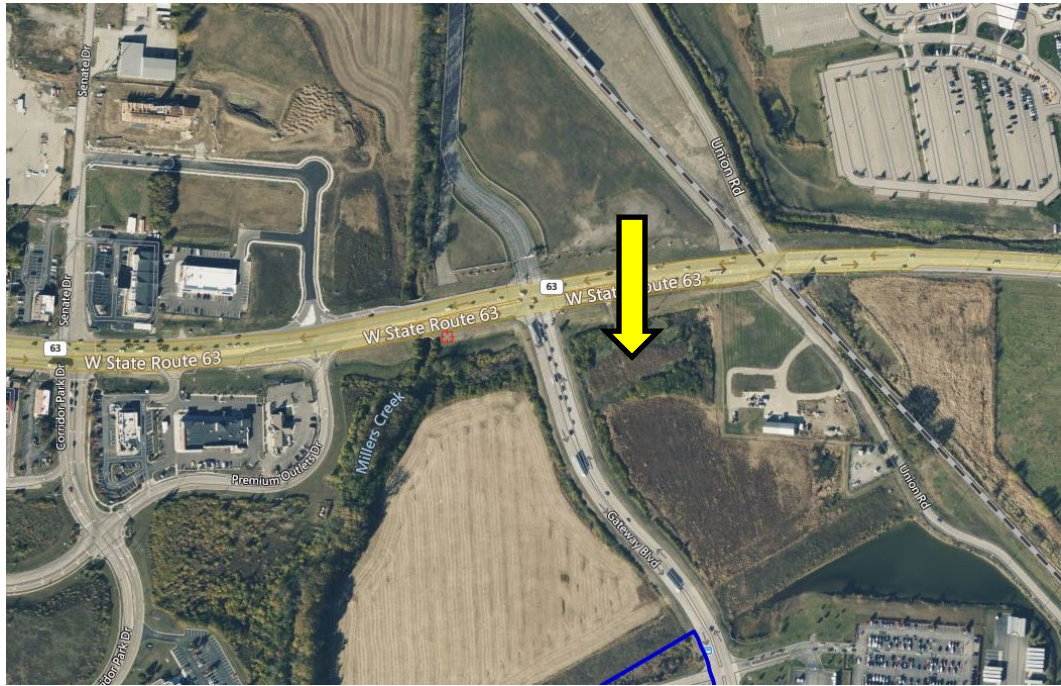
As stated, Staff has not had any updates from the applicant or owner since the request for further information and we do anticipate that as a result of this report update, they will express their desire to either continue the case until May and provide responses/updated plans as indicated or request a removal from the table and decision by Planning Commission at the April 20th, 2021 Meeting.

4) Step 4 – Planning Commission Review and Decision

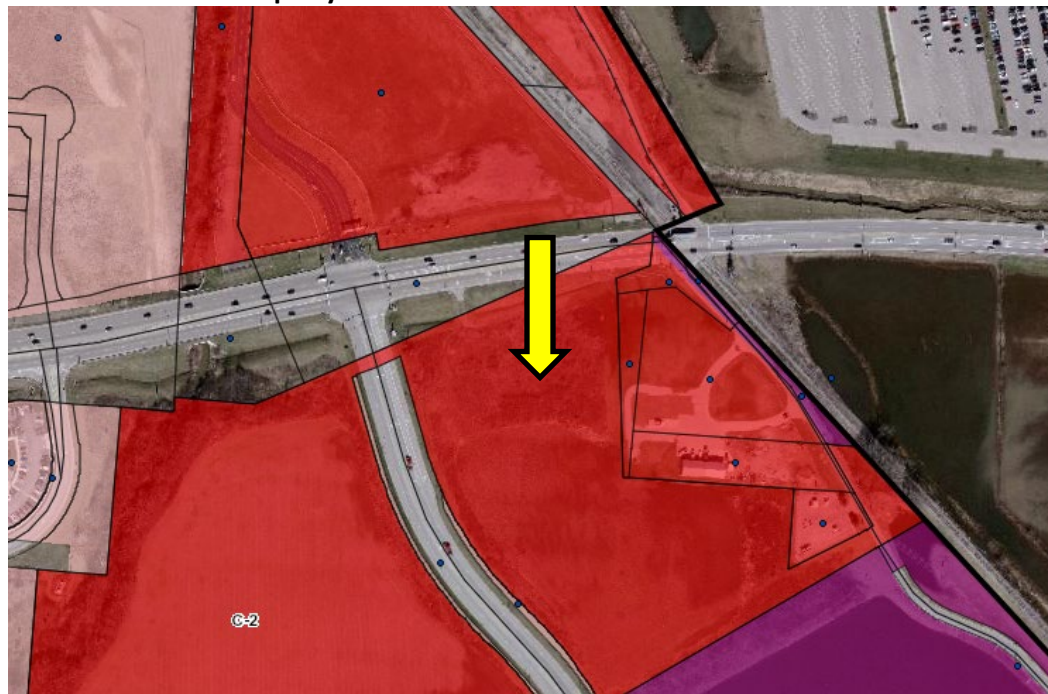
- a)** The Planning Commission shall review the site plan at a regular meeting. No special public notice shall be required for Planning Commission review or action on the site plan except for the general notice required for Planning Commission's meeting as required by state law.
- b)** The Planning Commission shall either approve, approve with conditions, deny, or table the review of the application and site plan within 60 days of the determination of receipt of a complete site plan application by the Code Enforcement Officer.
- c)** Within the 60 day time period, the Planning Commission, by a majority vote of the members present at the meeting, may extend the period of review for not more than 60 additional days.
- d)** If the site plan is denied, the Planning Commission shall make a finding, in writing, justifying the denial of the plan and provide a copy of the findings to the applicant.
- e)** The Planning Commission may attach conditions to the approval of a site plan as may be reasonably required to promote the public health, safety, and welfare.
- f)** Approval of the site plan shall be indicated by a letter from the Code Enforcement Officer. The approved plan will be stamped "Approved" and dated.

A. Background

- Gregg Bennett, on behalf of Thornton's LLC, has submitted a site plan application for a gas station and convenience store to be located at the southeast corner of State Route 63 and Gateway Boulevard.
- The applicant is proposing a 5,500 square foot building with convenience store, 10 auto fuel pumps, 4 semi fuel pumps, and CAT scale.
- The site is approximately 6.22 acres currently zoned C-2 General Commercial.
- The applicant anticipates a June construction start date and June 2022 completion date.



Overhead View of Property



Zoning Map of Proposed Site and Surrounding Properties



Eastbound on State Route 63



Westbound on State Route 63



Northbound on Gateway Boulevard



Facing South at Traders World Entrance at State Route 63

B. Staff Comments *(While all the following comments are still relevant, specific updates since 1/19/21 meeting highlighted in yellow. Updates since the March 16th meeting, specifically regarding rooftop signage and the architectural comments are highlighted in blue)*

- **SIGNAGE:**

- In regards to the sign package proposed, the site plan application requirements does state to detail all sign locations, sizes, etc. in order to ensure compliance with relevant location, landscaping, and safety issues. The presumption is that all regulatory issues are followed and any requests in the application to vary or alter requirements is not within the authority of Planning Commission to approve. Rather, the Board of Zoning Appeal would hear any variance requests. Further, any commercial signage located within the right-of-way is not permissible (1214.05).
- While not reviewed during the Planning Commission process, a portion of the sign package proposal is prohibited per code:
 - The 30-foot pole sign shown on the overall site plan is not permitted in the C-2 zoning district and must be removed from all plans as to not indicate/cause confusion with approval authority or process (1214.10 Table 1214-1).
 - Further, the sign is located in the right-of-way, which is prohibited (1214.05).
 - The sign proposed on the roof of the fuel canopy is a prohibited sign type (1214.06).
- During the administrative review for this sign package, other items such as traffic safety visibility triangle, setbacks, and overall maximum allotments of signage will be evaluated.
- Until the use/site plan approval is achieved, a sign variance process with the Board of Zoning Appeals cannot occur.

Based on the abovementioned code requirements, the site plan needs to be updated to remove or appropriately reflect area, sign type, and locations for all signs.

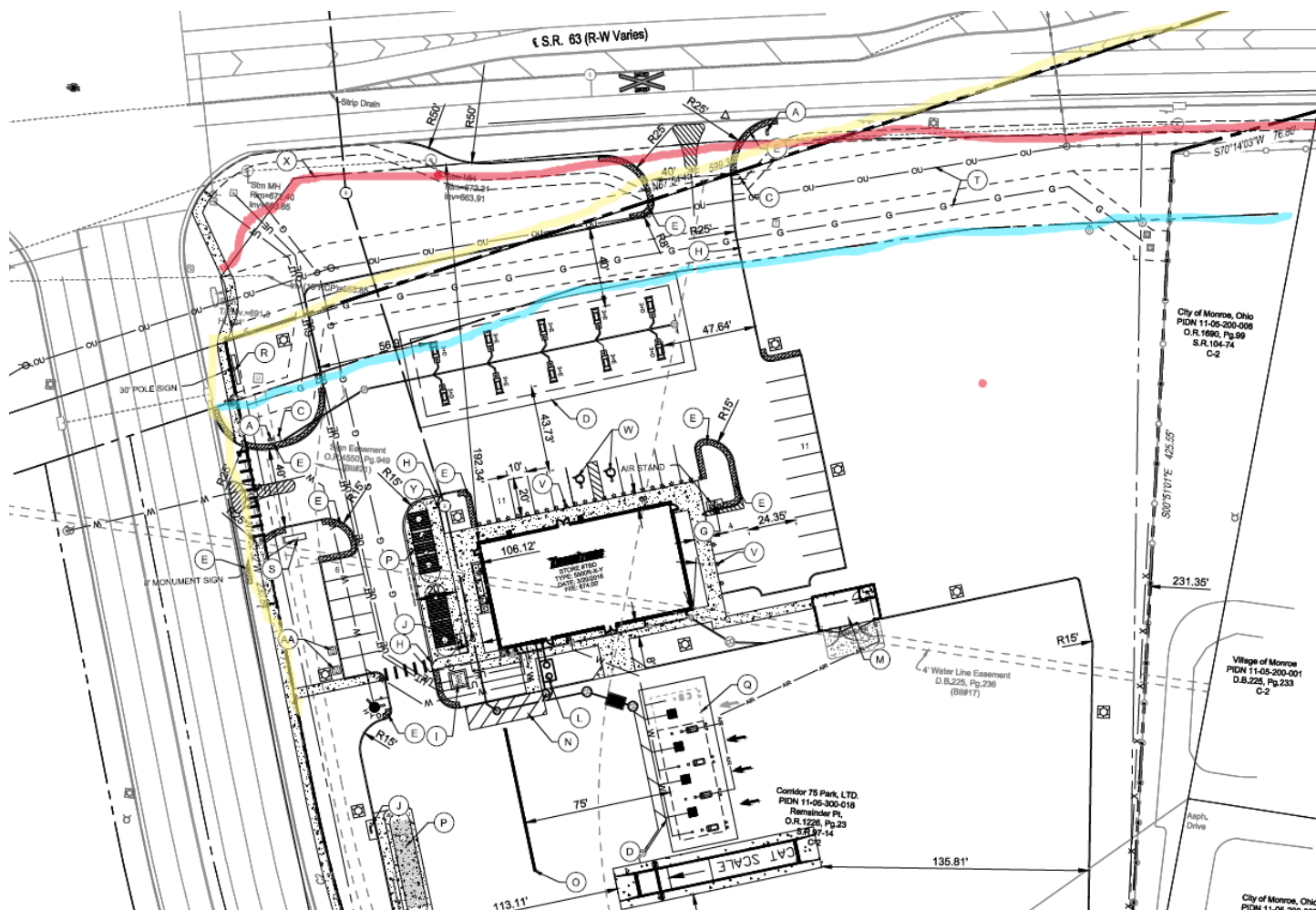
- **USE STANDARDS:**

Retail Fuel Sales is a use permitted with standards in the C-2 General Commercial zoning district. These standards, which are the same as Automotive Service Stations and Parts Sales, are outlined in 1204.04(D) (15) of the Planning and Zoning Code. See below as it relates to semi-trailer truck parking:

(4) Automotive Service Station and Parts Sales

- 
- 
- a) Canopies shall be gabled, set back a minimum of 15 feet from street rights-of-way, and shall not exceed a clearance height of 14 feet.
 - b) Lubrication, washing, incidental servicing of motor vehicles and all supply and merchandise storage shall be completely within an enclosed building except as otherwise provided herein.
 - c) Employee vehicles and vehicles awaiting servicing or return to customers following servicing shall be parked in areas indicated for such parking on the approved site plan. Such vehicular use areas shall be set back a minimum of 50 feet from any right-of-way.
 - d) The sale of motor vehicles on premises used for automotive service stations shall be prohibited.
 - e) The storage of non-operational vehicles for longer than a 24-hour period shall only be permitted for automotive body and major repair businesses. Such storage shall be permitted if stored in the rear yard and screened by a solid wall or fence with a minimum height of five feet. No such vehicle shall be stored on-site for more than two weeks.
 - f) All other outdoor storage shall be subject to the standards of [Section 1205.01\(G\)\(15\): Outdoor Bulk Storage](#).
 - g) No semi-trailer truck parking stalls are permitted other than temporary stacking for refueling

- Per revised civil plans submitted by the applicant, semi parking stalls are now shown as “future truck parking”. These stalls and labeling must be eliminated from the site plan as part of the use requirements as it is not permitted. Any reference to “future stalls” can cause confusion with the plan and could be construed as approved via site plan approval **(1204.04(D) (15) and (1204.04(D)(4))**.
- Upon further review of the right-of-way line that is not clearly identified in context of the property line location, regulations states that the vehicular use areas shall not encroach upon any buffer required **(1211.03(C))**.
- The issue is further complicated by the location of the vehicular use area within the right of way and will need to be set back to the minimum 6 feet wide area from the right of way intended for required landscaping. It should be noted that the applicant has indicated a new proposed right of way line but, staff is not aware of any right of way changes and the project must be evaluated on current known conditions **(1211.03(C))**.
- The fuel canopy is required to be 15 feet from closest point of right-of-way. While not clearly identified on the site plan, further review has shown the canopy is located partially within the right-of-way as identified generally by the blue highlight on site plan image on the next page (yellow indicates proposed property line and red indicates a proposed right of way line). This requirement is not met and will need to be corrected, which may require other site plan adjustments **(1204.04(D) (15) and (1204.04(D)(4))**.



Based on the abovementioned code requirements, Staff recommends denial of the site plan.

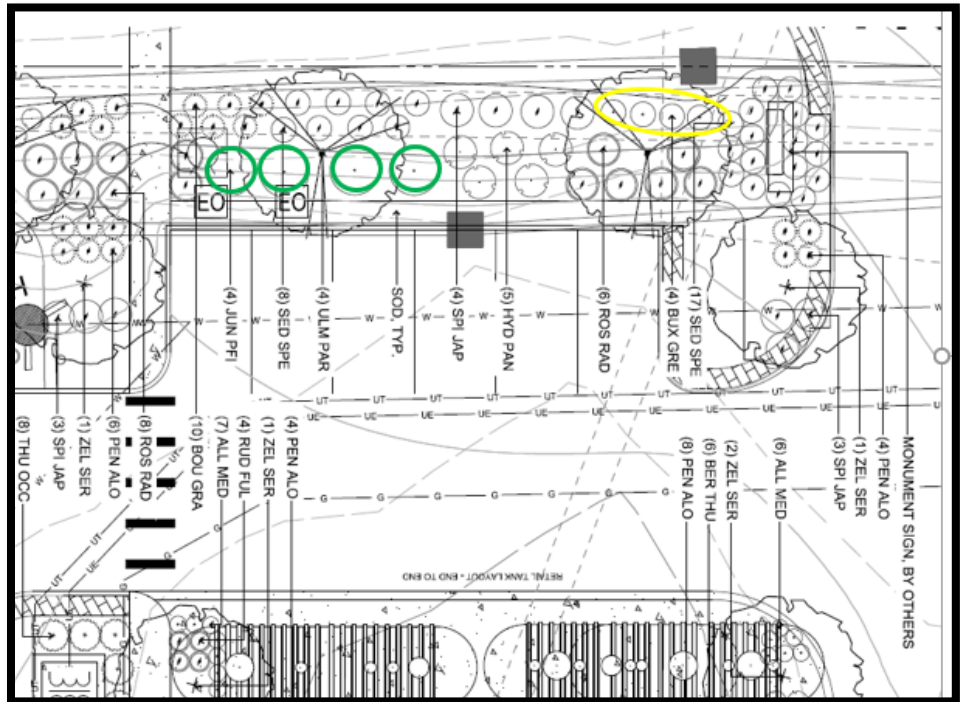
• SIDEWALKS:

- Right-of-way sidewalks (5-foot minimum width) are required along on Gateway Boulevard and State Route 63. Though Planning Commission has previously waived this requirement for walks along State Route 63, and while the applicant now shows where a sidewalk could be located for future purposes, it needs to be officially engineered based on the next comment **(1208.07)**.
- As was previously indicated, Planning Commission has periodically delayed the required installation of the sidewalk along the State Route 63 frontage. After further review and research, Staff is recommending installation of the walk concurrently with site development as this property represents the eastern border of the City and a logical starting point for an east-west pedestrian/trail connection which is further bolstered by the Lebanon-Turtlecreek Trail Initiative for connections in this area. **(1208.07)**.

Based on the abovementioned code requirements, Staff recommends denial of the site plan.

- **LANDSCAPING:**

- Staff is not opposed to the landscaping proposed in the right-of-way on the northwest corner of the site, but the applicant will need to work with the City and ODOT to confirm there will be no issues with utilizing right-of-way for this purpose. Should landscaping in this area not be permitted or infeasible, the required landscaping must be moved elsewhere on site **(1212.04(F))**.
- A solid screen of shrubs at a minimum 36" installation height is required on the west side parking row **(1212.07(B))**.
 - While it appears the sea green juniper meets the minimum height and species for this requirement, there are only four of these species shown (highlighted in green) which would not create the full screen required along the entire parking row.
 - The other plantings do not meet this height requirement, do not meet the evergreen requirement, or do not meet either requirement (See in yellow the boxwood that meets the species requirement but not the height requirement).
 - While Staff appreciates and encourages a diversity of plantings, please revise to show 36" evergreen species to provide appropriate coverage across the entire parking row.



- The screen of shrubs proposed on the east side parking row shows the appropriate size and species, however, the number of shrubs appears to be insufficient for full screening coverage unless the width of each plant is approximately 5 feet wide. If solid screening is not achieved with the number of shrubs currently shown, additionally plantings will be required at time of zoning compliance inspection.
- A parking island with associated landscaping is required on the north end of the western parking row. Please revise **(1212.07(B))**.

Based on the abovementioned code requirements, Staff recommends denial of the site plan.

- **STREET TREES:**

- Street trees are required every 40' on center along all streets **(1212.06(E))**.
- It appears canopy trees are proposed 40' on center behind the sidewalk on private property along Gateway Boulevard but in the right-of-way along State Route 63. Street trees are typically located in the right-of-way tree lawn area. However existing street trees further south along Gateway Boulevard are behind the right-of-way. For consistency, it may make sense to permit the Gateway Boulevard street trees location as proposed.

Based on the abovementioned code requirements, Staff recommends approval of the proposed locations.

- **SCREENING:**

- As a reminder, full screening of service structures is required. This would include any rooftop or ground mounted equipment proposed now or determined necessary during the construction of the development.
 - It appears the southern side of the transformer is left open/unscreened **(1212.09(A))**.
- Front yard landscaping requires 20% of the required front yard area (20% of 50 feet being 10 feet) be landscaped areas with a minimum 6 feet against the right-of-way along the edge of the property.
 - While the applicant has shown the 20% total area is met, Staff requests the applicant show the minimum 6 foot landscaped area along both Gateway Boulevard and State Route 63 **(1212.08(A))**.

Based on the abovementioned code requirements, Staff recommends denial of the site plan.

- **ARCHITECTURAL:**

Revised architectural plans have been submitted, updated comments are highlighted in blue.

Retail Fuel Sales is a use permitted with standards in the C-2 General Commercial zoning district. These standards, which are the same as Automotive Service Stations and Parts Sales, are outlined in **1204.04(D) (15)** of the Planning and Zoning Code. See below as it relates to canopy design:

(4) Automotive Service Station and Parts Sales

- a) Canopies shall be gabled, set back a minimum of 15 feet from street rights-of-way, and shall not exceed a clearance height of 14 feet.
- b) Lubrication, washing, incidental servicing of motor vehicles and all supply and merchandise storage shall be completely within an enclosed building except as otherwise provided herein.
- c) Employee vehicles and vehicles awaiting servicing or return to customers following servicing shall be parked in areas indicated for such parking on the approved site plan. Such vehicular use areas shall be set back a minimum of 50 feet from any right-of-way.
- d) The sale of motor vehicles on premises used for automotive service stations shall be prohibited.
- e) The storage of non-operational vehicles for longer than a 24-hour period shall only be permitted for automotive body and major repair businesses. Such storage shall be permitted if stored in the rear yard and screened by a solid wall or fence with a minimum height of five feet. No such vehicle shall be stored on-site for more than two weeks.
- f) All other outdoor storage shall be subject to the standards of [Section 1205.01\(G\)\(15\): Outdoor Bulk Storage](#).
- g) No semi-trailer truck parking stalls are permitted other than temporary stacking for refueling

- The auto refuel canopy, proposed at 14'6" clearance height, exceeds the maximum 14-foot clearance height. Please revise **(1204.04(D) (15))**.
- The truck refuel canopy, proposed at 17'6" clearance height, exceeds the maximum 14-foot clearance height. Please revise **(1204.04(D) (15))**.
- Both the auto and truck refuel canopies are flat roof as opposed to gabled as required. Please revise **(1204.04(D) (15) and (1204.04(D) (4))**.
- In order to maintain consistency across plans, Staff requests revision of the elevation drawings on the truck refuel canopy as it shows 5 fuel pump stations where there are only presently 4 proposed.
- 25% of wall area visible from a right-of-way/public road must contain windows. As the site has visibility from multiple points on Gateway Blvd and State Route 63, this window requirement applies to the south, east, and west sides in addition to the north side. The south side of the building does not meet this code requirement with almost no glass/window area proposed. Please revise **(1210.05(D)(5))**.
 - The applicant has updated architectural elevations to show 20% window area on the south side, a change from the last submittal but still noncompliant. Please revise.
- All walls visible from a public street that are at least 60 feet wide must incorporate offsets of at least 2 feet deep and 20 feet wide at a minimum of every 40 feet. This requirement applies to both the north and south sides of the building **(1210.05(D)(4))**. Please revise to meet this code requirement or provide one of the following alternatives:
 - Façade material changes of the same dimensional standard as the offset requirement. **(1210.05(D)(4))**.
 - Pilasters having a minimum 1-foot depth and width, and minimum 80% height of the building height. **(1210.05(D)(4))**.
 - The applicant has updated architectural elevations to appear to comply with this section.
- Base-body-cap percentages need to be indicated to show minimum 8% base and 8% cap across the entire building. While it appears the 8% base requirement is met on the majority of the building, it is not met on the north elevation and will require revision. Further, the cap proposed may not meet the 8% minimum required. Please provide accurate percentages

that account for the black metal coping, which is the overall cap area and does not include the red and black metal entrance feature as it does span across all or a majority of the building, to ensure these requirements are met **(1210.05(D)(1))**.

- The applicant has updated architectural elevations that appear to comply with this section. However, as the above comment stated previously, it appears the base-body-cap percentages incorrectly account for the black and red metal entrance features when only the architectural metal cap, which is the overall cap area spanning the majority of the building, should be accounted for as the 8% cap.
- Further evaluation of the proposed metal on the structure as architectural requirements states: *(3) Exposed metal panels (such as corrugated metal) shall be prohibited in the C-1, C-2, C-3, and C-4 districts. This subsection shall not be construed to prohibit metal roofs, flashing, aluminum storefront associated with windows, or high-quality metal siding such as copper, bronze, or other decorative metal, which may be used on a case-by-case basis.* Please provide more detail, example images, etc. on this metal material **(1210.05(D)(3))**.

Based on the abovementioned code requirements, Staff recommends denial of the site plan.

C. Department Comments

- **Fire Department:** Fire has the right to comment during plans review.
- **Police Department:** We are concerned about the exit onto 63. The right turn only going west bound may need some flexible delineator posts on the double yellow on 63 so people don't try to turn east bound.
- **Engineering/Public Works Department:**
 - The truck entrance on Eastbound SR63 does not meet the minimum guidelines for a WB-67 type truck to correctly / safely turn into the SR 63 entrance as currently designed. It shows a right turn crossing over thru (not using the right drop lane) which could create conflicts with standard vehicular traffic using the right drop lane, potentially creating traffic safety issues or malfunctions which "could" potentially block eastbound thru traffic.
 - The northern exit onto Gateway shows the potential on a WB-67 type truck potentially blocking northbound lanes of traffic if turning west toward the interstate. It also does not reflect a WB-67 type truck being able to maneuver a northbound thru or a northbound right turn.
 - The southern entrance / exit does not designate this as being a "shared" access point with the remaining adjacent lot to the south.
 - This entrance does not permit a storage area for SB traffic, it also shows a truck turn issue with existing truck paths (turn radii) crossing the center lane markings creating potential traffic safety issues
 - The spacing between access driveways does not meet our code.
 - The intersection of Gateway and SR63 will require the developer to comply with Federal ADA guidelines and make the entire intersection now ADA compliant due to the extension of the walk being required. This may entail additional pedestrian crossing signals, pedestrian buttons, wiring, timing adjustments, signage, curb removals etc... (As this is an ODOT highway/roadway, they may determine necessity of not only an E-W crossing on the south side but also for an additional northbound crossing to be included).

- Show existing utilities in Gateway right of way.
- Potential issues with underground storage / tanks in close proximity with property lines with steep grades.
- All details and specifications will need to meet ODOT 2019 (latest revision) and City of Monroe.

▪ **TRAFFIC IMPACT STUDY**

- Per 1211.05 Gateway Blvd is a major arterial and requires median opening spacing of 650 feet.
 - For Gateway, this measurement would begin at the end of the current north bound left turn lanes. Site plan location is approximately 300 feet.
- Analysis of Developers TIS under the guidelines of 1211.04 does not warrant Full Access Location as proposed. The Analysis:
 - Did not include all future traffic in Analysis, and;
 - Does not disprove that the City's evaluation that warrants the location of a full access point at least 850' south of SR63
 - Does not account for the proposed full access point which requires a median cut which is proposed within current north bound left turn lanes.
- 1211.05 requires first access point along major arterial to be 350 feet from intersection.
 - First proposed access point on Gateway is approximately 100 feet from the SR63 intersection.
 - Proposed right in right out access on SR63 does not meet the 1211.05 requirement of 350 feet from the Gateway intersection.
 - i. It is also recommended that a tangent section be constructed east of Gateway Boulevard radius return for at least 50 feet prior to beginning the diverging taper for the right turn lane, therefore the right in right out access would be located with the code requirement of 350 feet from Gateway Boulevard. First proposed access point on SR 63 does not meet this requirement.
- 1211.05 requires spacing between access points on a major arterial (Gateway) to be 350.
 - Proposed spacing between access points on Gateway is 285 feet.
- Analysis of Site TIS does not warrant approval of site driveways.
 - The 300 ft. southbound left-turn lane proposed in the study is not included on the Site Plan.
 - i. Per the applicants own study, the proposed access location should not reduce or impede the required northbound left turn lane storage at full build out.

Since the requirements of 1211 are not met, and based on the abovementioned code requirements, Staff recommends denial of the site plan.

D. Staff Recommendation

- As Planning Commission recalls, Case No. 2021-1-1 was tabled on January 19, 2021 after a recommendation for denial by Staff due to the number of significant zoning and engineering issues that remained unresolved at the time of the meeting.
- Per the Monroe Planning and Zoning Code 1203.06(D)(4), Planning Commission must take action on a site plan application within 60 days:

(4) Step 4 – Planning Commission Review and Decision

- a) The Planning Commission shall review the site plan at a regular meeting. No special public notice shall be required for Planning Commission review or action on the site plan except for the general notice required for Planning Commission's meeting as required by state law.
- b) The Planning Commission shall either approve, approve with conditions, deny, or table the review of the application and site plan within 60 days of the determination of receipt of a complete site plan application by the Code Enforcement Officer.
- c) Within the 60 day time period, the Planning Commission, by a majority vote of the members present at the meeting, may extend the period of review for not more than 60 additional days.
- d) If the site plan is denied, the Planning Commission shall make a finding, in writing, justifying the denial of the plan and provide a copy of the findings to the applicant.
- e) The Planning Commission may attach conditions to the approval of a site plan as may be reasonably required to promote the public health, safety, and welfare.
- f) Approval of the site plan shall be indicated by a letter from the Code Enforcement Officer. The approved plan will be stamped "Approved" and dated.

- Per this section, Planning Commission may choose to approve, approve with conditions, deny, or extend the period of review for an additional 60 days.
- As outlined in this report, over the last two months, there remains significant zoning and engineering noncompliance that has yet to be resolved and/or has not shown forward progress towards compliance. 1203.06(E) outlines the criteria Planning Commission utilizes to decide on site plan applications:

(E) SITE PLAN REVIEW CRITERIA

Recommendations and decisions on a site plan shall be based on consideration of the following criteria:

- (1) That the proposed development is consistent with all the requirements of this code;
- (2) That the proposed development is in compliance with the applicable zoning district;
- (3) That the proposed development meets all the requirements or conditions of any applicable development approvals (e.g. PUD or administrative waivers);
- (4) Whether the proposed improvements preserve the character and nature of the surrounding area, including the natural characteristics of the area;
- (5) Whether the proposed improvements are constructed of unsightly, improper, or unsuitable materials;
- (6) Whether the proposed site and improvements shall have an appearance that will not have an adverse effect upon adjacent residential properties; and
- (7) Whether the proposed improvements are compatible and in harmony with the existing structures in the surrounding area.

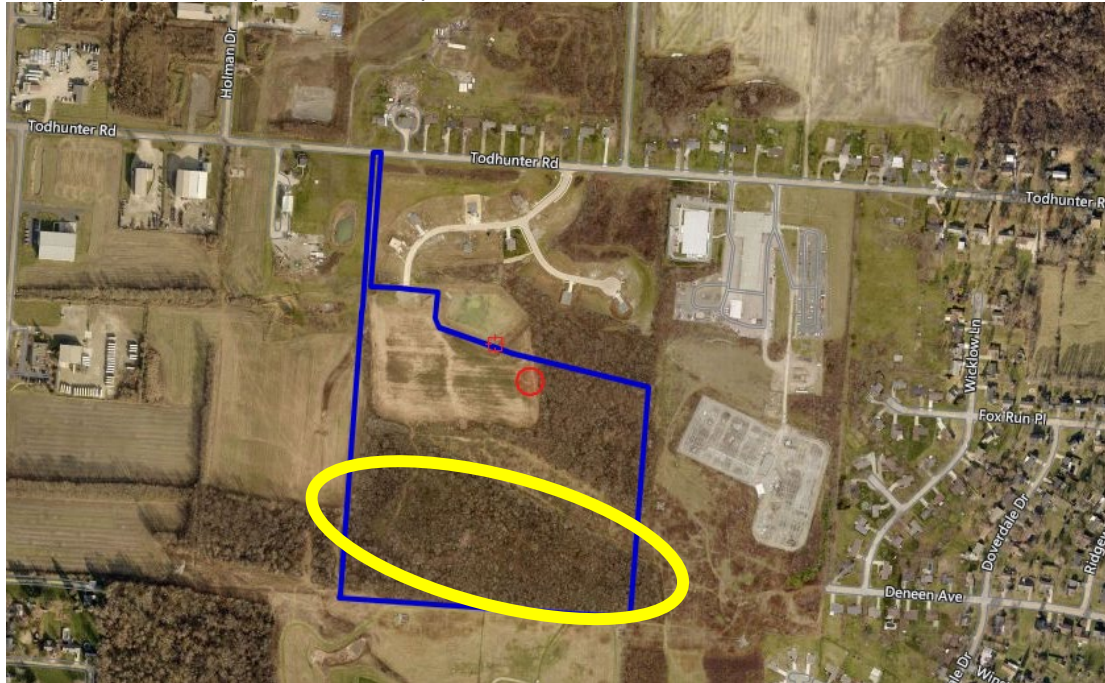
- Of the above listed criteria, 1203.06(E) (1) and 1203.06(E) (2) are most applicable to this case, as the submittal is inconsistent with a number of code requirements and is not in compliance with the zoning district.

Due to the continuing and significant outstanding issues, Staff recommends denial of the site plan application.

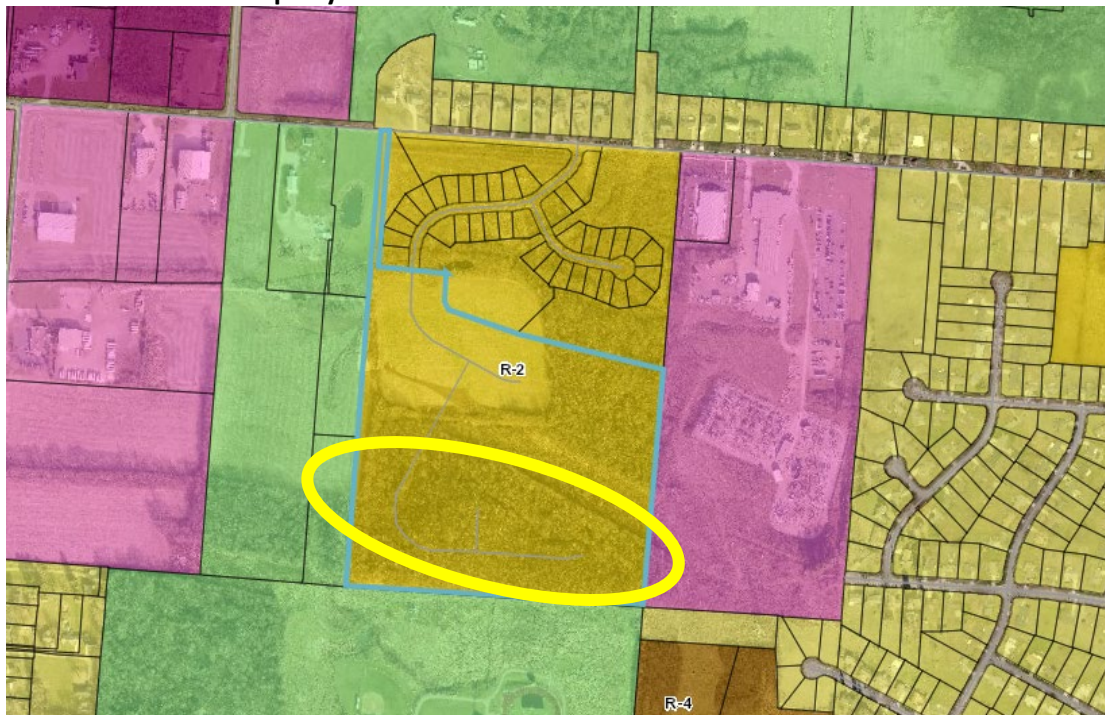
II. Case No. 2021-8-14— Consideration of a Final Plat for Trails of Todhunter Section 2 Block B

A. Background

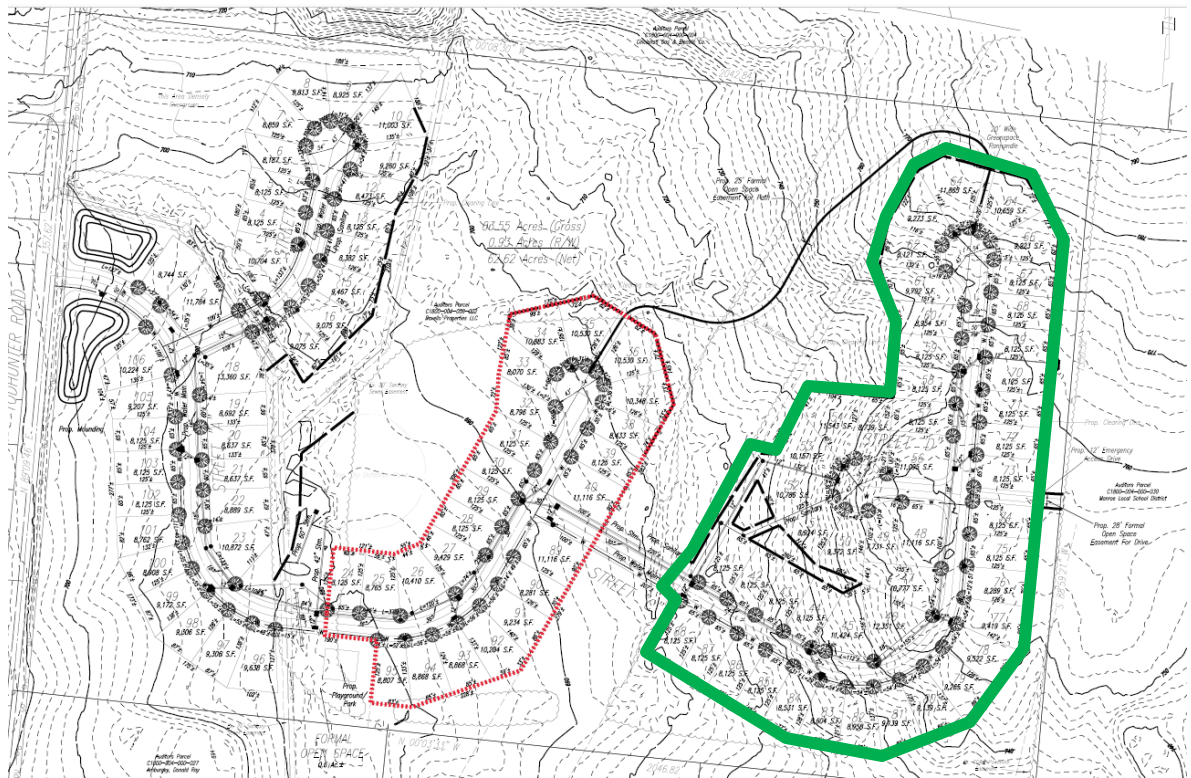
- Trails of Todhunter LLC has submitted an application for final plat for Section 2 Block B of the Trails of Todhunter conservation subdivision.
- This plat will include the construction of 71 single-family residential lots and 1 open space lot.
- This phase will be approximately 25 acres of 60 total acres.
- The average lot size is 9,853 square feet and the average lot width is 65 feet.
- The proposed density is 2.87 units per acre.



Overhead View of Property



Zoning Map of Proposed Site and Surrounding Properties



Preliminary Plat Highlighting Section 2B (Green)



Facing South on Hanford Lane



Facing South on Hanford Lane

B. Staff Comments

- The preliminary plat for Trails of Todhunter was approved by Planning Commission in March 2018.
- The preliminary plat provided the design and layout for the entire Trails of Todhunter subdivision. The approved preliminary plat included the following:
 - 106 total single-family lots
 - New public streets (Hanford Lane, Nettleton Court, and proposed Beckwourth Drive and Kershaw Court)
 - As a conservation subdivision, 50% of the acreage is to remain natural and undisturbed. However, formal open space elements will include:
 - A 10-foot multiuse path to be installed across the entire width of the property at the south end of the property.
 - A 1.3-acre playground/park area at the beginning of Section 2 that is required to be installed by the end of Section 2 construction.
- While specific to the July Planning Commission condition of recommendation for Trails of Todhunter Section 2 Block A, Staff would note the following regarding the park area proposed in order to satisfy the 5% open space requirement.
 - After the July meeting, the applicant supplied a plan for this open space area that was required to be utilized as formal open space to meet the requirements for the subdivision.
 - As currently designed, the park does not fully program the 1.3-acre area. The code states when formal open space is required, such space shall be improved for active use by residents or members of the public that may include, but is not limited to, in-ground swimming pools, playgrounds, tennis courts, jogging trails, or similar outdoor recreational uses.
 - As such, the proposed plan would need to be enhanced to fully engage the entire acreage, or the applicant would need to design additional formal open space elsewhere. Staff would

suggest the additions of a swing set, gazebo, monkey bars, and sand volleyball court for this purpose to activate the entire space. Ultimately, Staff is open to suggestions from the applicant but the singular play pod only occupies a small area of the required 1.3-acre area as originally established.

- Related to the overall subdivision, the conservation easement agreement language has been sent to staff for final review and appears to be in order. The only outstanding item regarding this requirement is the formality of having the document signed by the City and recorded by the applicant.
- Finally, Staff would note the 10-foot multiuse path is required to be installed by the end of this section. As such, final alignment and construction drawings, as well as any bonding, must be submitted and approved by City staff.

C. Department Comments

- **Fire Department:** No comment.
- **Police Department:** No comment.
- **Engineering/Public Works Department:** No comment.

D. Staff Recommendation

- Staff recommends Planning Commission give a favorable recommendation to City Council regarding this final plat with the following conditions:
 - All playground and formal open space must be installed as approved by Staff prior to final plat approval. All formal open space infrastructure shall be installed by the end of construction of the second phase of the subdivision. Such approval includes the type and size of playground equipment proposed as well as plans for the remainder of the entire area regarding formal open space requirements.
 - Conservation easement agreement language must be approved, signed, and recorded.
 - Design, construction drawings, and any required bonding for the 10' multi-use path to span the full width of the development along the rear property line be approved before the final plat is signed.
 - All other staff comments be addressed.
 - Digital files compatible with City GIS be submitted.

III. Case No. 2021-8-15— Consideration of a recommendation to City Council regarding the draft recommendations and documents for the update to the City Comprehensive Plan

A. Background

- A Comprehensive Plan is a community driven plan that articulates the long-term goals and objectives for how it wishes to grow and develop. It guides policy and decision-making for development, identifies potential locations for future development by type and intensity, as well as overall transportation, recreation, and amenity improvements.
- In practical application, the City utilize this Plan as a community vision compass when considering various applications related to development, from land use changes to redevelopment projects. The Plan can guide staff in prioritization of future projects, capital improvements, and budgeting.
- While the Plan intends to give a 20-25 year look into the future, it should be continually reviewed and updated as necessary to ensure the City's goals continue reflect the community's needs.
- Per City Charter, Planning Commission has the power and duty to prepare the comprehensive plan for recommendation for adoption to City Council.

Section 9.12 - Powers and Duties of Planning Commission.

The Planning Commission shall conduct studies and surveys and prepare plans, reports and maps relative to the overall planning of the growth, development and redevelopment of the Municipality, and may make such recommendations relative thereto, to the Council as it feels are in the best interests of the Municipality. The Planning Commission shall continuously review and report to the Council its recommendations concerning the Municipality's capital improvement programs, subdivisions, platting and zoning ordinances and regulations. The Planning Commission shall cooperate with other governmental or private planning agencies to secure the maximum benefit to the Municipality of the work, studies, surveys and reports of such other planning agencies. Other powers and duties of the Planning Commission shall include those established by the Council by ordinance or resolution, but until such ordinances or resolutions shall be passed, it shall possess such other powers and duties as are provided by the general laws of Ohio, to the extent such general laws do not conflict with the provisions of this Charter.

- For over two years, the City and professional consultant, Rundell Ernstberger and Associates (REA), have worked together through research and information gathering, public input and community engagement phases, stakeholder feedback, and Steering Committee meetings to present the draft maps, text, and recommendations before the board now. The summary handout provided by REA outlines this process as well as the format of the draft plan.
- For this Planning Commission meeting, a public hearing will begin first with a presentation by REA summarizing the draft recommendations of the Advance Monroe comprehensive plan. Additionally, any member of the public in attendance is welcome to speak regarding the plan.



Application for a Major Subdivision

Monroe Development Department
233 South Main Street, Monroe, Ohio 45050
Phone: 513-539-7374
www.monroehio.org

For Staff Use Only

Submittal Date:

Date Application Determined Complete:

Date of Planning Commission Review:

Fee Paid:

Staff Initials:

Application/Case Number:

Major Subdivision Review Information

1. The major subdivision procedure and review criteria are established in Section 1203.05 of the Monroe Planning and Zoning Code.
2. Prior to submitting this application, you are required to meet with Development Department staff for a pre-application conference. Please contact the department to schedule the conference.
3. The major subdivision process includes the review and decision on a preliminary plat, construction drawings (improvements), and a final plat.
4. Approval of a preliminary plat does not constitute approval to begin construction on any improvements. Performance guarantees, along with approval of construction drawings, are required prior to construction of any improvements (e.g., streets, sewer, water lines, drainage, etc.). See Sections 1203.05 (I) and (K).
5. Approval of a final plat does not constitute approval to construct buildings or establish uses. Applicants with approved and recorded final plats are required to submit all other applicable forms (e.g., site plan review, zoning permit, conditional use, etc.).
6. The timeline for required approvals between the preliminary and final plat, along with other relevant timing considerations, is located in Section 1203.05(G).
7. The Planning Commission has the authority to review requests to vary the subdivision design and improvement standards (See Section 1203.05(P).)
8. Upon the recording of any plat, the subdivider shall furnish one print and a digital copy of the recorded plat showing the date, plat book and page, etc., as recorded.
9. The application fee is due at the time the application fee is submitted and shall be \$100 for a preliminary plat, final plat, or an amendment to a previously approved plat. The application fee for construction drawings shall be 1.5% of the estimated infrastructure improvements costs.

Basic Project and Site Information (For Original Lot)

For which of the following are you seeking approval?

☐ Preliminary Plat ☐ Construction Drawings ☒ Final Plat ☐ Amendment to a Previously Approved Plat

Project Address: Todhunter Road

County: ☒ Butler ☐ Warren Total Subdivision Area: 24.7667

County Tax Parcel ID: C1800-004-000-002

Project/Subdivision Name: The Trails of Todhunter Section Two, Block B

Existing Zoning District: R-2

Will new rights-of-way be created? ☒ Yes ☐ No

How many new lots will be created with this subdivision? 71 single family lots + 1 open space lots = 72 total lots

What is the average lot size in square feet? 9,853 sf (single family lots only)

What is the average lot width? 65 ft

What is the proposed residential density (dwelling units per acre)? 2.87

Project Address or Tax Parcel ID: C1800-004-000-002

Additional Project Information

Does the property lie within the 100-year floodplain? ☐ Yes ☒ No

How many phases of the subdivision do you anticipate? 4

Applicant Information

Applicant Name: Trails of Todhunter LLC

Contact Person: Adam Cristo

Contact Address: 7594 Tylersville Place Boulevard

Contact Phone Number: 513-765-0570

Contact Fax Number:

Contact E-Mail: acristo@cristohomes.com

Property Owner Name: Trails of Todhunter LLC

The applicant may attach a separate sheet of a paper with contact information for additional people, if necessary (e.g., additional owners, registered engineer, landscape architect, etc.). The same contact information shall be provided for each contact name.

Additional Project Information

1) Provide a brief description of the project including the proposed use of the new lots.

The residential development will include the dedication of additional right-of-way extending Beckwourth Drive, dedication of right-of-way creating (1) new street named Kerhsaw Court, 47 single family lots and 1 open space lot.

2) Will you be requesting a variance of the subdivision design and improvement standards or any applicable site development standards per Section 1203.05(P)? If yes, please describe the standards you will be requesting to vary and the extent of such variance.

Project Address or Tax Parcel ID:

Certification and Signatures

Applicant Signature - I certify that, to the best of my knowledge, the information contained in this form and within any attachments is correct and truthful. I understand that knowingly falsifying this information may be grounds for the denial or revoking of this application and any subsequent zoning permit or other review applications.

Print Name: Adam Cristo

Signature:

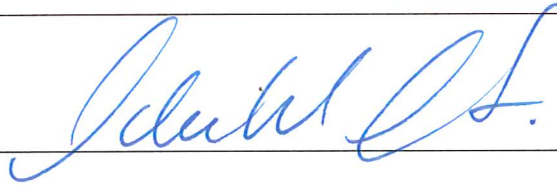


Date:

Property Owner Signature - If the property owner is not the named applicant on this form, the property owner shall sign the form below acknowledging that the applicant is an authorized agent of the property owner as it relates to proposed project. If the major subdivision application is for multiple properties, a signature from each property owner is required.

Print Name: Adam Cristo

Signature:



Date:

Note: A letter signed by the property owner, authorizing the applicant to act on their behalf may be submitted in lieu of the property owner's signature on this form.

Submittal Requirement Checklist

All plats and drawings shall be prepared by a professional engineer or surveyor, licensed in Ohio

Digital Submittal Requirements

☐	All document applications shall be submitted in an electronic format compatible (Adobe PDF) with the city's computer systems.
☐	All site plan materials, in map format, shall be submitted in a format compatible with the city's Geographic Information Systems (i.e. shapefile, geodatabase, or dwg) and shall be projected into NAD 1983 Ohio State Plane South - FIPS 3402 coordinate system using US Survey foot units.

General Information

☐	Major Subdivision Application Form
☐	Traffic impact study, if required by Section 1211.04
☐	Any additional information determined to be necessary by the Development Department.
☐	All plats must comply with the minimum requirements of the applicable county recorder's office and/or tax map supervisor as they have final authority on plat acceptability.
☐	All plats shall have a suitable, prominently lettered title, and border line placed with a margin of not less than 2-inch on all sides. All lettering shall be well-defined in a manner that allows for ease of reproduction (e.g., no lettering in shaded areas).

Location Map (No smaller than 1" = 400')

Submitted with all plats, may be submitted on separate sheet or on the individual plat

☐	Date, north arrow, scale, county, township, and range lines plus a legend for all symbols
☐	Boundary of the proposed subdivision, indicated in heavy lines
☐	All existing and proposed streets related to the subdivision including those existing streets within 500 feet of the proposed subdivision
☐	All surrounding properties, streets, and corporation limits within a minimum of 500' of the outer boundaries of the project site

Preliminary Plat (No smaller than 1" = 100') Submittals shall include 8 copies (minimum of 24" x 36") and 8 copies (minimum of 11" x 17") Additional copies may be required based on project specifics. Final mylars and digital files will be required after approval.

☐	Application fee
☐	Date, north arrow, scale, county, township, and range lines plus a legend for all symbols
☐	The name of the subdivision
☐	Names and addresses of the owner, subdivider, land planning consultant, engineer or registered land surveyor who prepared the plat
☐	Streets and rights-of-way adjoining and on the site of the proposed subdivision, showing the street names and including roadway widths, approximate gradients, types and width of pavement, curbs, planting strips and other pertinent data
☐	All lot lines adjacent to and abutting the subdivision
☐	Layouts of the lots showing approximate dimensions, lot numbers and centerline radius of streets
☐	Approximate gross square footage of lots not including rights-of-way
☐	Parcels of land proposed to be dedicated or reserved for schools, parks, playgrounds or other public, semipublic or community purposes
☐	Easements, existing and proposed, showing locations, widths and purposes
☐	Building setback and yard lines and dimensions
☐	Location and size of nearest water main, sewer outlet and other pertinent utilities
☐	Location type and approximate size of utilities to be installed
☐	Location and width of all existing and proposed sidewalks and trails
☐	Tract boundary lines showing dimensions, bearings, angles and references to known land lines
☐	Contours at vertical intervals of two feet, if the general slope of the site is less than 16%, and at vertical intervals of five feet if the general slope is 16% or greater

Submittal Requirement Checklist

All plats and drawings shall be prepared by a professional engineer or surveyor, licensed in Ohio

☐	Tree masses and all individual trees having a diameter of 12 inches or greater
☐	A street tree plan including the location and type of proposed street trees
☐	Natural features such as rock outcroppings, streams, creeks, etc. should be defined within the limits of construction indicated.
☐	Location of existing structures
☐	A preliminary copy of the deed restrictions and covenants that would be placed upon the subdivision
☐	Landscaping plans and proposed limits on the location and intensity of signs, advertising and off-street parking in the case of a proposed subdivision for industrial or commercial use.
☐	Location of existing or proposed buried debris
☐	Minimum basement elevations for sanitary sewer service analysis
☐	A Development Summary Chart that should provide a summary of the typical lot size, quantity of lots, number of housing units, total acreage of the development, total acreage (by phase) of open space, total acreage dedicated for each type of use
☐	All survey information shall be tied into horizontal and vertical control provided by the City Engineer

Preliminary Drainage Plan - Submitted as Part of the Preliminary Plat

Same number and scale as the preliminary plat

☐	A preliminary drainage design that will serve the area being developed and that will be compatible to any adjacent storm drainage system with a clear and unobstructed outlet
☐	The plan shall show the general suitability of the proposed development to support a storm water management system
☐	The plan shall be submitted on a 2-foot topographical contour map and should consist of two parts: - The major system is comprised of the 100-year flood route. The system should be laid out in a manner as to direct all excess storm water into the detention or retention area. - The minor system is comprised of storm sewers, inlets, etc.
☐	That plan shall include: - The approximate size and location of detention or retention facilities, which are required for each subdivision. - The approximate location of any 100-year flood boundary areas.
☐	The developer, owner or their engineer may apply to the Planning Commission for an exception to the detention or retention requirements. Each request shall be accompanied by a study showing the effects of the proposed and required drainage system on the watershed it is located in.

Construction Drawings – The minimum plat size shall be 24" x 36" Submittals shall include 3 copies. Additional copies may be required based on project specifics. Final mylars and digital files will be required after approval.

☐	Application fee
☐	Date, north arrow, scale, and a legend for all symbols
☐	Evidence shall be provided that such plans have been duly approved by the Ohio Environmental Protection Agency, the applicable county health department, or any other governing agencies or departments when approval by such agencies is required by law
☐	Construction drawings showing all improvements, including storm and sanitary sewers, culverts, water and gas mains, with typical cross-sections of streets, profiles and any necessary special details
☐	Map showing division of drainage runoff areas and a complete set of storm water calculations determining pipe or ditch channel sizes and detention/retention volumes and routing
☐	NOTE: In the preparation of construction or improvement plans, every reasonable effort shall be made to avoid placing utility pipe lines, storm and sanitary sewer pipe lines (but not including service connections which must necessarily cross the streets) under pavements or curbs.
☐	As-built drawings pursuant to Section 1208.03(C)

Submittal Requirement Checklist

All plats and drawings shall be prepared by a professional engineer or surveyor, licensed in Ohio

Final Plat (No smaller than 1" = 100')– Submittals shall include 8 copies (minimum of 24" x 36") and 8 copies (minimum of 11" x 17") Additional copies may be required based on project specifics. Final mylars and digital files will be required after approval.

☐	Application fee
☐	Date, north arrow, scale, county, township, and range lines plus a legend for all symbols
☐	The name of the subdivision
☐	A copy of the approved preliminary plat, marked to show the outline of the phase being submitted as a final plat
☐	All dimensions shall be shown in feet and decimals of a foot.
☐	Accurate boundary lines, with dimensions and bearings or angles, which provide a survey of the tract, closing with an error of closure of not more than 1 foot in 10,000 feet, thereafter adjusted to close precisely.
☐	Accurate distances and directions to the nearest established street corner or official monuments. Reference comers shall be accurately described on the final plat.
☐	Accurate locations of all existing and recorded streets intersecting the boundaries of the tract.
☐	All data that would be necessary for an accurate metes and bounds legal description of the property included. The area shall be shown to the nearest 1/1,000 of an acre.
☐	Right-of-way lines of streets, easements and other rights-of-way, and property lines of lots and other tracts, with accurate dimensions, bearings and curve data, including radii, arcs, lengths, points of tangency and central angles.
☐	Name and right-of-way width for each street or other right-of-way.
☐	Location, dimensions and purposes of any easement shown by lightly dashed lines.
☐	Location of swales, ditches, storm sewers and any other drainage systems.
☐	Number to identify each lot or site, using lot numbers designated by the County Auditor, where the Auditor has such designation.
☐	Building setback or yard lines and dimensions.
☐	Location, type and material of all monuments and lot markers.
☐	Names of owners adopting such plat, with owner or owners' signatures properly notarized.
☐	Deed or acknowledgments, protective covenants or restrictions, statements of dedication of streets or roadways personally signed by owner or owners and duly notarized. (Mortgage release shall be provided for all dedicated streets or public areas where subdivided land is mortgaged, and shall be of record when plat is approved by Council.)
☐	Names of recorded owners of adjoining unplatted land, shown by medium dashed lines.
☐	Reference to recorded subdivision plats of adjoining platted land by recorded name, plat book and page, shown by medium dashed lines.
☐	Restrictions which will run with the land and become covenants in the deeds for lots. Where restrictions and protective covenants become of considerable length, they may be filed on a separate instrument with reference on the plat indicating book and page where instrument is recorded.
☐	Certification by the registered surveyor with registration number and seal affixed to all documents of the final plat
☐	Certification by the registered surveyor or registered professional engineer, stating that all lot dimensions and areas conform to the requirements of the zoning district in which it is located
☐	Deed of dedication of all public area
☐	Certificate for approval by the Code Enforcement Officer
☐	Certificate for approval by the City Engineer
☐	Certificate for approval by the Planning Commission
☐	Certificate for approval by Council
☐	Certificate for approval by the Board of Health and/or the Butler County Sanitary Engineer

Submittal Requirement Checklist

All plats and drawings shall be prepared by a professional engineer or surveyor, licensed in Ohio

☐	Where numerous existing lots are being replatted, the record plat shall also be accompanied by a Title Reference Plat, which shall show the new lots in solid lines superimposed over the old lots shown in short dash lines. This plat shall be made for recording purposes.
☐	Letters from each utility not controlled by the City indicating that the facilities and structures have passed inspection, if installed by developer's contractor.
☐	Reference to a homeowner's association or similar legal entity's responsibility to perpetually maintain all detention/retention basins where applicable and include a photocopy of the perpetual maintenance agreement to be recorded along with the final plat documents.

DEDICATION STATEMENT:

THE UNDERSIGNED, BEING THE OWNER OF 24.7667 ACRES OF LAND IN PART OF LOT #663 AS KNOWN AND DESIGNATED ON THE LIST OF LOTS OF THE CITY OF MONROE AND LOCATED BETWEEN THE MIAMIS, IN SECTION 24, TOWN 3, RANGE 3, IN THE CITY OF MONROE, BUTLER COUNTY, OHIO, DOES HEREBY ASSENT TO AND ADOPT THE ACCOMPANYING PLAT OF SUBDIVISION TO BE KNOWN AS THE TRAILS OF TODHUNTER, SECTION TWO, BLOCK B AND DOES HEREBY DEDICATE TO THE PUBLIC FOREVER, IN ACCORDANCE WITH THE LAWS IN SUCH CASES MADE AND PROVIDED, THE STREETS AND ROADWAYS AS SHOWN ON SAID PLAT, AND DECLARE THE SAME TO BE FREE AND UNENCUMBERED.

THE TITLE ACQUIRED BY: OFFICIAL RECORD 9267, PAGE 1134

OWNER: TRAILS OF TODHUNTER, LLC.

SIGNATURE: _____

PRINTED NAME: _____

TITLE: _____

THIS IS AN ACKNOWLEDGEMENT CERTIFICATE; NO OATH OR AFFIRMATION WAS ADMINISTERED TO THE SIGNER WITH REGARD TO THIS NOTARIAL ACT.

STATE OF: _____

COUNTY OF: _____

BE REMEMBERED THAT ON THIS _____ DAY OF _____, 2021, BEFORE THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE, PERSONALLY CAME TRAILS OF TODHUNTER, LLC, AS REPRESENTED BY _____, ITS _____, WHO ACKNOWLEDGED THE SIGNING AND EXECUTION OF THE FOREGOING INSTRUMENT TO BE HIS VOLUNTARY ACT AND DEED. IN TESTIMONY WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY NOTARIAL SEAL ON THE DAY AND YEAR LAST AFORESAID.

NOTARY PUBLIC: _____

MY COMMISSION EXPIRES: _____

UTILITY EASEMENTS:

EASEMENTS ON SAID PLAT, DESIGNATED AS UTILITY EASEMENTS, ARE PROVIDED FOR THE CONSTRUCTION, MAINTENANCE, AND OPERATION OF POLES, WIRES AND CONDUITS, AND THE NECESSARY ATTACHMENTS IN CONNECTION THEREWITH, FOR THE TRANSMISSION OF ELECTRIC, TELEPHONE, CABLE TELEVISION, AND OTHER PURPOSES; FOR THE CONSTRUCTION AND MAINTENANCE OF SERVICE AND UNDERGROUND STORM WATER DRAINS, PIPELINES FOR SUPPLYING GAS, WATER, HEAT, AND OTHER PUBLIC OR QUASI-PUBLIC UTILITY FUNCTIONS TOGETHER WITH THE NECESSARY LATERAL CONNECTIONS; THE RIGHT OF INGRESS TO AND EGRESS FROM SAID EASEMENTS; AND TO CUT, TRIM, OR REMOVE TREES AND UNDERGROWTH OR OVERHANGING BRANCHES WITHIN SAID EASEMENT OR IMMEDIATELY ADJACENT THERETO. NO BUILDINGS OR OTHER STRUCTURES MAY BE BUILT WITHIN SAID EASEMENTS, NOR MAY THE EASEMENT AREA BE PHYSICALLY ALTERED SO AS TO 1) REDUCE THE CLEARANCE OF EITHER OVERHEAD OR UNDERGROUND FACILITIES; 2) IMPAIR THE LAND SUPPORT OF SAID FACILITIES; 3) IMPAIR THE ABILITY TO MAINTAIN THE FACILITY OR 4) CREATE A HAZARD.

THE ABOVE EASEMENTS ARE ALSO PROVIDED FOR OTHER USES AS DESIGNATED AND SHALL BE USED FOR THE CONSTRUCTION OF STORM WATER DRAINS, OPEN CHANNELS, PUBLIC AND PRIVATE SEWERS, PIPELINES FOR THE SUPPLYING OF WATER, CABLE TELEVISION, AND FOR ANY OTHER PUBLIC OR QUASI-PUBLIC UTILITY OR FUNCTION CONDUCTED, MAINTAINED OR PERFORMED BY ORDINARY METHODS BENEATH OR ABOVE THE SURFACE OF THE GROUND TOGETHER WITH THE RIGHT OF INGRESS AND EGRESS OVER AND ACROSS LOTS TO AND FROM SAID EASEMENTS.

DUKE GRANT OF UTILITY EASEMENT:

FOR VALUABLE CONSIDERATION, WE, THE UNDERSIGNED ("GRANTOR") DO HEREBY PERMANENTLY GRANT TO DUKE ENERGY OHIO/KENTUCKY, INC. AND THEIR PARENT ENTITY (OR ENTITY CONTROLLING BOTH ENTITIES), THEIR RESPECTIVE SUBSIDIARIES OR AFFILIATE ENTITIES, AND ANY OTHER PROVIDER OF UTILITY SERVICES ("GRANTEE") THEIR SUCCESSORS AND ASSIGNS, FOREVER, NON-EXCLUSIVE EASEMENTS, AS SHOWN ON THE WITHIN PLAT AND DESIGNATED AS DESIGNED "UTILITY EASEMENTS" FOR THE CONSTRUCTION, OPERATION, MAINTENANCE, REPAIR, OR REPLACEMENT OF ANY AND ALL NECESSARY FIXTURES FOR THE OVERHEAD OR UNDERGROUND DISTRIBUTION OF GAS, ELECTRIC, TELEPHONE, TELECOMMUNICATIONS OR OTHER UTILITIES ("GRANTEE FACILITIES" OR "FACILITIES"). THE GRANTEE SHALL HAVE THE RIGHT OF INGRESS AND EGRESS AND ALSO THE RIGHT TO CUT, TRIM OR REMOVE ANY TREES, UNDERGROWTH OR OVERHANGING BRANCHES WITHIN THE UTILITY EASEMENTS OR IMMEDIATELY ADJACENT THERETO, NO BUILDINGS OR OTHER STRUCTURES MAY BE BUILT WITHIN THE UTILITY EASEMENTS AREA, NOR MAY THE UTILITY EASEMENTS AREA BE PHYSICALLY ALTERED TO (1) REDUCE THE CLEARANCES OF EITHER OVERHEAD OR UNDERGROUND FACILITIES; (2) IMPAIR THE LAND SUPPORT OF GRANTEE FACILITIES; (3) IMPAIR THE ABILITY TO MAINTAIN THE FACILITIES OR; (4) CREATE A HAZARD. TO HAVE AND TO HOLD THE EASEMENT FOREVER. WE ACKNOWLEDGE HAVING THE FULL POWER TO CONVEY THIS UTILITY EASEMENT AND WILL DEFEND THE SAME AGAINST ALL CLAIMS.

ALSO HEREBY GRANTED TO DUKE ENERGY OHIO/KENTUCKY, INC. AND ITS SUBSIDIARIES, SUCCESSORS, AND ASSIGNS IS THE RIGHT TO LATEROALLY EXTEND, REPAIR, AND MAINTAIN NATURAL GAS SERVICES TO SERVE INDIVIDUAL LOTS AS CONSTRUCTED BY THE ORIGINAL BUILDER ALLOWING DISTURBANCE ONLY OVER EXISTING SERVICE LINES NECESSARY FOR THE REPAIR ONLY ON THE LOT ON WHICH THE SERVICE IS LOCATED. RECONSTRUCTION OR RELOCATION IS PERMISSIBLE ONLY WITH THE WRITTEN PERMISSION OF THE PARCEL OWNER AND SAID UTILITY PROVIDER TO A MUTUALLY AGREEABLE LOCATION. NO PART OF THE UTILITY EASEMENTS SHALL ENCUMBER EXISTING BUILDINGS OR ADJOINING LOTS.

DRAINAGE EASEMENTS:

THE CITY OF MONROE DOES NOT ACCEPT ANY DRAINAGE EASEMENTS LOCATED OUTSIDE THE PUBLIC RIGHT-OF-WAY SHOWN ON THIS PLAT. THE CITY OF MONROE IS NOT OBLIGATED TO MAINTAIN OR REPAIR ANY CHANNELS OR INSTALLATIONS IN SAID EASEMENTS. THE EASEMENT AREA OF EACH LOT SHALL BE MAINTAINED CONTINUOUSLY BY THE OWNER OF THE LOT. MAINTENANCE OF ALL IMPROVEMENTS WITHIN DRAINAGE EASEMENTS SHALL BE THE RESPONSIBILITY OF THE TRAILS OF TODHUNTER HOA AS PROVIDED FOR IN THE DECLARATION AND IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF THE CITY OF MONROE ENGINEER. WITHIN THE EASEMENT AREA, NO STRUCTURE, PLANTING, OR OTHER MATERIAL SHALL BE PLACED OR PERMITTED TO RETAIN WHICH MAY OBSTRUCT, RETARD, OR CHANGE THE DIRECTION OF THE WATER FLOW.

WATER & SEWER NOTES:

IT IS UNDERSTOOD THAT THE CITY OF MONROE WILL NOT BE ABLE TO ISSUE ANY CONNECTION PERMITS OR BUILDING PERMITS UNTIL THE OHIO ENVIRONMENTAL PROTECTION AGENCY (EPA) HAS APPROVED THE PLANS FOR THE PROPOSED EXTENSIONS OF THE PUBLIC WATER AND SEWER SYSTEMS WITHIN THIS SUBDIVISION, UNLESS ON-SITE SYSTEMS ARE PROPOSED AND APPROVED.

ALL BUILDINGS TO BE SERVED BY THE PUBLIC SEWER SYSTEM SHALL BE CONSTRUCTED SO AS TO PROVIDE A MINIMUM OF FOUR (4) FEET OF VERTICAL SEPARATION BETWEEN THE PUBLIC SANITARY SEWER, AT THE POINT OF CONNECTION, AND THE LOWEST BUILDING LEVEL SERVED BY A GRAVITY SEWER CONNECTION. IN ADDITION, SAID BUILDING LEVEL SHALL BE AT LEAST ONE FOOT (1') ABOVE THE LOWEST POINT OF FREE-OVERFLOW (NON-SEALED MANHOLE COVER) UPSTREAM OF ANY TREATMENT FACILITY OR WASTEWATER PUMPING FACILITY THAT RECEIVES THE DISCHARGE FROM SAID BUILDING. SAID MINIMUM SEPARATION SHALL BE RECORDED ON THE "AS-BUILT" PLANS FOR THE DEVELOPMENT WHICH WILL BE KEPT ON FILE IN THE OFFICE OF THE BUTLER COUNTY WATER & SEWER DEPARTMENT.

PRIVATE DRIVEWAYS, PARKING LOTS AND OTHER PAVED AREAS, EARTHEN BERMS, OR STRUCTURES SHOULD NOT BE CONSTRUCTED OVER PRIVATE WATER OR SEWER SERVICE LINES WITHIN THE PUBLIC ROAD RIGHT-OF-WAY OR WITHIN EASEMENT AREAS FOR THE PUBLIC UTILITIES. SHOULD THIS OCCUR, THE PROPERTY OWNER SHALL BE HELD RESPONSIBLE FOR THE PROTECTION AND REPAIR OF AND FOR PROVIDING ACCESS TO ANY CURB STOPS, MANHOLE PITS, MANHOLES, CLEANOUTS, ETC. INSTALLED IN CONJUNCTION WITH THESE PRIVATE SERVICE LINES AND FOR ANY DAMAGE OR RESTORATION OF THE PAVED SURFACES OR STRUCTURES THAT MAY RESULT FROM THE FUTURE OPERATION, MAINTENANCE, REPAIR OR REPLACEMENT OF SAID SERVICE LINES AND APPURTENANCES.

EASEMENTS ON SAID PLAT, DESIGNATED AS "SANITARY SEWER EASEMENTS" OR "WATER MAIN EASEMENTS" ARE PROVIDED FOR THE RIGHT TO CONSTRUCT, USE, MAINTAIN AND KEEP IN REPAIR THEREON A SANITARY SEWER PIPELINE AND/OR WATER MAINS AND APPURTENANCES THERETO NECESSARY TO THE OPERATION THEREOF.

THERE SHALL BE NO PLACEMENT OF MANMADE MODIFICATIONS SUCH AS BUILDINGS, STRUCTURES OR FENCES WITHIN THE PUBLIC WATER MAIN EASEMENTS.

THE BUTLER COUNTY WATER & SEWER DEPARTMENT DOES NOT ACCEPT ANY RESPONSIBILITY FOR THE RELOCATION, REPAIR OR REPLACEMENT OF ANY OTHER UTILITY INSTALLED WITHIN FIVE (5) FEET OF THE CENTERLINE OF ANY SANITARY MAIN SEWER OR WATER MAIN.

SANITARY SEWER LATERALS, WHICH SHALL INCLUDE ALL PIPE AND APPURTENANCES FROM THE BUILDING TO THE PUBLIC SEWER MAIN, AND THE CONNECTION TO THE PUBLIC SEWER MAIN SHALL BE CONSIDERED PRIVATE AND THE RESPONSIBILITY OF THE PROPERTY OWNER TO MAINTAIN. THE CONNECTION TO THE SEWER WOULD BE ANY PIPING THAT EXTENDS OUT FROM THE MAIN BARREL OF THE SEWER MAIN.

ALL BUILDABLE LOTS SHOWN HEREON SHALL BE SERVED BY PUBLIC SANITARY SEWERS AND WATER.

ROOF DRAINS, FOUNDATION DRAINS, AND OTHER CLEAN WATER CONNECTIONS TO THE SANITARY SEWER SYSTEM ARE PROHIBITED.

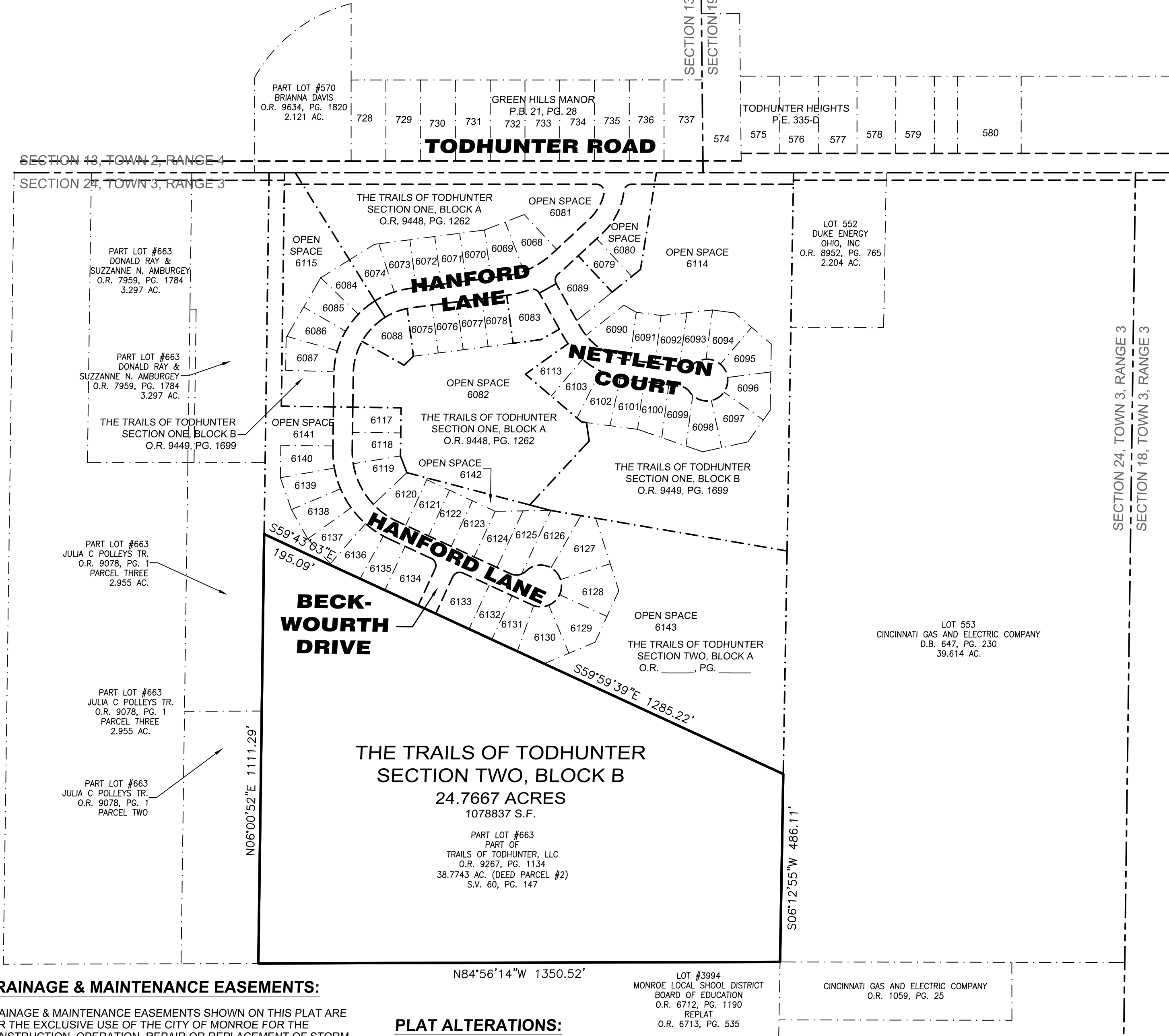
HIGH WATER TABLES ARE APPARENT IN THIS AREA. IF BASEMENTS ARE CONSTRUCTED, IT IS THE RESPONSIBILITY OF THE BUILDER TO TAKE SPECIAL PRECAUTIONS TO INSURE THE BASEMENT STAYS DRY.

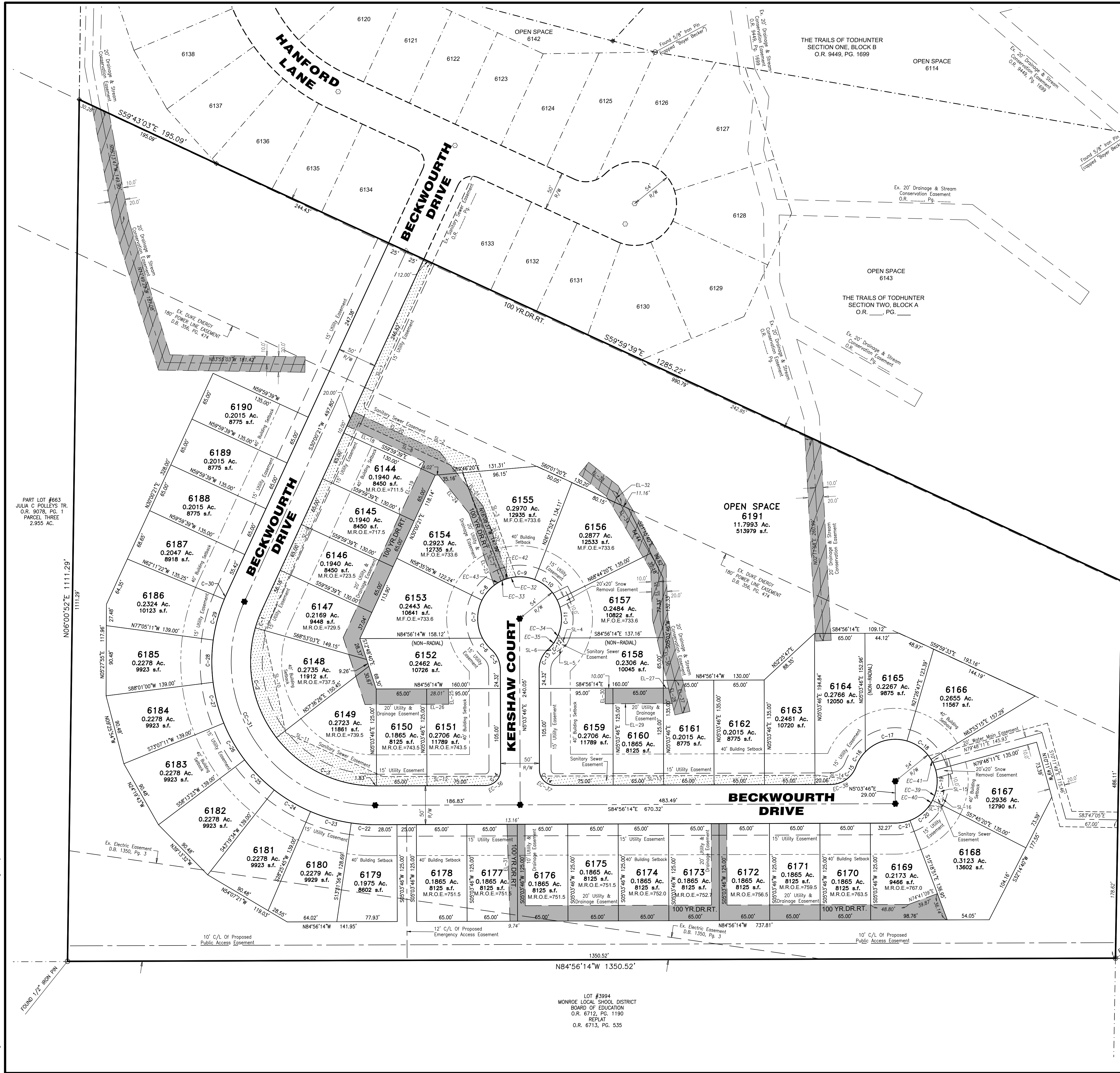
BENCHMARK:

FOUND MAG SPIKE ON THE INTERSECTION OF
HANFORD LANE & BECKWOURTH DRIVE
ELEVATION = _____

SETBACKS:

FRONTAGE = 65'
FRONT = 40' UNLESS NOTED
SIDE = 10' MINIMUM
20' TOTAL UNLESS NOTED
REAR = 25' UNLESS NOTED





LOT CURVE TABLE				
Curve	Delta	Radius	Length	Chord
C-1	8°53'24"	160.00'	24.83'	S25°33'19"W 24.80'
C-2	53°30'31"	160.00'	149.42'	S05°38'18"E 144.05'
C-3	52°32'40"	160.00'	146.73'	S58°39'54"E 141.64'
C-4	90°00'00"	20.00'	31.42'	N50°03'46"E 28.28'
C-5	47°36'14"	35.00'	29.08'	N18°44'34"W 28.25'
C-6	19°58'24"	54.00'	18.82'	N32°34'42"E 18.73'
C-7	53°59'24"	54.00'	50.88'	N00°25'12"E 49.90'
C-8	42°26'29"	54.00'	40.00'	N52°38'08"E 39.09'
C-9	42°26'29"	54.00'	40.00'	S84°55'23"E 39.09'
C-10	42°26'29"	54.00'	40.00'	S42°26'54"E 39.09'
C-11	53°57'42"	54.00'	50.86'	S05°43'11"E 49.90'
C-12	19°58'24"	54.00'	18.82'	S42°41'15"W 18.73'
C-13	47°36'14"	35.00'	29.08'	S28°20'06"W 28.28'
C-14	90°00'00"	20.00'	31.42'	S39°56'14"E 28.25'
C-15	69°36'57"	35.00'	42.53'	N60°15'18"E 39.96'

LOT CURVE TABLE				
Curve	Delta	Radius	Length	Chord
C-16	24°09'38"	54.00'	22.77'	N37°31'38"E 22.60'
C-17	61°50'19"	54.00'	58.28'	N80°31'37"E 55.49'
C-18	42°26'29"	54.00'	40.00'	S47°19'59"E 39.09'
C-19	42°26'29"	54.00'	40.00'	S11°01'25"W 39.09'
C-20	42°26'29"	54.00'	40.00'	S52°57'34"W 39.09'
C-21	20°22'38"	54.00'	19.20'	S84°52'27"W 19.10'
C-22	8°28'10"	210.00'	31.04'	N40°42'09"W 31.01'
C-23	14°53'49"	210.00'	54.60'	N69°01'10"W 54.45'
C-24	14°53'49"	210.00'	54.60'	N50°07'21"W 54.45'
C-25	14°53'49"	210.00'	54.60'	N34°33'32"W 54.45'
C-26	14°53'49"	210.00'	54.60'	N24°19'43"W 54.45'
C-27	14°53'49"	210.00'	54.60'	N09°25'54"W 54.45'
C-28	14°53'49"	210.00'	54.60'	N03°27'55"E 54.45'
C-29	14°53'49"	210.00'	54.60'	N20°21'43"E 54.45'
C-30	21°11'43"	210.00'	8.05'	N28°54'29"E 8.05'

CENTERLINE CURVE TABLE					
Curve	Delta	Radius	Length	Chord	
CC-31	114°56'35"	185.00'	371.13'	S27°27'56"E	311.96'

EASEMENT CURVE TABLE				
Curve	Delta	Radius	Length	Chord
EC-32	162°23'31"	54.00'	15.52'	S82°05'20"W 15.46'
EC-33	43°55'21"	54.00'	4.64'	S71°23'42"W 4.64'
EC-34	52°25'57"	54.00'	5.07'	N30°00'34"E 5.07'
EC-35	173°04'49"	54.00'	16.11'	N41°27'27"E 16.44'
EC-36	66°25'19"	20.00'	23.19'	N61°51'03"E 21.91'
EC-37	66°25'19"	20.00'	23.19'	S51'43'07"E 21.91'
EC-38	36°54'41"	35.00'	22.59'	N36°38'56"E 22.13'
EC-39	131°51'14"	54.00'	13.06'	N25°19'03"E 13.01'
EC-40	82°27'29"	54.00'	7.97'	N36°28'24"E 7.96'
EC-41	51°14'37"	54.00'	4.94'	N27°29'26"W 4.94'
EC-42	54°42'28"	54.00'	5.38'	S76°43'17"W 5.38'
EC-43	15°48'25"	54.00'	14.90'	S65°37'11"W 14.85'

SANITARY LINE TABLE		
Line	Direction	Distance
SL-1	N30°00'21"E	206.63'
SL-2	N69°59'39"W	155.79'
SL-3	N40°01'35"E	160.69'
SL-4	S31°08'35"E	17.14'
SL-5	S59°51'25"W	20.00'
SL-6	N30°08'35"E	9.42'
SL-7	S14°00'35"E	150.93'
SL-8	S59°59'39"E	147.23'
SL-9	N29°33'43"E	295.21'
SL-10	N06°43'33"E	133.88'
SL-11	N60°36'24"W	137.33'
SL-12	N84°56'14"W	149.86'
SL-13	N84°56'14"E	357.00'
SL-14	N77°17'36"W	37.71'
SL-15	N77°17'36"W	10.12'
SL-16	N12°42'24"E	20.00'
SL-17	N77°17'36"E	16.17'

EASEMENT LINE TABLE		
Line	Direction	Distance
EL--18	S59°59'39"E	110.00'
EL--19	N30°00'21"E	75.00'
EL--20	S59°59'39"E	122.29'
EL--21	S33°19'42"E	89.67'
EL--22	S14°00'35"E	98.91'
EL--23	S14°00'35"E	98.03'
EL--24	S33°19'42"E	63.70'
EL--25	S03°44'13"W	20.01'
EL--26	N84°56'14"W	28.48'
EL--27	S84°56'14"E	6.73'
EL--28	N08°01'34"W	20.53'
EL--29	N84°56'14"E	86.38'
EL--30	N05°03'46"E	20.00'
EL--31	N03°29'56"E	125.05'
EL--32	N25°52'09"W	21.09'
EL--33	N46°06'32"E	46.69'
EL--34	S25°52'09"W	94.20'
EL--35	S03°13'06"W	66.37'
EL--36	S08°01'34"E	81.30'
EL--37	S08°01'34"E	43.58'

NOTES:

OPEN SPACE LOT 6191 IS SUBJECT TO A CONSERVATION EASEMENT AS RECORDED IN OFFICIAL RECORD _____ PAGE _____ OF THE BUTLER COUNTY RECORDER'S OFFICE.

10' WIDE PUBLIC ACCESS EASEMENT AND 12' WIDE EMERGENCY ACCESS EASEMENT INSIDE THE EXISTING ELECTRIC EASEMENT IN OPEN SPACE LOT 6191 ARE SUBJECT TO AN ENCROACHMENT AGREEMENT AS RECORDED IN OFFICIAL RECORD 9686, PAGE 381 OF THE BUTLER COUNTY RECORDER'S OFFICE.

THE ACTUAL CENTERLINE (AS-BUILT) LOCATIONS OF THE PATHS WILL BE THE CENTERLINES OF THE PUBLIC ACCESS EASEMENTS AS NOTED

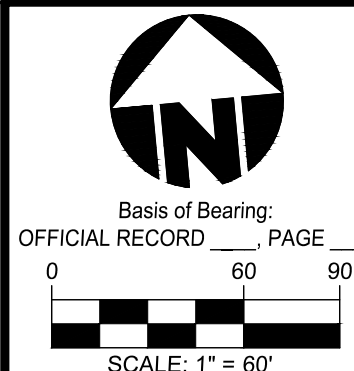
LEGEND

- Found 5/8" Iron Pin (unless otherwise noted)
- Found Spike
- △ Found MAG Nail
- ⊙ Found Iron Pipe
- ⬠ Found MAG Spike
- ⊕ Found 1" Iron Pin Capped "Bayer Becker"
- ▲ Set MAG Nail
- ⬤ Set MAG Spike
- ⊙ Set 1" Diameter x 30" Long Iron Pin Capped "Bayer Becker"

ACREAGE TABLE:

TOTAL LOTS:	10.6310 AC.
TOTAL OPEN SPACES:	11.7993 AC.
TOTAL RIGHT-OF-WAY:	2.3364 AC.
TOTAL TRAILS OF TODHUNTER, SECTION TWO, BLOCK B:	24.7667 AC.

CENTERLINE LENGTHS:
BECKWOURTH DRIVE: 1539.25 L.F.
KERSHAW COURT: 240.05 L.F.

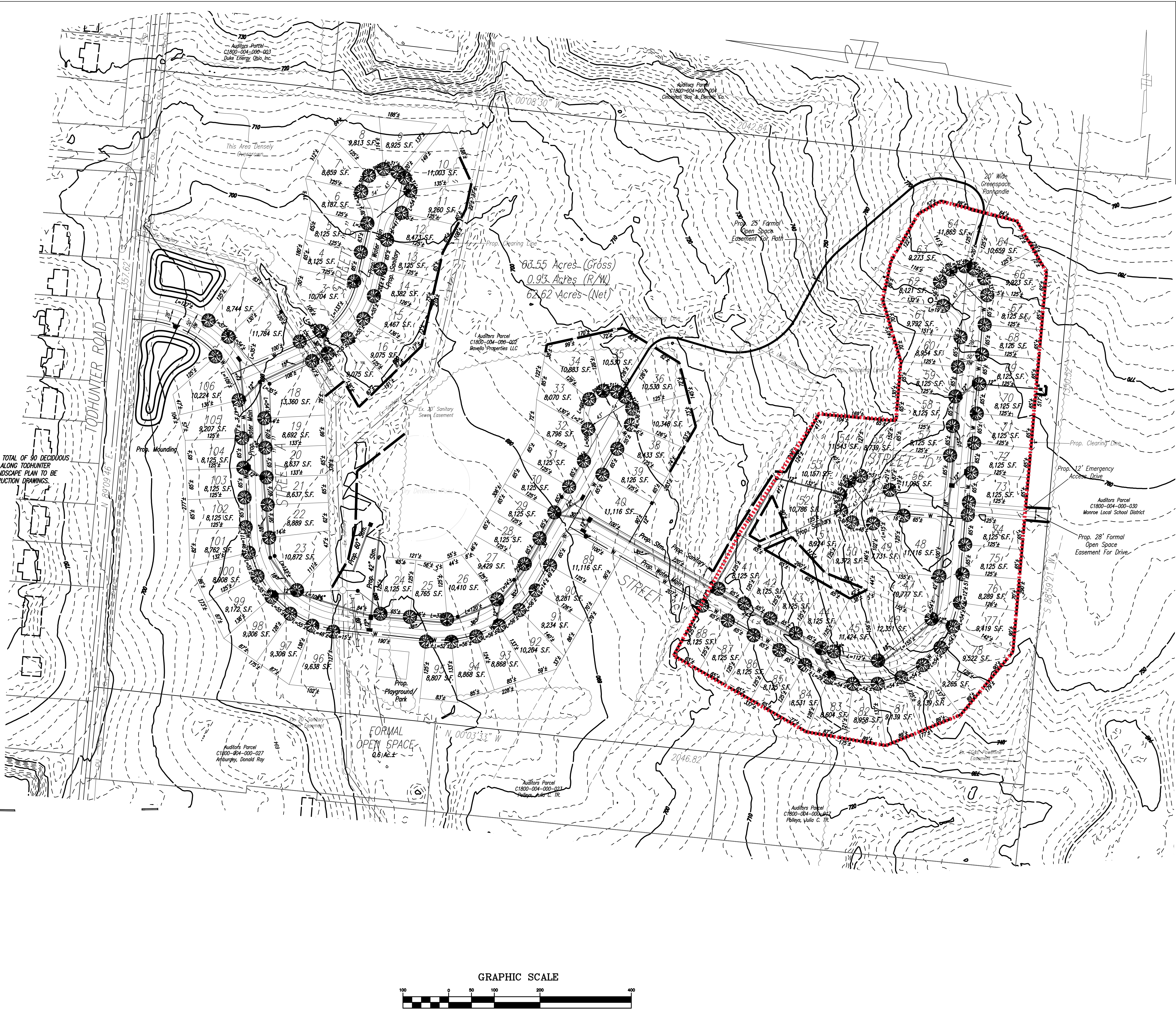
[illegible]

**THE TRAILS OF TODHUNTER
SECTION TWO, BLOCK B**
BETWEEN THE MIAMIS
SECTION 3, RANGE 3
OUT OF MOORE
BUTLER COUNTY, OHIO
RECORD PI AT

**bayer
becker**

www.bayerbecker.com
6900 Tylersville Road, Suite A
Mason, OH 45040 - 513.336.6600

Drawing:	18-0096 RP 2
Drawn by:	PA
Checked By:	BP
Issue Date:	06-28-2
Sheet:	



VICINITY MAP

GROSS AREA = 63.55 ACRES
EX. R/W = 0.93 ACRES
NET AREA = 62.62 ACRES (2,727,727 S.F.)
CURRENT ZONE = R-2
PROPOSED CONSERVATION SUBDIVISION
(SECTION 1204.04)
PROPOSED R/W = 50'
PROPOSED PAVEMENT = 28'
PROPOSED CUL-DE-SAC R/W = 54' RADIUS
PROPOSED CUL-DE-SAC PMNT = 43' RADIUS
PROPOSED SIDEWALK LOCATION PER TYPICAL SECTION

PROPOSED SETBACKS:
F.Y. = 40'
S.Y. = 10'
R.Y. = 25'

A MINIMUM OF 50' OPEN SPACE STRIP IS PROVIDED ALONG THE SUBDIVISION BOUNDARY.

50% MINIMUM OPEN SPACE REQUIRED
NET AREA MINUS EXISTING UTILITY EASEMENT =
62.62 AC. - 6.63 AC. = 55.99 AC.
REQUIRED OPEN SPACE = 28 ACRES
OPEN SPACE PROVIDED = 28.28 ACRES

OF TREES REQUIRED AT EVERY 40' = 202
OF TREES PROVIDED = 116

FORMAL OPEN SPACE PROPOSED = 1.42 AC. OR 5.0%

IN LIEU OF ADDITIONAL FORMAL OPEN SPACE AND CONSTRUCTING SIDEWALK ALONG THE TODHUNTER ROAD FRONTAGE, A CONTRIBUTION WILL BE MADE FOR TRAIL/SIDEWALK CONSTRUCTION IN AN AREA DETERMINED BY THE CITY OF MONROE.

BLOCK LENGTHS:
TODHUNTER TO STREET "B" - 311'
STREET "B" - 357'
STREET "B" TO STREET "C" - 1,248'
STREET "C" TO STREET "A" CUL-DE-SAC - 235'
STREET "A" TO STREET "D" - 1,210'
STREET "D" - 205'
STREET "D" TO STREET "C" CUL-DE-SAC - 477'

NO PARKING ON THE FIRE HYDRANT SIDE OF THE STREET.

NO PARKING SIGNS TO BE ATTACHED TO STREET LIGHT POLES.

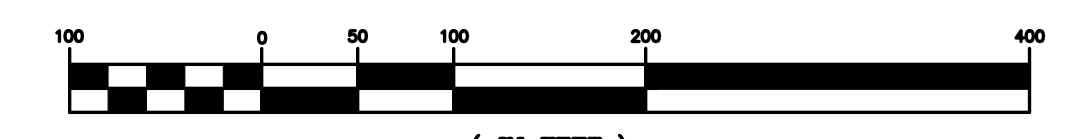
STREET LIGHT LOCATIONS TO BE SHOWN ON CONSTRUCTION PLANS ONCE DUKE HAS DETERMINED TRANSFORMER LOCATIONS.

MAXIMUM LOT COVERAGE TO BE 50%.

PLAYGROUND TO BE INSTALLED BY THE END OF CONSTRUCTION OF THE 2ND PHASE OF THE SUBDIVISION.

DEVELOPER TO PLANT A TOTAL OF 90 DECIDUOUS AND EVERGREEN TREES ALONG TODHUNTER FRONTAGE. DETAILED LANDSCAPE PLAN TO BE SUBMITTED WITH CONSTRUCTION DRAWINGS.

GRAPHIC SCALE



This drawing and the design concepts represented, as instruments of service, are the sole property of Abercrombie & Associates Inc., and may not be used, reproduced, or copied for any purpose without prior written authorization of Abercrombie & Associates, Inc.

THE TRAILS OF TODHUNTER

REVISIONS	Date	Drawn By	Checked By	Scale
1	8-5-18	J.C.	R.R.	1" = 100'
2	2-27-18			
3	1-6-18			
4	4-4-18			

Sheet Title	Project Title
PRELIMINARY SUBDIVISION PLAN	THE TRAILS OF TODHUNTER PT. LOT 663, CITY OF MONROE SECTION-24, TOWN-3, RANGE-3 BUTLER COUNTY, OHIO

Abercrombie & Associates, Inc.
Civil Engineering + Surveying
3377 Compton Road, Suite 120
Cincinnati, Ohio 45251
www.abercrombie-associates.com

Job No. 17-0183



RUNDELL ERNSTBERGER ASSOCIATES

email | realindy@reasite.cominternet | www.reasite.com

Planning Commission Meeting

meeting date: Tuesday, August 17, 2021

Summary of the Presentation by Rundell Ernstberger Associates

Rundell Ernstberger Associates will present an overview of the Draft of the Comprehensive Plan. A full draft can be reviewed on the project website for the plan at www.advancemonroe.com.

A Comprehensive Plan is a citizen-driven plan to set long-term goals and objectives for the community's future. It will guide policy-related decisions for future development and redevelopment of existing areas within the City. The Plan works to prioritize the values and aspirations of the community by identifying potential locations for future development by type and intensity, as well as corresponding transportation, utility, and amenity improvements and needs.

City staff and elected and appointed officials use the Comprehensive Plan to review applications for land use changes (rezonings) and other development or redevelopment applications. The Plan guides the action staff and officials should take to align with the community's vision and goals. The Plan helps guide staff by prioritizing recommendations based on importance. The Comprehensive Plan is also a source to inform decisions about capital improvements and broader City budgeting. The Plan should be reviewed annually and updated as needed to ensure that the goals and objectives remain applicable and reflect the community's changing needs.

The project started in the summer of 2019 and took approximately two years to complete. Multiple meetings have been held with staff, Monroe City Officials, a steering committee, and public. Public events, including the Fourth of July event and a Night Out event in 2019, were opportunities for the public to provide their thoughts in the early stages of the process. An online survey was sent out to the public for participation and resulted in over 1,400 responses. Individual meetings have been held between the Monroe Development Staff, consultant, and various property owners to discuss concepts of the plan during development of the plan.

The consultant, staff, and steering committee worked together to create a vision statement, develop goal statements, the frameworks, and identify and prioritize recommendations that would work together to achieve the overall vision.

The **vision** describes the future state of the City. The vision is big, bold, complex, and requires many years to achieve through a series of goals.

Goal statements target specific issues and concerns within each of the framework sections. These guide government officials, Planning Commission, Board of Zoning Appeals, and City staff to evaluate future development and changes within the City by assessing if development fits the character, vision, or address a gap or need in the community.

Recommendations work to support and achieve each goal statement within the frameworks. These recommendations may describe policy needs or changes, needed programs, or the physical

construction and design of a project. Recommendations must be specific and quantifiable to be easily understood by those making the decisions in the community and the residents of Monroe.

The frameworks identified for the plan include:

1. Land Use
2. Housing
3. Economic Development
4. Transportation
5. Quality of Life

Additional subarea plans were identified and created for this plan. These three Focus Areas identified are:

1. The Downtown
2. Duke Energy Substation (off Main Street north of the Downtown)
3. Butler Tech LeSourdsville Campus

Each of these frameworks and focus areas have their own sets of goal statements and recommendations that can be found in each of their respective chapters within the Comprehensive Plan. The goal statements are:

1. **Land Use:** Monroe will achieve a more cohesive and balanced development pattern that strengthens residential neighborhoods and grows the job base while offering more diverse and unique places to enhance the character of Monroe, promote quality development, target strategic redevelopment, protect natural assets, responsibly grow the school district, and minimize impacts to City resources.
2. **Housing:** Monroe will encourage a wide range of quality housing including townhomes, apartments, condominiums, and single-family detached homes.
3. **Economic Development:** Monroe will be an economically sustainable city with a diverse tax base and high-wage jobs while protecting the community's character.
4. **Transportation:** Monroe will have a safe, accessible, and well-connected multi-modal transportation system that addresses vehicular congestion, supports the desired land use pattern; promotes physical activity, health, and wellness; and serves the needs of Monroe's residents, businesses, institutions, and industries.
5. **Quality of Life:** Monroe will be a resilient place to live, build a career, do business, eat, shop, and recreate, making it the preferred place to call home in the region.
6. **Downtown:** Monroe will reinvigorate the downtown by strategically planning a genuine community gathering space that fosters public private partnerships for varied residential opportunities, creates jobs through business attraction and retention, and caters to a pedestrian-oriented environment with generation bridging activities.

7. **Duke Energy Substation:** Enhance the entry experience from State Route 63 to the downtown along the Cincinnati Dayton Road corridor and improve overall aesthetics of the area, especially surrounding the substation.
8. **Butler Tech LeSourdsville Campus:** To bridge the Butler Tech LeSourdsville Campus, Monroe Bicentennial Commons, and the surrounding community together through the development of a new hub on the west side complete with live and work opportunities for young adults and entertainment options for all young professionals, workers, and entrepreneurs, and create a stronger partnership between the Campus and City.

Supporting graphics and text that describe the importance of each framework and rationale for the recommendations found within the Comprehensive Plan. The public had a large part in driving the creation and development of the Comprehensive Plan. Recommendations were developed based on the feedback received from the public and various property owners.

The Implementation Chapter compiles all recommendations found in the plan and breaks each one down to help current and future officials determine which of the recommendations to focus on first and identify the lead partner or agency responsible for a recommendation. Each recommendation contains the following designations of: policy, program, or project, a timeline (or timeframe), general cost estimates, primary and secondary responsibilities, and action steps for each recommendation.

Policy recommendations will be low-cost and depend on staff availability. These recommendation types will involve amendments to existing codes and standards and will require an approval process. **Program recommendations** will involve many more parties to help make the recommendation and reality. **Project (construction) recommendations** involve the physical construction of an element that will work towards accomplishing the vision found in this plan.

The timelines are identified as:

1. Short-term: 0-3 years
2. Mid-term: 4-7 years
3. Long-term: 8+ year
4. On-going

Three cost estimate levels are identified in this plan, including:

1. Low cost: \$0 - \$149,999
2. Moderate cost: \$150,000 - \$499,999
3. High cost: \$500,000+

It is important to note that while timelines and cost estimates have been identified, market conditions or priorities may change that would cause a project delay or impact overall construction costs.



ADVANCE MONROE 2040

PLANNING COMMISSION MEETING | AUGUST 17, 2021

AGENDA

1. Overview of Plan
2. Existing Conditions
3. Vision Statement & Goal Statements
4. Future Land Use
5. Future Transportation Network
6. Future Recreation Network
7. Subarea Plans (Downtown, Duke Energy Substation along Main Street, Butler Tech Campus)
8. Implementation
9. Questions & Comments



ADVANCE MONROE 2040

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Framework
chapters where
each goal
statement and
recommendations
can be found



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Hosts all plan recommendations with action steps for the City to utilize



ADVANCE MONROE 2040

WHAT IS A COMPREHENSIVE PLAN?

- It is a citizen-driven plan to set long-term goals and objectives for the community's future.
- It articulates the long-term vision of Monroe residents, businesses, and institutions.
- It provides policies that reinforce the collective vision by directing future development to strengthen the City and create exceptional places for its people.
- It is a dynamic tool that responds to changes and is updated periodically.
- It is the basis for which zoning and subdivision ordinances can be created, adopted, and changed for a community to represent their best and achieve their future needs.
- It helps City officials and staff identify existing needs and prioritize projects to help achieve the goals identified.

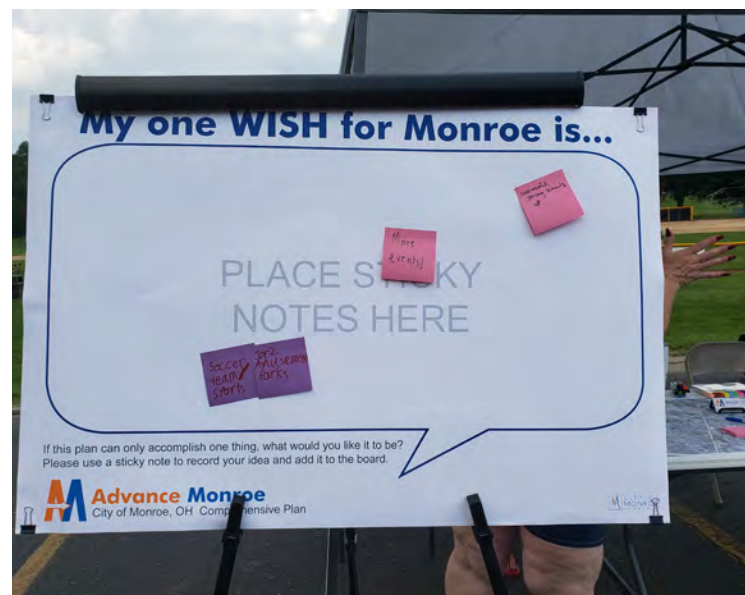




ADVANCE MONROE 2040

WHY DID WE UPDATE THE PLAN?

- The current Plan was completed in 2010 and many of the goals have been achieved or have changed.
- Market has changed since last plan was created.
- Community has grown substantially since 2010.
- Reflect the vision of the current leaders and ensure that policies reflect that community vision.
- Develop new list of priorities and projects.
- Manage and prioritize infrastructure investments.
- Consider and factor in other City planning initiatives (Parks Master Plan, Comprehensive Housing Study, etc.) in the plan.
- Promote diverse, economic growth.
- Updated plan to seek grants from OKI, State, and Federal Government

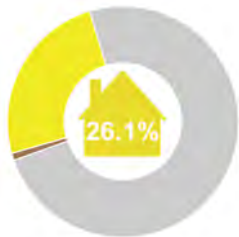
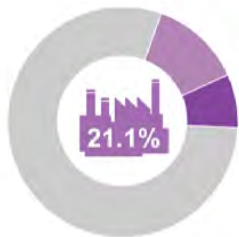




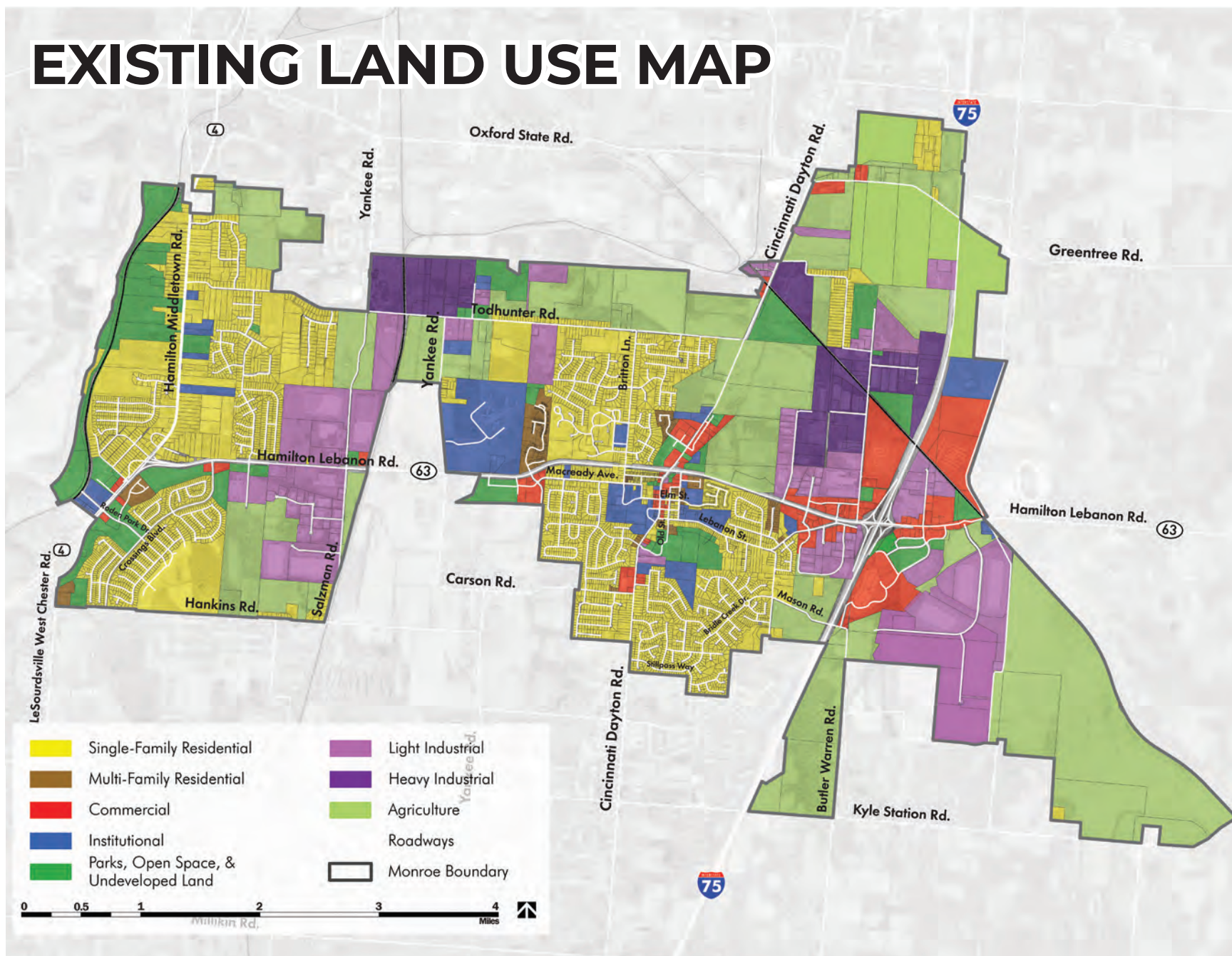
ADVANCE MONROE 2040

AGENDA

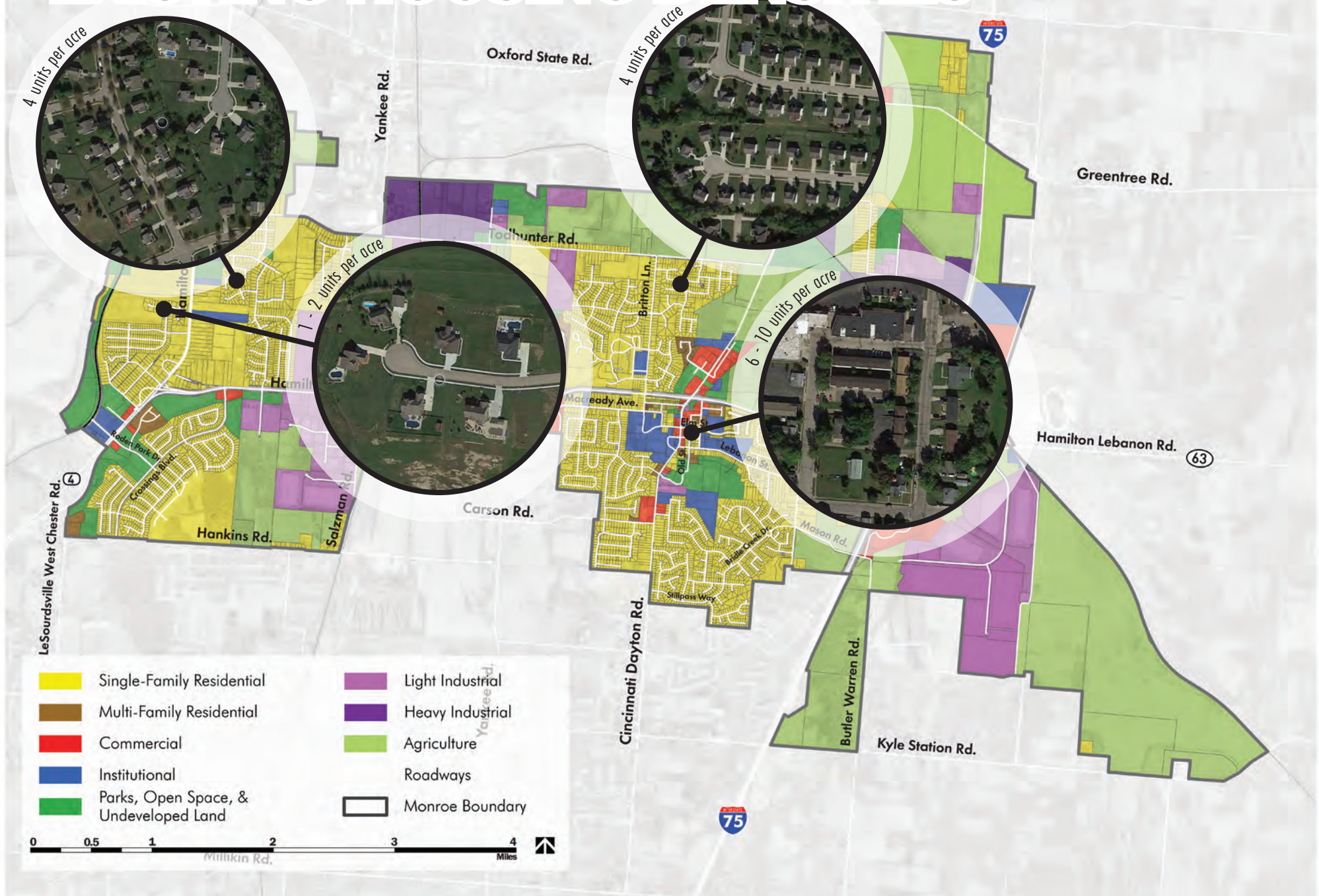
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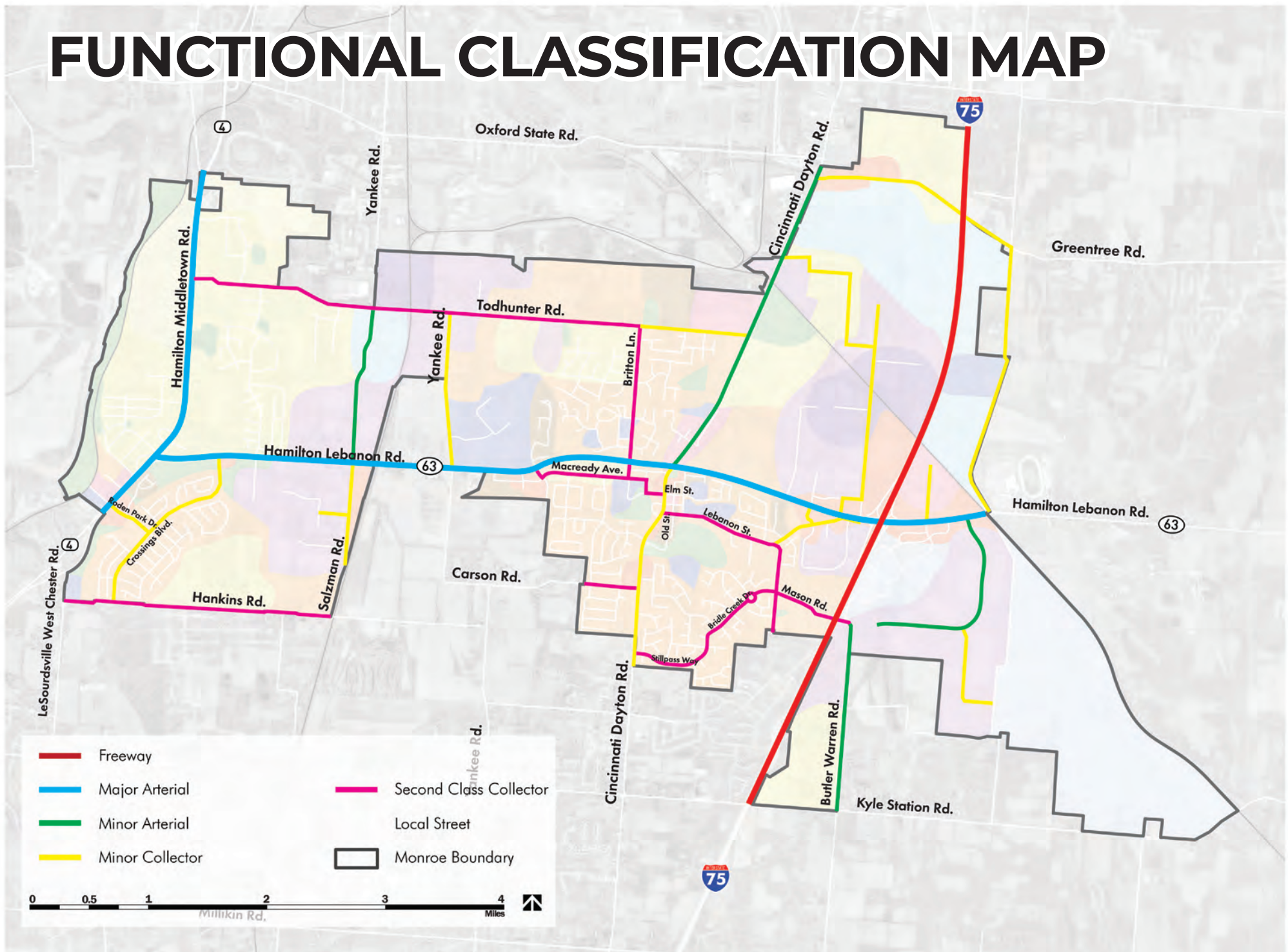
EXISTING LAND USE MAP



EXISTING HOUSING DENSITIES



FUNCTIONAL CLASSIFICATION MAP





ADVANCE MONROE 2040

HOW DID WE GET HERE?

1. Manage population to grow by 6,000 (up to 20,000 total) over the next 20 years.
 - a. Residential is designed to allow for mix of housing types while strategically growing Monroe's schools, infrastructure, and services.
 - b. This residential mixture should accommodate demands for current and future residents including more housing opportunities for young professionals, various housing prices, and to accommodate for changing family sizes and individual needs.
2. Commercial growth is designed for resiliency given ongoing market changes.
 - a. Limit pure commercial areas with potential vacancies and blight.
 - b. Create small nodes and focus on a mixture of employment and residential uses within the area.
3. Industrial growth should evolve from the previous trend to a more flexible use with more employment diversity.
 - a. There is a finite amount of land within the City that is developable for large distribution centers. Other developable land across the City may not be large enough to support such large distribution centers or be appropriate given existing adjacent land uses near those areas.
 - b. Targeted research centers and small manufacturing firms are more appropriate and desirable to create job diversity and limit impacts on nearby residential areas.



ADVANCE MONROE 2040

BY THE NUMBERS

50+ FOCUS GROUP ATTENDEES

50+ OPEN HOUSE ATTENDEES

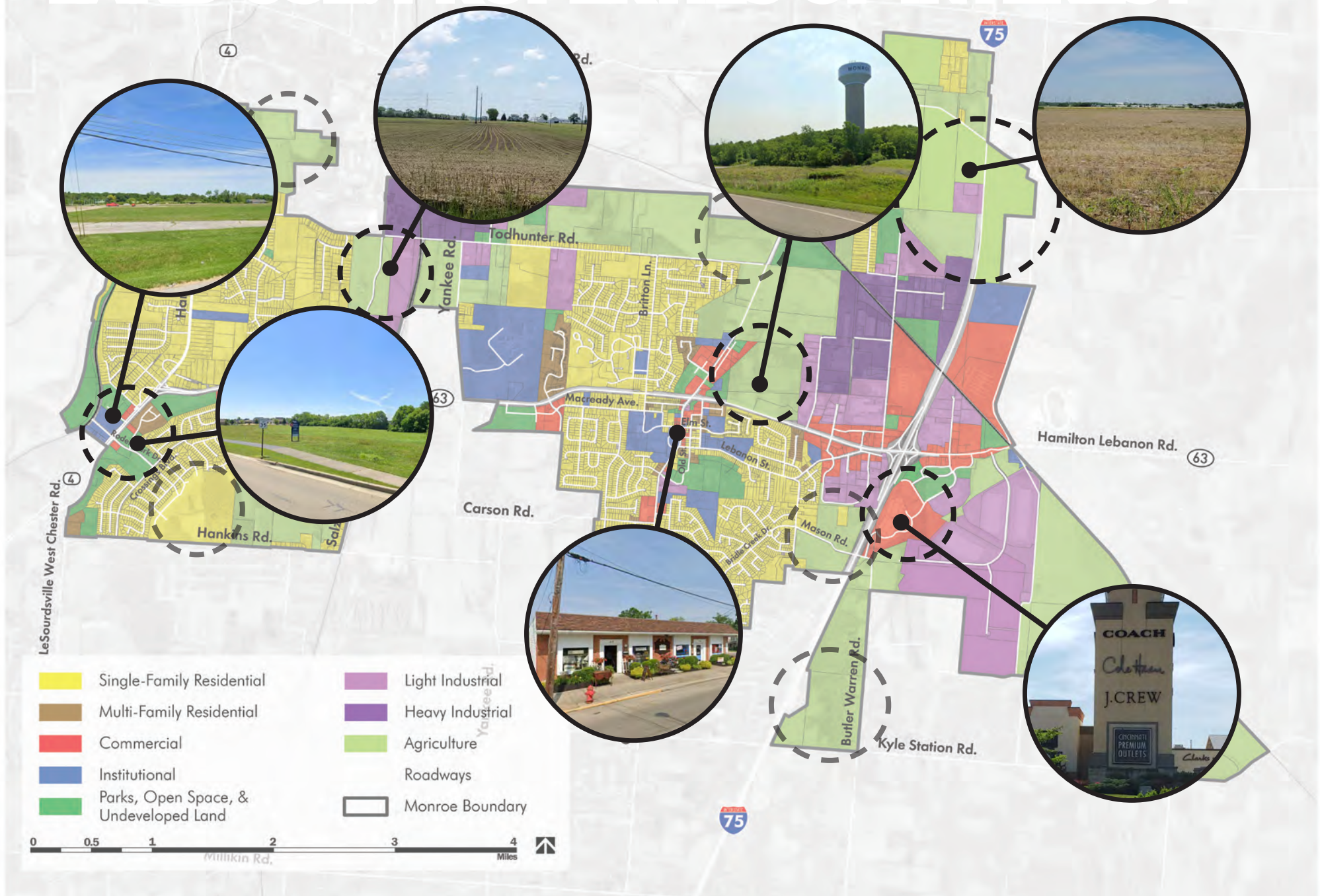
1,400+ ONLINE SURVEY RESPONSES

2,800+ WEBSITE VISITORS

280+ WEBSITE SUBMISSIONS (SINCE MAY 2021)

6+ ONE-ON-ONE MEETINGS WITH PROPERTY OWNERS IN THE CITY

LAND USE: PROPERTIES OF INTEREST



LAND USE: PROPERTIES OF INTEREST





ADVANCE MONROE 2040

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ADVANCE MONROE 2040

WHAT IS A VISION STATEMENT?

The vision is the overall future state of where the City aims to be in the coming years. The vision statement guides the development of the goals and recommendations of the plan while being realistic, achievable, and flexible for the community. The vision statement is written as a future condition and developed early in the planning process to shape the overall plan. The vision is big, bold, complex, and requires many years to achieve through a series of actions or goals.

WHAT IS A GOAL STATEMENT?

Goal statements target specific issues and concerns within each of the framework sections. These guide government officials, Planning Commission, Board of Zoning Appeals, and City staff to evaluate future development and changes within the City by assessing if development will work towards achieving a goal and ultimately the vision.

Recommendations work to support and achieve each goal statement. These recommendations may describe policy needs or changes, needed programs, or the physical construction and design of a project. Recommendations must be specific and quantifiable to be easily understood by those making the decisions in the community and the residents of Monroe.



VISION STATEMENT

Monroe is an economically diverse community with small town charm focused on quality growth and development, family-centered amenities, and creating a vibrant quality of life for all.





ADVANCE MONROE 2040

GOAL STATEMENTS

Land Use:

Monroe will achieve a more cohesive and balanced development pattern that strengthens residential neighborhoods and grows the job base while offering more diverse and unique places to enhance the character of Monroe, promote quality development, target strategic redevelopment, protect natural assets, responsibly grow the school district, and minimize impacts to City resources.

Housing:

Monroe will encourage a wide range of quality housing including townhomes, apartments, condominiums, and single-family detached homes.

Economic Development:

Monroe will be an economically sustainable city with a diverse tax base and high-wage jobs while protecting the community's character.

Transportation:

Monroe will have a safe, accessible, and well-connected multi-modal transportation system that addresses vehicular congestion, supports the desired land use pattern; promotes physical activity, health, and wellness; and serves the needs of Monroe's residents, businesses, institutions, and industries.



ADVANCE MONROE 2040

GOAL STATEMENTS (CONT.)

Quality of Life:

Monroe will be a resilient place to live, build a career, do business, eat, shop, and recreate, making it the preferred place to call home in the region.

Downtown:

Monroe will reinvigorate the downtown by strategically planning a genuine community gathering space that fosters public private partnerships for varied residential opportunities, creates jobs through business attraction and retention, and caters to a pedestrian-oriented environment with generation bridging activities.

Duke Energy Substation:

Enhance the entry experience from State Route 63 to the downtown along the Cincinnati Dayton Road corridor and improve overall aesthetics of the area, especially surrounding the substation.

Butler Tech LeSourdsville Campus:

To bridge the Butler Tech LeSourdsville Campus, Monroe Bicentennial Commons, and the surrounding community together through the development of a new hub on the west side complete with live and work opportunities for young adults and entertainment options for all young professionals, workers, and entrepreneurs, and create a stronger partnership between the Campus and City.

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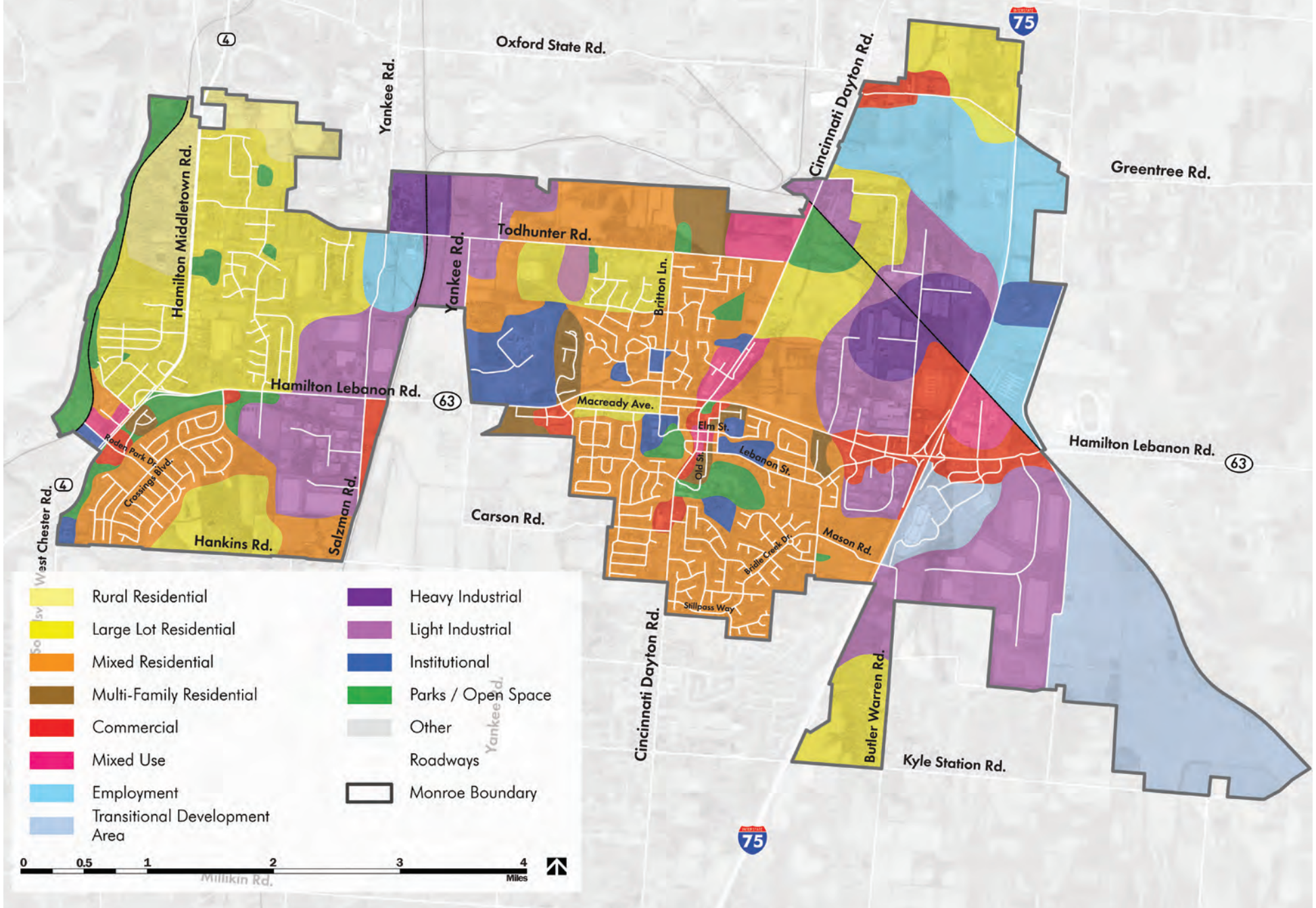


ADVANCE MONROE 2040

WHY?

- The public was clear that the City of Monroe should move away from its previous plan of 65 percent industrial/commercial and 35 percent residential development. The industrial uses have split the City into two distinct residential areas with little connectivity between the two.
- The amount of land the City has for growth in the future is getting smaller as development continues, especially with large 650,000 square foot industrial buildings.
- Much of the industrial and commercial zoned land should be reevaluated and changing trends should help dictate future development possibilities. Industrial uses and development should still occur but at a much different building scale and wage rate.
- The City desires to attract office, advanced manufacturing, and technology jobs that pay higher wages rather than continuing to attract warehouse or distribution jobs. Warehouse and distribution jobs require larger facilities and add more trucks to Monroe's roads increasing impacts. Focusing on smaller scale uses with higher paying jobs diversifies the economy, allows Monroe to manage their land use growth, and be more strategic about economic development.
- Currently, the City's residential units are very similar with the majority limited to single family detached housing. While that caters to a particular lifestyle, it potentially excludes young, single professionals, or older empty nesters. Other types of housing will increase the opportunity for those household types to find a home in Monroe to continue to their family lifecycle.
- Monroe is relatively land locked due to adjacent community growth and expansion. This has left little land possible for annexation in the future. Subsequently, the City Council of Monroe has decided to manage its future population growth to approximately 6,000 more people or a total of 2,190 housing units by 2045. Using this as a growth management strategy, complete build out of all the land currently in the City would not occur for another 50 years.

FUTURE LAND USE MAP





ADVANCE MONROE 2040

FUTURE LAND USE CATEGORIES

1. Rural Residential *
2. Large Lot Residential
3. Mixed Residential
4. Multi-Family Residential
5. Commercial
6. Mixed-Use
7. Employment * *
8. Transitional Development Area *
9. Heavy Industrial
10. Light Industrial
11. Institutional
12. Parks/Open Space

* Created for the plan, does not currently exist within the Monroe Planning and Zoning Code as a classification or has been modified from the existing code.

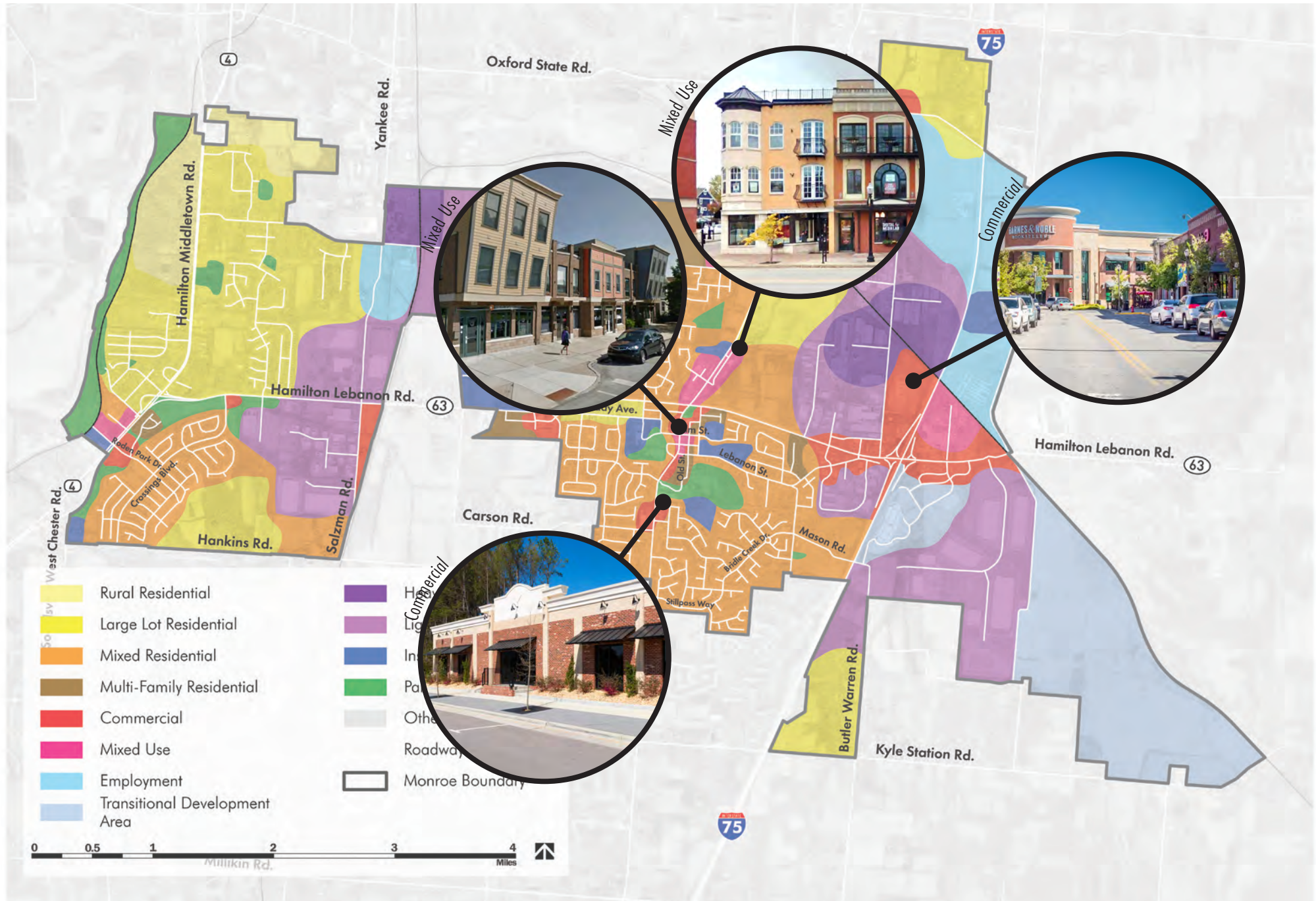
Each of these categories have been called out in the Comprehensive Plan and a description, accompanied with images, helps to describe the intended character of each development type.

The Future Land Use map was created based on the density and type of development existing within the Monroe, and identifies a future development pattern consistent with the wants of the community and land availability.

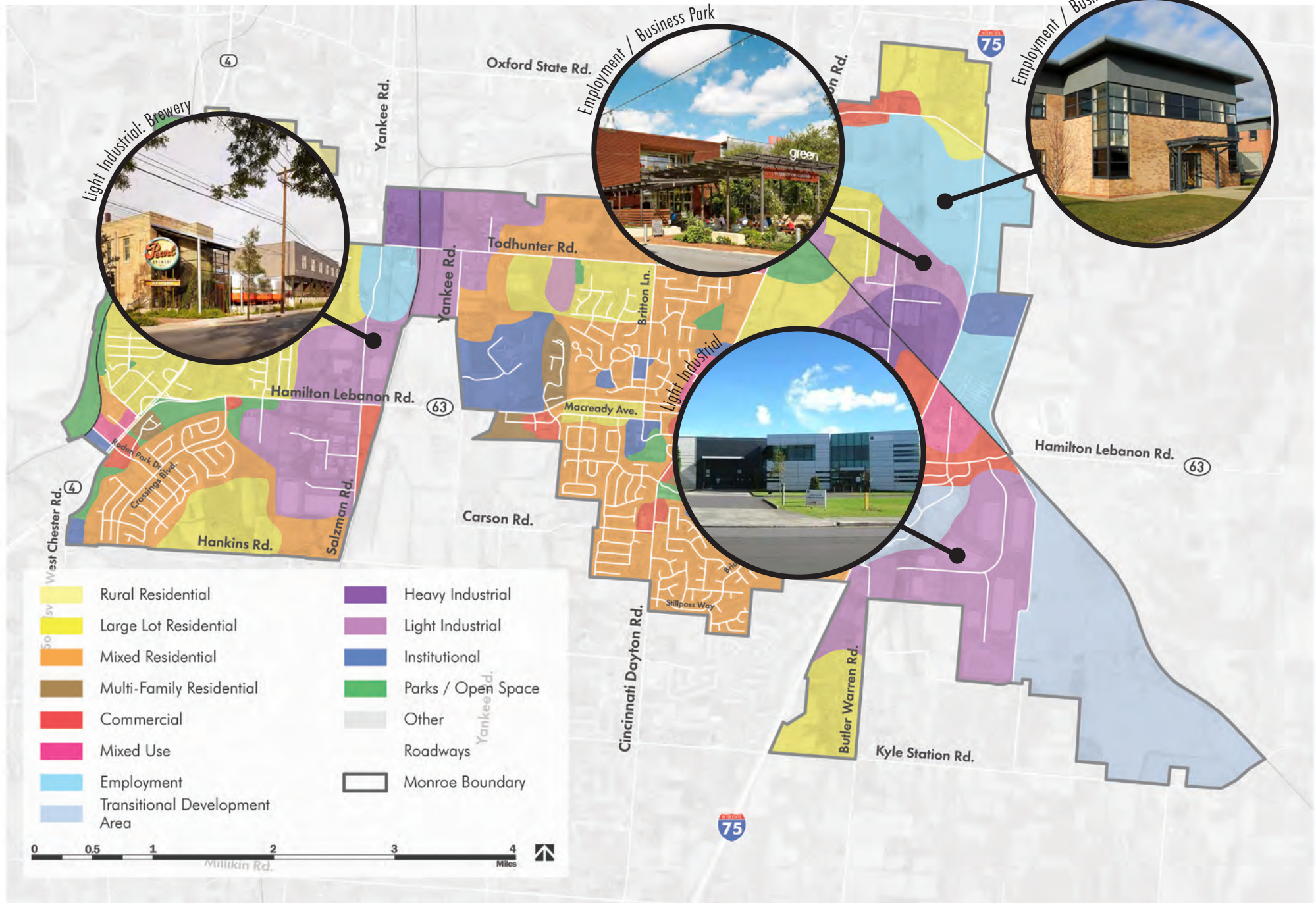
LAND USE: RESIDENTIAL



LAND USE: COMMERCIAL



LAND USE: EMPLOYMENT & INDUSTRIAL



LAND USE: OTHER





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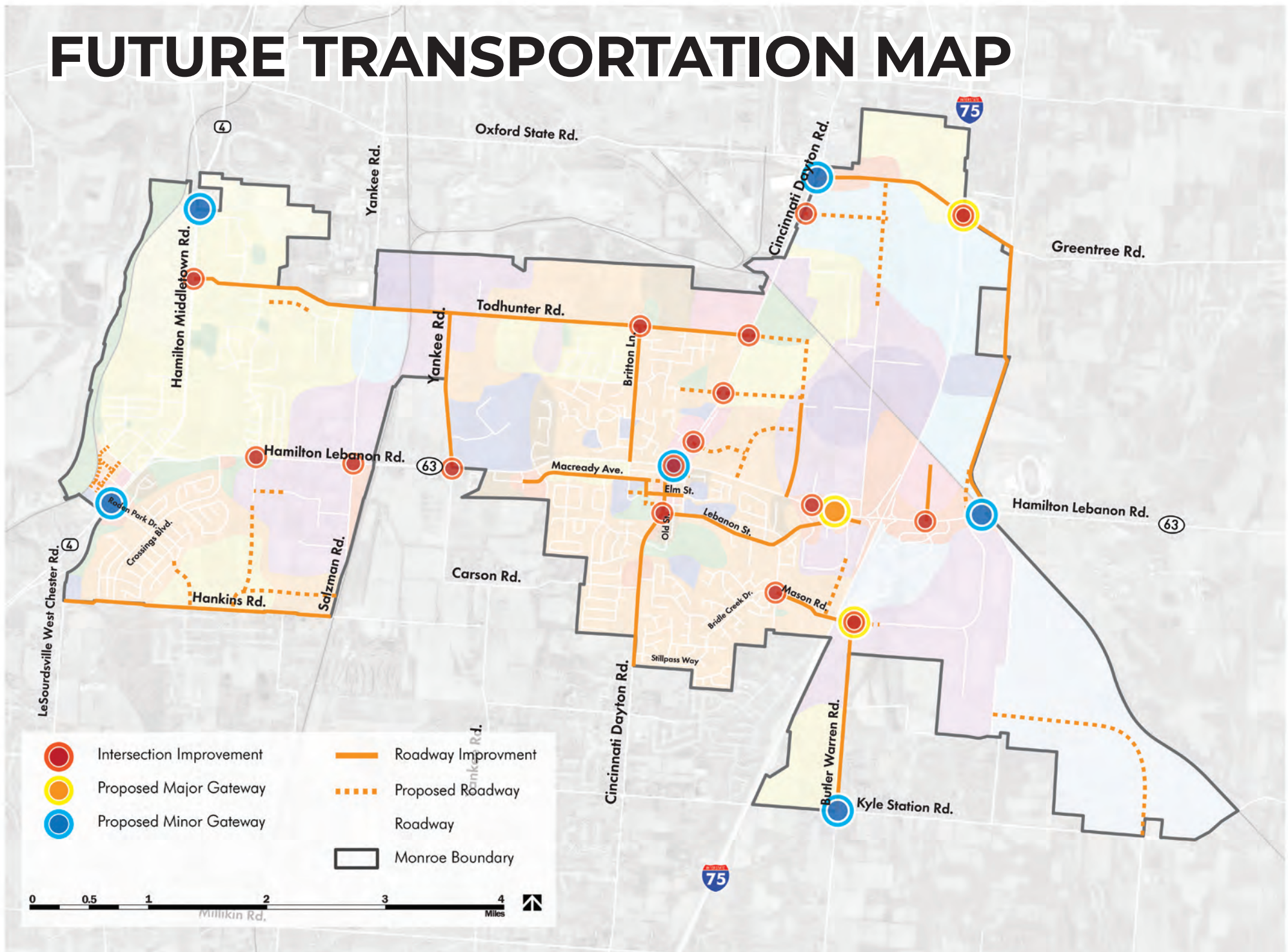


ADVANCE MONROE 2040

WHY?

- Previous development trends, especially in neighborhoods, have not encouraged connectivity throughout the community.
- A grid street layout in the downtown should be developed to encourage a walkable area, dense development, and a sense of community where people can gather and be around one another.
- Development of a new interchange along I-75 and roadway improvements along Greentree Road to accommodate for an increase in traffic will help spur development near the area.
- Existing roadway improvements should be encouraged across the City and done in collaboration with other projects.
- New signalized intersections should be developed as new roadway connections are developed to encourage safe and efficient traffic flow, limit the chance of crashes, and encourage safety for multiple modes of transportation, including bicyclists and pedestrians.
- Monroe's existing code emphasizes "encouraging the incorporation of alternative modes of transportation by emphasizing pedestrian circulation and establishing requirements for bicycle parking."

FUTURE TRANSPORTATION MAP

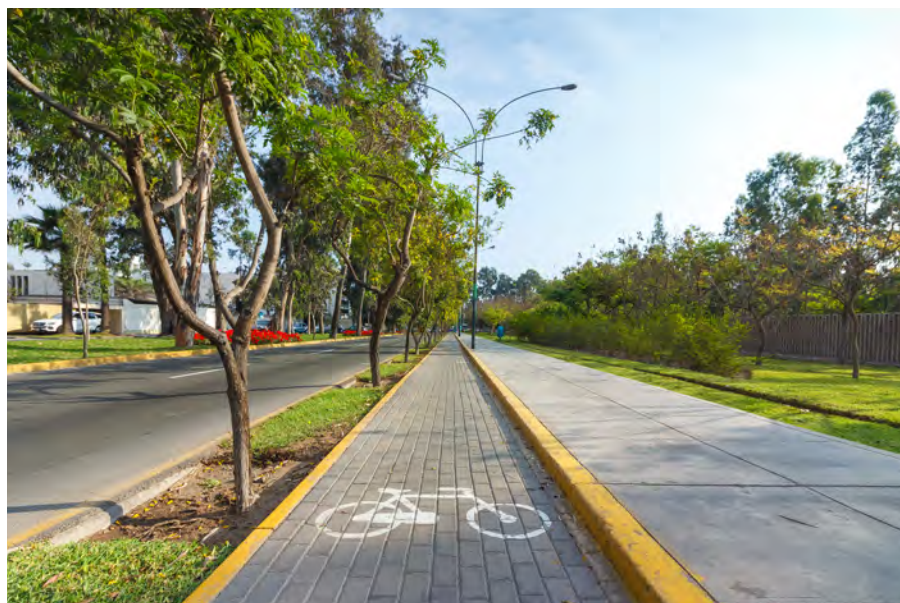




ADVANCE MONROE 2040

ROADWAY IMPROVEMENTS

- Roadway improvements are specific to the existing street network
- May include general maintenance but more likely involves extensive construction to address additional connection opportunities through sidewalks and trails
- Sidewalks, trails, and multi-use paths should be part of future development and developed throughout the community to improve connections to amenities and destinations across Monroe

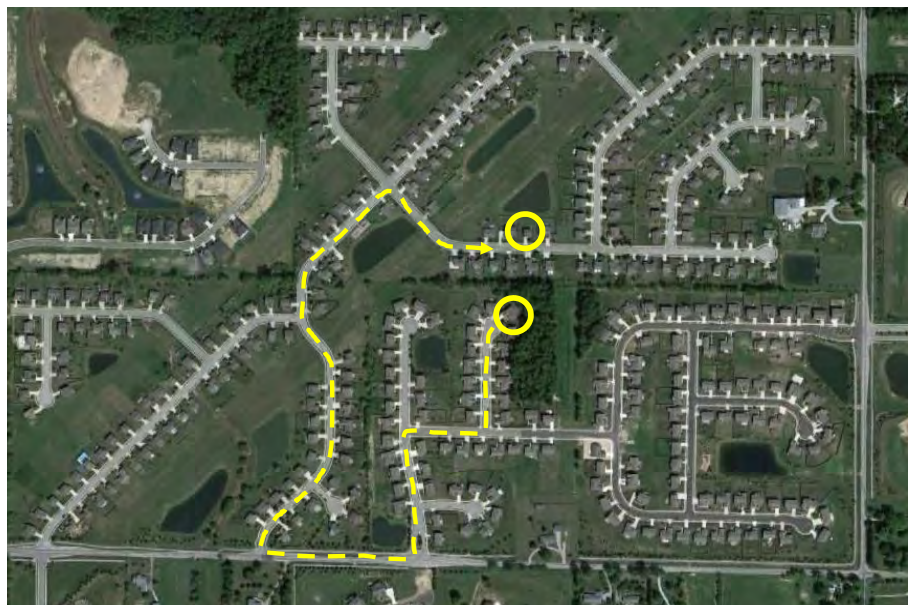
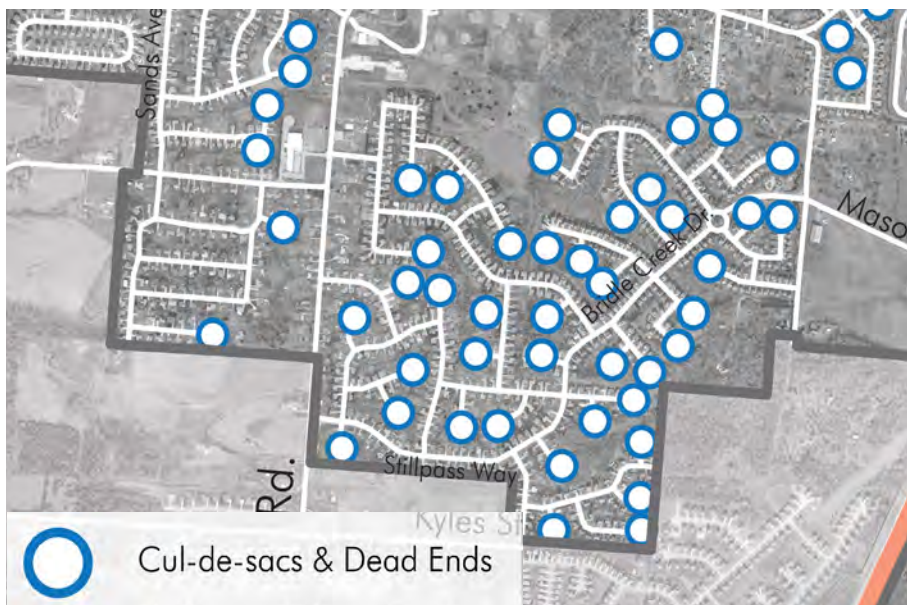




ADVANCE MONROE 2040

ROADWAY CONNECTIONS

- As development expands across the City, the roadway network will have to expand too
- Access and connectivity is a key goal throughout the plan
- Roadways should help residents and visitors get to their destination without difficulty
- Connectivity must be encouraged and future neighborhood development should encourage this principle and limit the number of cul-de-sacs
- Roadway development should be accompanied with sidewalk development on both sides of the street in neighborhoods (at least) and with trails/multi-use path access (if not within the neighborhood then at least nearby)





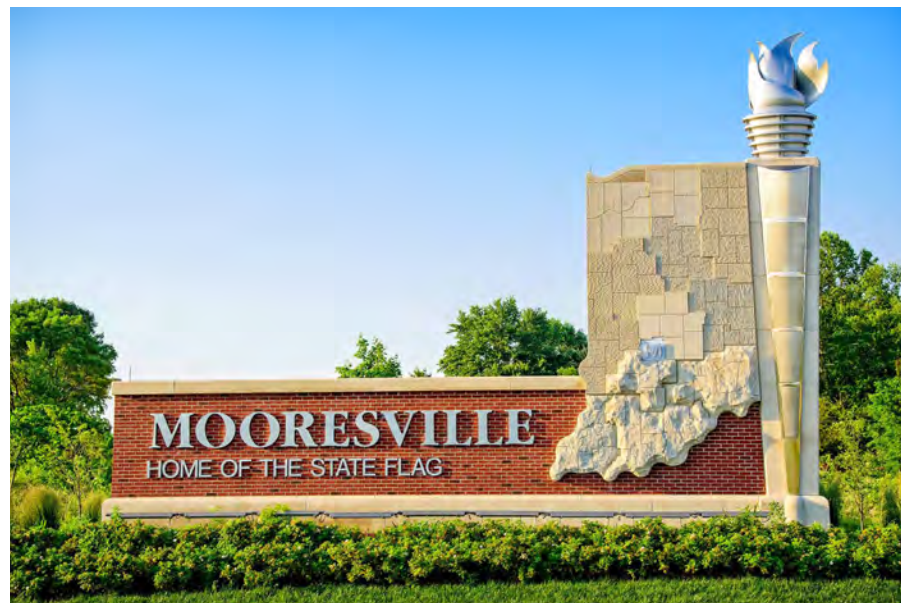
GATEWAYS

Gateways are a landmark, signify land use transitions, and are a visual point of interest when entering a community

- Major - usually serve higher volumes of traffic and should be scaled to be seen from afar
- Minor - serve lower levels of traffic volume but are used as an entrance into a particular area within a community (downtown, historic area, etc.)

Gateways help to represent the character of a community or specific area

Development of gateways should include appropriate signage (size and design), lighting, and low-maintenance landscape plantings (public art may be used where appropriate)



COMPLETE STREETS AND ADDITIONAL CONNECTIONS

- In areas where it would be appropriate, Complete Streets should be designed and incorporated into the community (downtown, community center, mixed use areas, etc.)
- Complete streets usually have on-street parking, more narrow driving lanes, and sidewalk and trail development on both sides of the street
- Usually accompanied with denser development where buildings are against the sidewalk and shops, restaurants, offices, and even apartments are located along the roadway
- Walkability and access to additional modes of transportation are key for complete streets to be successful
- Sidewalks, trails, public transportation, and roadways help to create a healthy transportation network across a community





ADVANCE MONROE 2040

ROADWAYS REDESIGNED IN THE DOWNTOWN CROSS SECTIONS (WITHIN PLAN, PAGES 92 AND 93)





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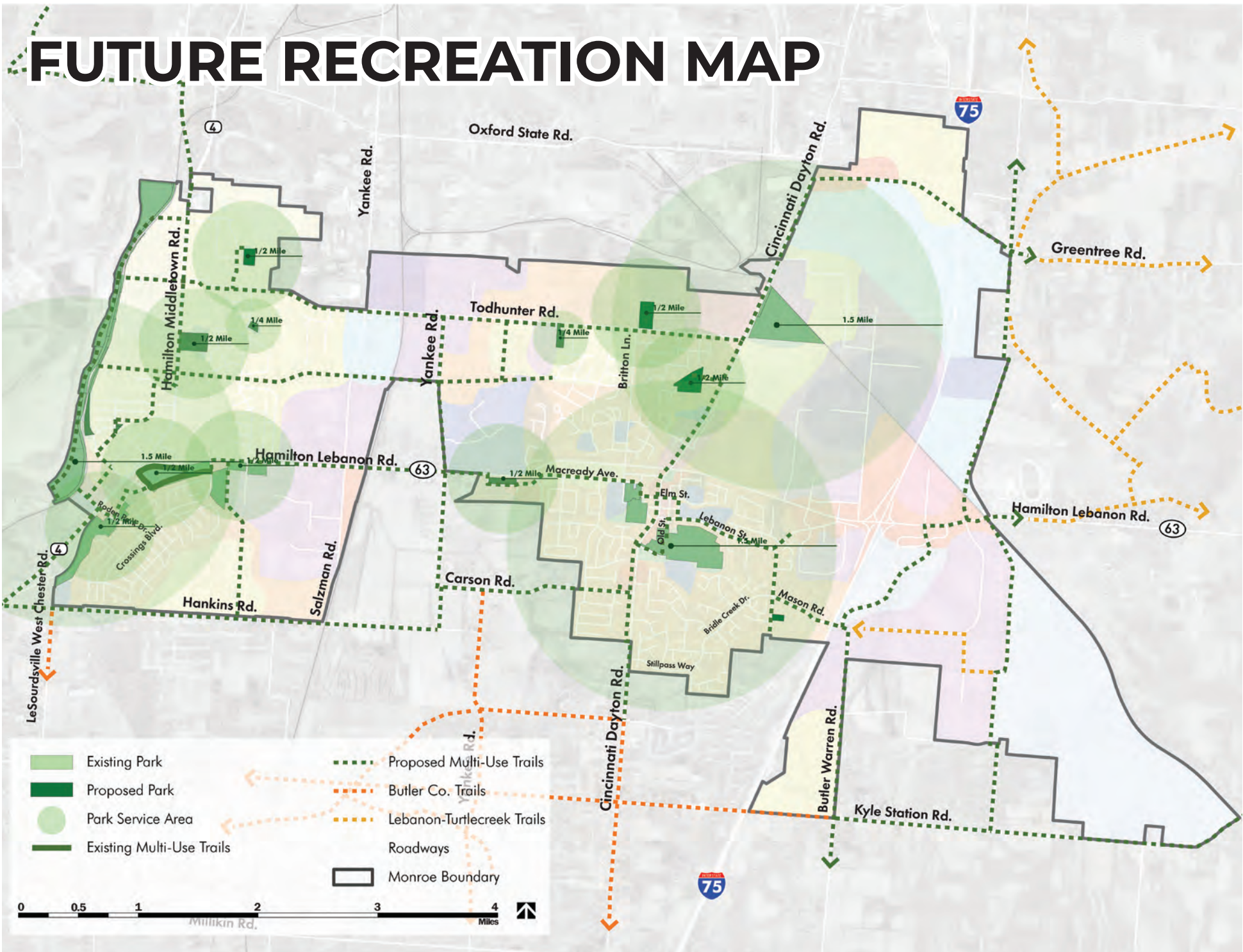
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WHY?

- Improving the quality of life offered in a community can help drive investment in a community, attract future residents, and create a better local economy.
- Quality of life is directly associated with how a person thinks of and feels about a community. These features are usually determined based on the amenities and entertainment options offered, culture, history, and other residents and visitors.
- Gathering spaces, parks, and recreational areas help create a sense of community that bring people together.



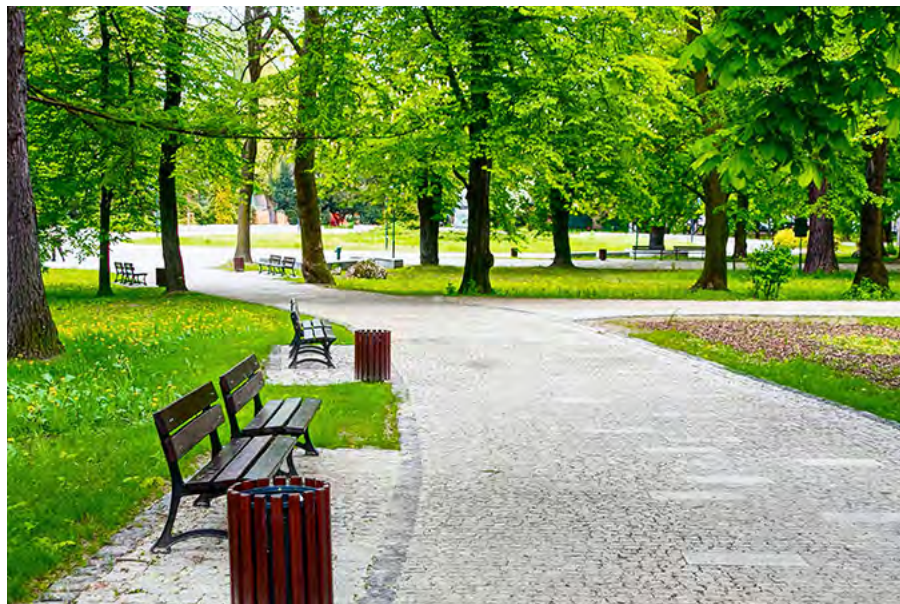


PARKS & OPEN SPACE

Parks and open space are critical quality of life elements for any community, especially those that are built up of families.

Parks and open space help to increase physical activity for kids, teenagers, and adults. These spaces can range in design from complete open space with grass, practice fields, playgrounds, and other outdoor water recreational spaces like splashpads.

Parks should be easily accessible by residents and visitors alike. This means that neighborhoods should have dedicated spaces for people to access, and creating a network of sidewalks and trails will help others access parks across Monroe.





5. Preservation of high-quality land for parks, trail, or public spaces should be a priority for the City.
6. Update the 2018 Parks and Recreation Master Plan.
 - a. Determine funding needs. This could include considering funding mechanisms and apply for grant funding.
 - i. Plan for upgraded facilities including recreational fields, playground equipment, and other features not listed.
 - ii. The plan should consist of future trails, paths, sidewalks, etc. that would be incorporated.
 - iii. Implement appropriate staffing for maintenance and programming of parks.
 - iv. The plan should include assessment of future community growth to determine areas where land can be purchased/donated to provide recreational facilities for new residents.
7. Coordinate with and support the Park Board while updating the 2018 Parks and Recreation Master Plan.
8. Ensure that Monroe has adequate park space to serve its residents and visitors recreational activities by adopting the nationally accepted park standards of National Recreation and Park Association (NRPA). Parks should be easy to access and can be of various sizes depending on location.

Classification	Service Area	Size	Population Ratio
Regional Park Preserve *	1-hour drive	1,000+ acres	Varies
Regional / Metropolitan Park *	1-hour drive	200+ acres	5 - 10 acres per 1,000 people
Community Park	1 - 2 mile radius	25+ acres	5 - 8 acres per 1,000 people
Neighborhood Park	¼ - ½ mile radius	5 - 15 acres	1 - 2 acres per 1,000 people
Mini Park	Less than ¼ mile radius		¼ - ½ acres per 1,000 people
Linear Park	No applicable guidelines set		

*Regional/Metropolitan Park and Regional Park Preserve classifications

have not been accounted for in this assessment as they serve populations across multiple communities within a 1-hour drive and are 200+ acres. Monroe currently does not have facilities of this nature, nor would it be solely required to provide such regional services as a City.

Existing Parks	Acreage	Classification
Monroe Bicentennial Commons Park	106.24	Community Park
Baker Park	54.55	Community Park
Community Park	55.98	Community Park
Crossings Park	29.4	Community Park
Rosemont Park	13.9	Neighborhood Park
Oaklawn Park	1.74	Mini Park
Heritage Green	5.03	Neighborhood Park

Monroe, Ohio Parks Needs Assessment			
	Existing Acreage	Projected Need (average)	Deficit
Community Park *	246.17	136.5	-
Neighborhood Park *	18.93	31.5	12.57
Mini Park *	1.74	7.88	6.14

*Community parks, neighborhood parks, and mini parks provide various services for different areas and groups. Although the community park acreage provides over 100 acres of what is needed, neighborhood and mini parks target different groups and provide different amenities which makes closing the deficits important.

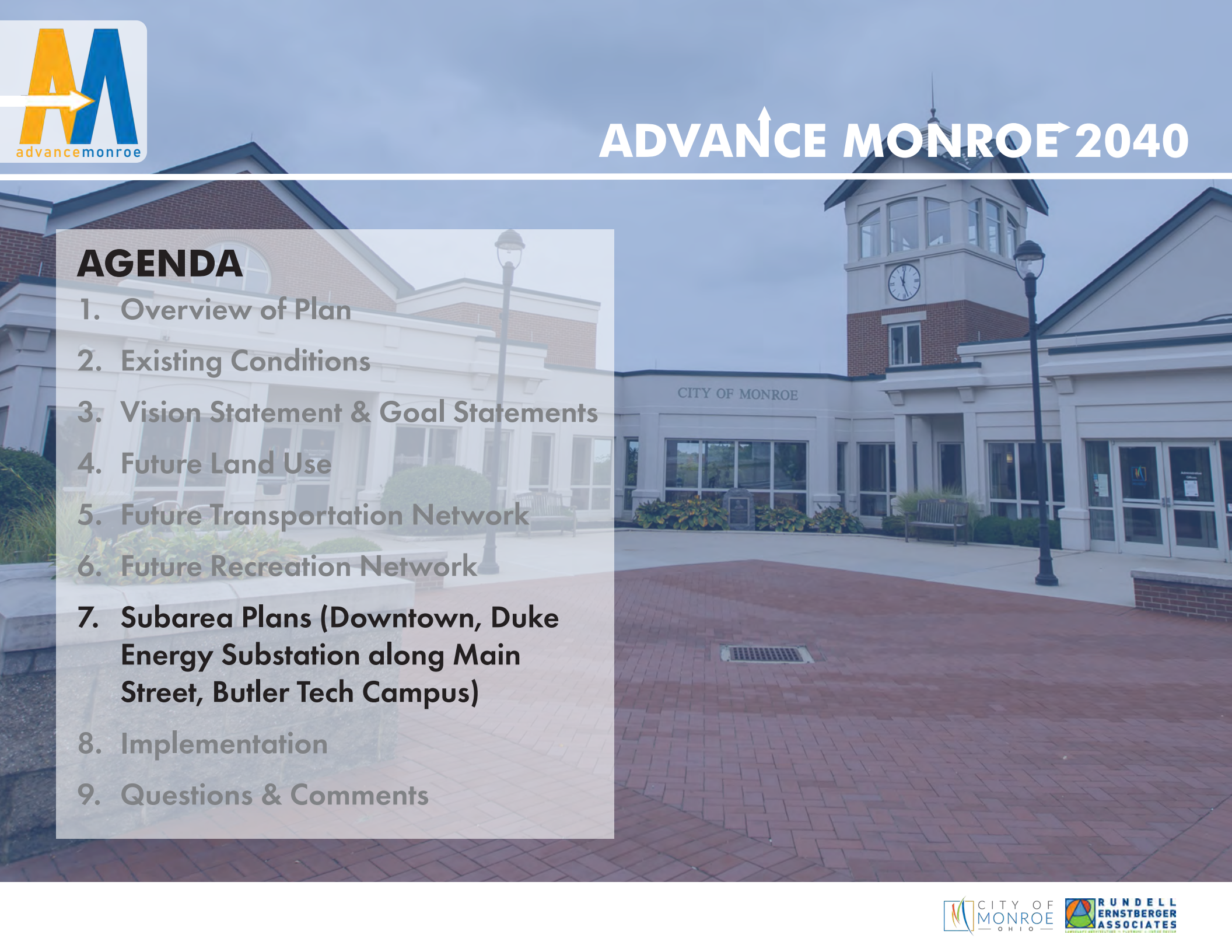


TRAILS SYSTEM

Trails have become more important than ever in the age of the COVID-19 Pandemic. Trails not only create another route and expand transportation options to amenities and destinations, but as a way for people to get out and enjoy the community.

Trails are desirable to have access to for future residents, and during a time where other leisurely activities have been closed, trails provide a safe way to get out of the home or office and away from traffic.





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DOWNTOWN: WHY?

- The downtown area should be considered as the economic center of the city. It is also an opportunity to showcase the community identity.
- A prosperous downtown can benefit the community by adding diversity into the local economy, fostering local businesses, building economic resilience and promote equity.
- A vibrant, walkable downtown can attract and retain talent and new businesses. Street lighting and other street furnishings at pedestrian scale can provide security and convenience to this area which is vital to achieve walkability.
- Main Street and Elm Street are the only streets provide through traffic to and from downtown. By extending the existing grid pattern and adding sidewalks and bicycle routes, downtown accessibility can be greatly improved and thus contribute to economic and social developments.
- Existing streetscapes and buildings need to be renovated to provide a more attractive visual impression to locals and visitors which can help bring more investments into the local economy.
- A strong downtown district has the advantages of concentrated resources to provide career education and training to residents and feed into the local talent train.

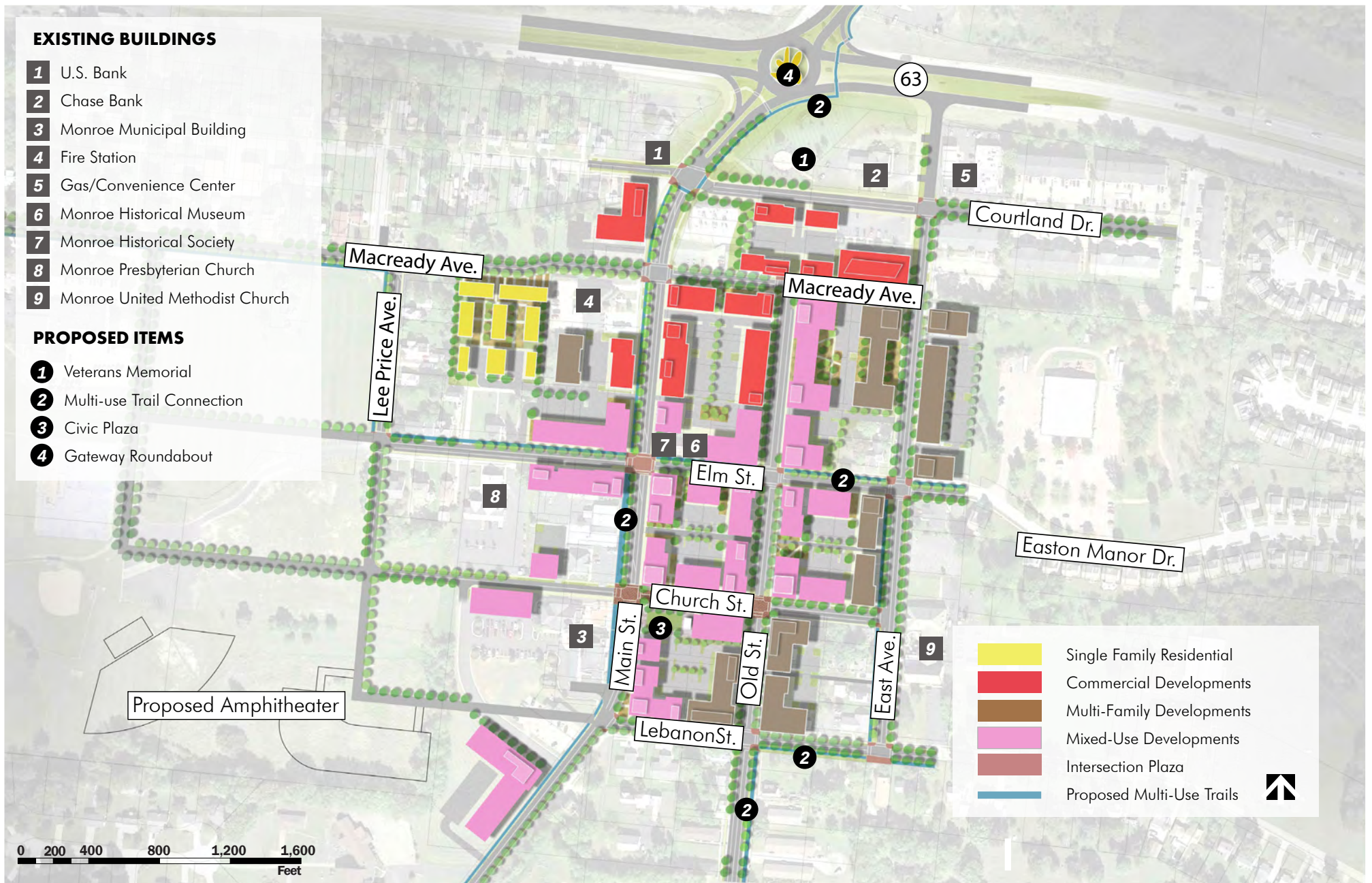
SUBAREA PLAN: THE DOWNTOWN

EXISTING BUILDINGS

- 1 U.S. Bank
- 2 Chase Bank
- 3 Monroe Municipal Building
- 4 Fire Station
- 5 Gas/Convenience Center
- 6 Monroe Historical Museum
- 7 Monroe Historical Society
- 8 Monroe Presbyterian Church
- 9 Monroe United Methodist Church

PROPOSED ITEMS

- 1 Veterans Memorial
- 2 Multi-use Trail Connection
- 3 Civic Plaza
- 4 Gateway Roundabout





KEY DEVELOPMENT STRATEGIES

- Create a walkable downtown using a complete street strategy
- Sidewalks and other pedestrian friendly facilities are crucial for creating a healthy downtown by encouraging alternative modes of transportation
- Enhance access to and from the downtown by extending existing streets
- Create gathering and event spaces
- Update infrastructure to serve a more active and pedestrian friendly space
- Encourage a mixture of infill development to bring more businesses (including commercial shops, restaurants, and offices) and residential opportunities to the downtown
- Support redevelopment of downtown properties



SUBAREA PLAN: DUKE ENERGY SUBSTATION (MAIN ST)





BUTLER TECH LESOURDSVILLE CAMPUS: WHY?

- The current housing market supports families and commuters. Additional housing can be built here for young professionals to help them establish a career.
- The expansion of the Butler Tech LeSourdsville Campus and Monroe Bicentennial Commons creates demand for more diverse land use options nearby including residential development, commercial, and mixed-use development.
- Increase walkability and add pedestrian friendly amenities outside of Monroe Bicentennial Commons to connect to adjacent neighborhoods and destinations.



SUBAREA PLAN: BUTLER TECH LESOURDSVILLE CAMPUS



DEVELOPMENT STRATEGIES

- Apartment, townhome, and smaller single-family attached housing opportunities for young professionals and college students should be encouraged in the area
- Increasing the commercial, retail, and office opportunities in the area will create demand to live there as well as bring in jobs
- The park location along the River will create demand to live nearby and a hang out for people to shop and eat
- Parking along streets, in a lot, and possible parking garage should provide adequate parking for residents and visitors throughout all hours of the day





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PRIMARY INITIATIVES

- Form a Comprehensive Plan Implementation Committee
- Create a Three to Five-Year Capital Improvements Plan
- Update the Planning and Zoning Code
- Develop and Economic Development Plan
- Develop a Recreation and Connectivity Master Plan



ADVANCE MONROE 2040

Develop a Recreation and Connectivity Master Plan.

The existing conditions analysis uncovered the lack of connectivity within the City and the need for more pedestrian and bicycle facilities. While this plan contains a number of recommendations for sidewalk, trail, and street enhancements, the city needs to develop a more detailed and long term planning program to identify, fund, maintain, and construct quality of life program objectives. Specifically, a Recreation and Connectivity Master Plan would be the next logical step to pick up where the 2016 Parks and Recreation Master Plan left off and this comprehensive plan's overall recommendations conclude. This study would be a more detailed evaluation to assess the capacity and needs of facilities to determine if new facilities (trail, improvements to a street, sidewalk, etc.) are needed. This plan would provide detailed cross sections, provide preliminary alignment options, etc.

Implementation Matrix

The following matrix lists each of the proposed recommendations under the comprehensive plan topics. For each recommendation, the respective action steps, relative timeline, cost magnitude, and parties necessary for implementation are identified. These time frames are intended only to serve as a guide for plan implementation and should be considered flexible. Implementation will depend on funding limitations, staff availability, citizen involvement, and other changing conditions.

Policy, Program, or Project



Policy recommendations will be low-cost and depend on staff availability. These recommendation types will involve amendments to existing codes and standards and have to go through an approval process.



Program recommendations will involve many more parties to help make the recommendation and reality.



Project (construction) recommendations involve the physical construction of an element that will work towards accomplishing the vision found in this plan.

Timeline Assumptions



Short-term: 0-3 years



Mid-term: 4-7 years



Long-term: 8+ years



On-going

Cost Estimates



Low Cost: \$0-\$149,999



Moderate Cost: \$150,000-\$499,999



High Cost: \$500,000+

Responsible Parties (primary and secondary)

There will be many parties identified on the following pages. They will be identified under primary and secondary responsibilities. A number of City groups, boards, and officials may be identified. State and local government entities, non-profits, private consultants, and public-private partnerships may be identified as well. These groups are identified to help City officials and board members know who holds responsibility in helping to accomplish the recommendation and bring it from this plan to reality.



LAND USE RECOMMENDATIONS

Land Use Recommendation 1

Update and ensure that the City Ordinances reflect the recommendations of the Comprehensive Plan.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission and City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

1. Determine if City staff or a consultant should take on updates of City ordinances. City staff will have to dedicate time to reviewing the Ordinances and drafting amendment text where needed if a consultant is not hired.
2. A code audit of the Planning and Zoning Code should be completed. This is to be completed by a consultant who has completed zoning audits. They should review the zoning ordinance in light of the new goals and objectives. The code audit report should provide recommended changes based on national and regional trends that are consistent with the comprehensive plan.
 - a. Determine the level of digital accessibility the code should have (cross references, pop-up boxes, bookmarks, etc.)
 - b. Determine if any new zoning districts are needed, if any zoning districts should be combined
3. Work with the City Council to determine if map amendments should be considered and whether they should be initiated by the City.
4. The staff should provide supporting documents that Ordinances should be cross referenced with (i.e. parks master plans, transportation studies, housing studies, and the comprehensive plan).
5. Draft ordinance amendments or draft a full update of text to replace existing text in the Ordinance.
6. Send to Planning Commission and then the City Council for approval

Land Use Recommendation 2

Limit singularly focused commercial developments to smaller footprints located at key intersections or development focused corridors such as State Route 4.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission and City Council

Policy, Program, Project



Timeframe

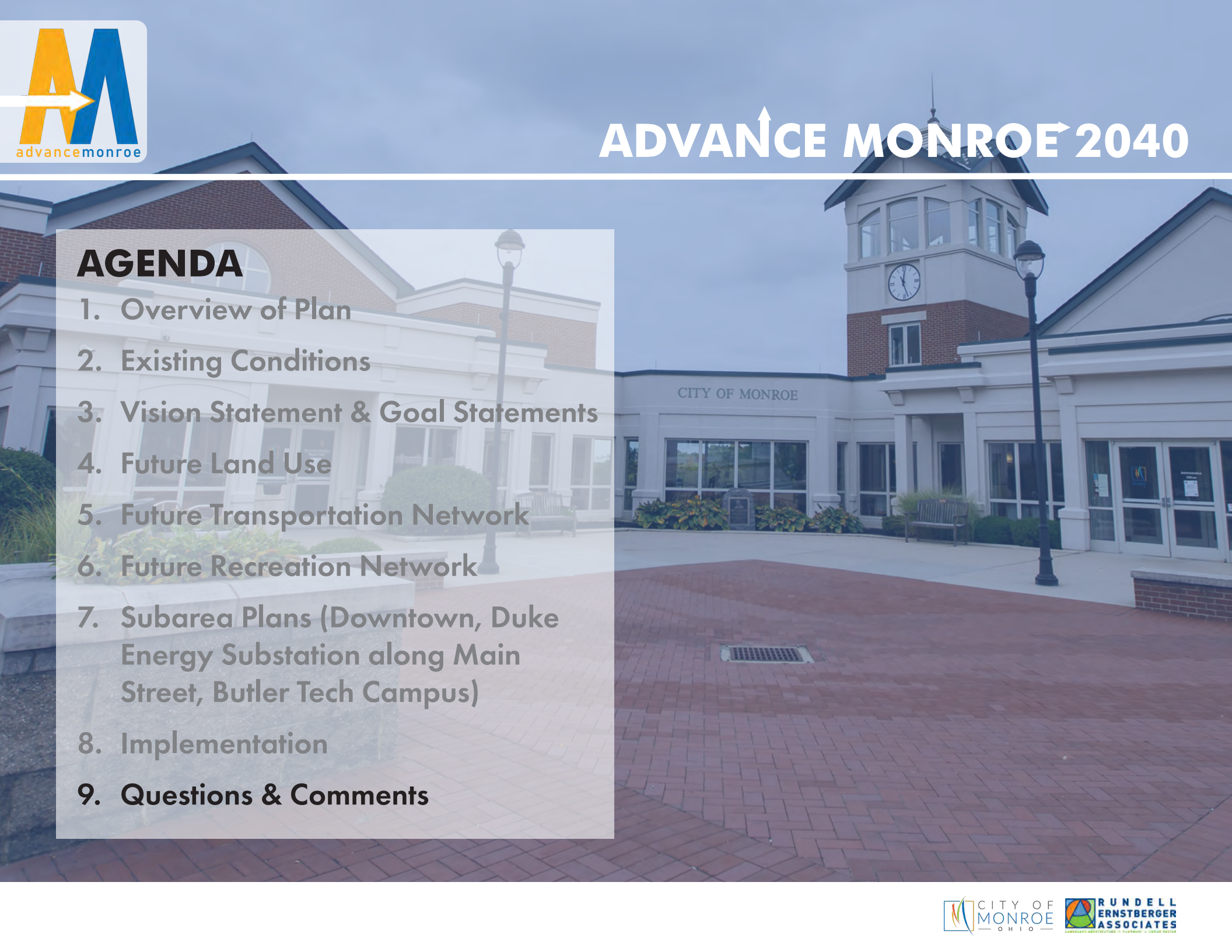


Cost Estimate



Action Steps

1. Identify key intersections and specific areas along key corridors, based on recommendations in the comprehensive plan, where commercial only development should occur, instead of mixed use.
2. Develop an overlay district that targets key intersections or focused corridors where the City wants to limit singularly focused commercial developments.
 - a. Identify standards including building height, setback, size, parking lot location, parking standards, landscaping, and any other special regulations.
 - b. Include graphics and photos to depict the character of the type and style commercial development to be located in those areas.
3. Draft standards as a text amendment to the zoning code.
4. Adopt through the Planning Commission and City Council.



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ADVANCE MONROE 2040

THANK YOU



ADVANCE MONROE 2040
COMPREHENSIVE PLAN

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EXECUTIVE SUMMARY

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Advance Monroe 2040 articulates the long-term vision of Monroe residents, businesses, and institutions. The Plan provides policies that reinforce this collective vision by directing future development to strengthen the City and create exceptional places for its people.

The comprehensive is a living document that responds to changes in the economy, environment, socially, and politically. The will help City officials and staff identify existing needs and prioritize projects to help achieve those goals. While this Plan cannot address every issue or concern in the community, it works to identify topics that need more attention, action, or further study.

What is a Comprehensive Plan?

A Comprehensive Plan is a citizen-driven plan to set long-term goals and objectives for the community’s future. It will guide policy-related decisions for future development and redevelopment of existing areas within the City. The Plan works to prioritize the values and aspirations of the community by identifying potential locations for future development by type and intensity, as well as corresponding transportation, utility, and amenity improvements and needs.

How is it Used?

The Comprehensive Plan is used by City staff and elected and appointed officials use the Comprehensive Plan to review applications for land use changes (rezonings) and other development or redevelopment applications. The Plan guides the action staff and officials should take to align with the community’s vision and goals. The Plan helps guide staff by prioritizing recommendations based on importance. The Comprehensive Plan is also a source to inform decisions about capital improvements and broader City budgeting. The Plan should be reviewed annually and updated as needed to ensure that the goals and objectives remain applicable and reflect the community’s changing needs.

Process

Planning is a continuous process that has occurred before this Plan and will continue after its adoption. The Advance Monroe Comprehensive Plan results from a dedicated process that brought residents, stakeholders and property owners, and the City together to identify existing conditions throughout Monroe, recognize trends, and create recommendations for the future. The Steering Committee members, City Staff, and stakeholders worked over the last year and a half to create the Plan. The City offered multiple virtual and in-person opportunities throughout the process to ask for input from the broader community.

The Plan process was divided into four phases:

- Discovery
- Visioning
- Framework
- Implementation

The discovery phase was the initiation phase of the project. It addressed quantitative and qualitative opportunities and challenges facing the City. The opportunities and challenges were identified by reviewing existing studies, City tour, and facilitation of various meetings with property owners, stakeholders, elected and appointed officials, and City staff. A summary document was prepared to highlight economic and demographic trends for the community and presented to the public at the first public meeting.

The visioning phase included creating a vision statement and identifying goals for a series of critical frameworks to achieve that vision. Principles for each framework help accomplish the overall vision. These principles ultimately guided the development of the frameworks and the design and policy recommendations. The following frameworks included in the Plan are:

- Land Use
- Economic Development
- Housing
- Transportation
- Quality of Life
- Downtown
- Duke Energy Substation
- Butler Tech LeSourdsville Campus

The framework phase included developing detailed recommendations for each framework. Each framework includes both design and policy recommendations. Maps, graphics, and text were created to support each critical framework.

The final phase, the implementation phase, involved identifying short-term and long-term priorities based on the recommendations. The implementation matrix includes identifying the steps, partners, timing, and cost for each recommendation. An implementation matrix increases the Plan’s success by ensuring it is regularly used to achieve the vision. Below is a summary of the opportunities and challenges the community identified during the discovery phase:

Housing

- Better quality residential development
- More affordable housing options
- More multi-family housing options
- Develop more senior housing options

Economic Development & Employment

- Focus on more tech and office development

- Industrial development is too prevalent and visible in the community
- Better separate and buffer industrial and residential uses
- Increase higher paying employment opportunities
- Revitalize the downtown and make it a central hub

Commercial

- Focus on more tech and office development
- Bring in more sit-down restaurants to the community

Transportation

- Develop more complete streets
- Develop better transportation infrastructure
- Increase pedestrian access throughout the City (connectivity)
- Increase overall safety
- Develop more sidewalks throughout Monroe and construct trails
- Reduce congestion along roadways

Quality of Life

- Improve existing parks and recreational spaces
- Develop more parks and recreation opportunities throughout the City
- More sports facilities and fields
- Improve the gateways into Monroe
- Responsibly grow schools
- Create a community center for residents
- Develop a senior center
- Create a dog park

A complete summary of the meetings and events that took place over the development of the Comprehensive Plan can be found in the Discovery Chapter of the Plan.

Outlook & Projections Summary

The Comprehensive Plan builds on past trends to prepare the City for the future. Monroe is a desirable community for families and professionals to live. There has been steady population growth over the last 10 years, and it will continue at that rate unless the City takes other steps to manage development differently.

Population and employment projections determine how much land is allocated to different land uses. These projections are derived from demographic trends. The Steering Committee discussed the fast rate of population and housing development and together determined slow managed growth should be the policy direction of the City. Although Monroe faces challenges in expanding its physical boundaries, the City has enough undeveloped land for future housing to continue attracting future residents to the community. The 2040 Comprehensive Plan will accommodate a future population of 21,000 people by 2040. This population is an increase of 6,000 people from the 2019 population of 15,000 people. The Steering Committee believes this is the appropriate amount of growth over the next 20 years.

Vision

Monroe is an economically diverse community with small town charm focused on quality growth and development, family-centered amenities, and creating a vibrant quality of life for all.

Goals

Land Use: Monroe will achieve a more cohesive and balanced development pattern that strengthens residential neighborhoods and grows the job base while offering more diverse and unique places to enhance the character of Monroe, promote quality development, target strategic redevelopment, protect natural assets, responsibly grow the school district, and minimize impacts to City resources.

Housing: Monroe will encourage a wide range of quality housing including townhomes, apartments, condominiums, and single-family detached homes.

Economic Development: Monroe will be an economically sustainable city with a diverse tax base and high-wage jobs while protecting the community’s character.

Transportation: Monroe will have a safe, accessible, and well-connected multi-modal transportation system that addresses vehicular congestion, supports the desired land use pattern; promotes physical activity, health, and wellness; and serves the needs of Monroe’s residents, businesses, institutions, and industries.

Quality of Life: Monroe will be a resilient place to live, build a career, do business, eat, shop, and recreate, making it the preferred place to call home in the region.

Downtown: Monroe will reinvigorate the downtown by strategically planning a genuine community gathering space that fosters public private partnerships for varied residential opportunities, creates jobs through business attraction and retention, and caters to a pedestrian-oriented environment with generation bridging activities.

Duke Energy Substation: Enhance the entry experience from State Route 63 to the downtown along the Cincinnati Dayton Road corridor and improve overall aesthetics of the area, especially surrounding the substation.

Butler Tech LeSourdsville Campus: To bridge the Butler Tech LeSourdsville Campus, Monroe Bicentennial Commons, and the surrounding community together through the development of a new hub on the west side complete with live and work opportunities for young adults and entertainment options for all young professionals, workers, and entrepreneurs, and create a stronger partnership between the Campus and City.

Frameworks

Land Use

Monroe will achieve a more cohesive and balanced development pattern that strengthens residential neighborhoods and grows the job base while offering more diverse and unique places to enhance the character of Monroe, promote quality development, target strategic redevelopment, protect natural assets, responsibly grow the school district, and minimize impacts to City resources.

Future Land Use Map

The purpose of the future land use map (next page) is to help decisionmakers, developers, property owners, and the public understand the City’s development strategy and the intent for how the City’s land resources should be used over the next twenty years regarding type, location, and intensity. The future land use map and land use descriptions are conceptual in nature and portray a high-level view of future development strategies and the desired outcome of the community.

There are three types of development one may expect in Monroe — greenfield, infill, and redevelopment. Greenfield development is construction on previously undeveloped land on open space or agricultural land. Infill development is building on vacant or underutilized property within an area that has previously been largely developed. Examples of infill development could be an empty downtown lot with a newly constructed business or an older vacant subdivision lot on which a new house is constructed. Redevelopment could include a building demolition with a new structure or possibly converting an existing building into a new or different use.

Monroe will continue to see predominately greenfield or infill development because in most cases the current/existing use will be the

same as the planned future use and much of the City’s building stock is new enough that redevelopment isn’t required. As Monroe continues to build out, City officials should remember there is a limited supply of greenfield land given Monroe’s conservative annexation strategy and adjacent jurisdictions.

The future land use map and land use descriptions will be used to guide actions about growth, development, and capital improvements over time. The land use component is a recommendation of policy and should be reviewed from time to time to ensure it remains flexible given the fluctuations in Monroe’s economy, resources, and values. This portion of the comprehensive plan is implemented through the City’s development regulations and other various public and private development decisions. This plan, with its subsequent land use descriptions and targeted growth and transition areas, should serve as the basis for evaluating potential future zoning ordinance updates and rezoning petitions.

How to Interpret the Future Land Use Map

The land use map is a conceptual map that depicts the future development and character of that development over the next 20 years. Instead of following specific property boundaries, the land use boundaries are more generalized for easier interpretation. Each land use classification, depicted as a specific color as shown on the land use map, signifies a future land use for an area on the map. This future land use classification could be the use currently existing on the site or a desired future state that does not exist on the site. If this future state does not currently exist, a property owner is not required to develop the property or change the land use of the existing site. The use of the building or site can continue indefinitely. However, if the opportunity arises for the site to be developed or redeveloped, the land use map would provide guidance on how that could change. One last caveat for elected and appointed officials, staff, property owners, and developers to keep in mind, this map is still a representation of policy and therefore if economic, physical, or value changes occur in Monroe, this map may need to be amended from time to time.

Housing

Monroe will encourage a wide range of quality housing including townhomes, apartments, condominiums, and single-family detached homes.

Monroe has many vibrant and active neighborhoods that create a safe and welcoming environment for residents and their families. In many ways, neighborhoods are the building blocks that make up Monroe

as a city. Besides agricultural and open space lands, neighborhoods combine to be the largest land use across the community. Maintaining these safe and healthy neighborhoods, and ensuring continued opportunities for a diverse housing stock, are essential to the long-term success of Monroe. Key attributes of quality housing and neighborhoods include items such as safety and security, transportation access and connectivity, recreational amenities, maintenance of both open spaces and individual properties and structures, and the support of a quality school system.

These factors and the intangible elements of community spirit and place contribute to the Monroe identity. How people answer the simple question of “where do you live?” says a great deal about their city and their neighborhood. It is the goal of this plan in general, and the recommendations of this chapter specifically, that residents continue to be proud to call Monroe home.

Additionally, quality neighborhoods and creating a place where people want to live is the best way to grow existing businesses, attract new employment opportunities, and support new restaurant and retail offerings. Specifically, enhancing Monroe’s existing neighborhoods and promoting new housing development will:

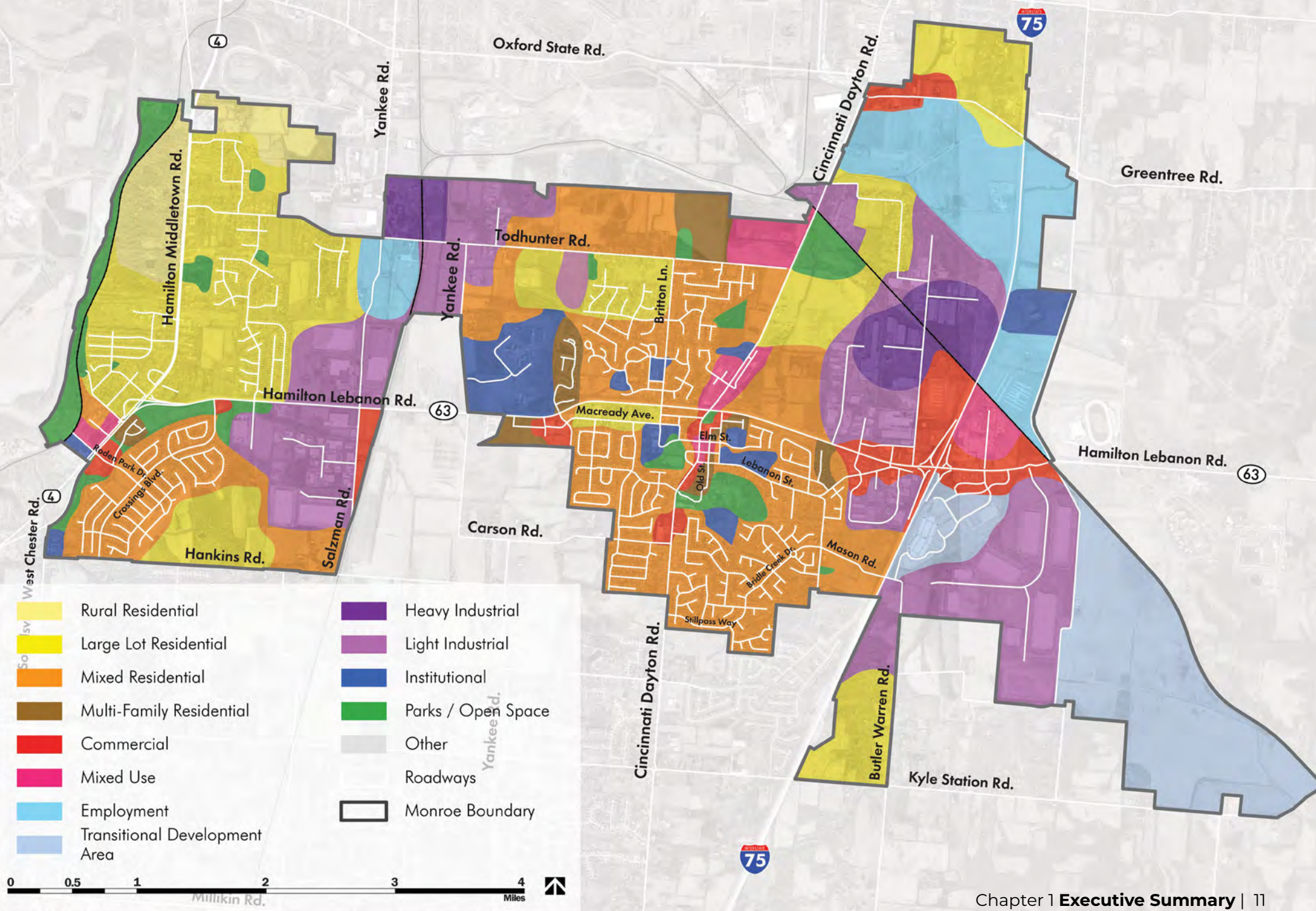
- 1. Create additional housing units and housing types to attract new residents and provide additional choices as existing residents’ housing preferences change.
- 2. Support economic development efforts related to employment growth.
- 3. Establish healthier and more connected neighborhoods.
- 4. Increase residential property values throughout the community.

Economic Development

Monroe will be an economically sustainable city with a diverse tax base and high-wage jobs while protecting the community’s character.

The City of Monroe has experienced tremendous economic development growth over the past ten to fifteen years, primarily within the regional retail and logistics sectors. The nature of this development has raised questions within the community about appropriate types of future

FUTURE LAND USE MAP



development on the City’s limited remaining land. This section aims to guide future economic development activities within the context of the Comprehensive Plan. Key recommendations include:

- Identify and embrace appropriate economic development opportunities for Monroe.
- Balance business/talent recruitment with business/talent retention.
- Foster a collaborative design environment to ensure buildings are designed with changing industries in mind, compatibles land uses are adjacent, aesthetic standards drive quality development, and redevelopment sites or transitional areas are thoughtfully addressed.
- Develop communication standards, internal and external review processes, and informational resources to provide concise, efficient services to existing and future businesses.

Transportation

Monroe will have a safe, accessible, and well-connected multi-modal transportation system that addresses vehicular congestion, supports the desired land use pattern; promotes physical activity, health, and wellness; and serves the needs of Monroe’s residents, businesses, institutions, and industries.

The goal of the Transportation component of the plan is to address concerns identified by the community during multiple public engagement opportunities held in person and online. Areas of improvement were identified as well as additional roadway development needed to support future growth areas. This section will focus on best practices, connectivity improvements, maintenance of existing facilities, and new construction.

A well-connected transportation network is central to supporting and maintaining quality of life and the economic success of a community. The existing network has been identified as a key component of the City’s past growth and success. Continued investment in the transportation network will be important for future neighborhood development and for creating connections to key amenities such as parks, schools, and the downtown. The transportation system should be balanced to provide for all means of travel while serving the needs of a wide variety of users. The transportation recommendations in this section are aimed at supporting the plan’s overall vision as well as recommendations related to land use and growth, economic development, recreation, and quality of life. Through effective planning and thoughtful design, the City of Monroe’s transportation improvements can contribute to the overall community aesthetic and give new life to the City.

Quality of Life

Monroe will be a resilient place to live, build a career, do business, eat, shop, and recreate, making it the preferred place to call home in the region.

Quality of life is a concept that combines the social, cultural, economic, and physical attributes of a community. The relationship between these elements creates a unique community fabric that influences the experiences of residents and visitors. Positive attributes are often associated with housing character, quality schools, access to recreation and entertainment, and a healthy environment. Just as important to overall quality of life is the interaction of residents with each other and their surroundings; this includes civic pride, history, community organizations, and cultural and faith-based institutions.

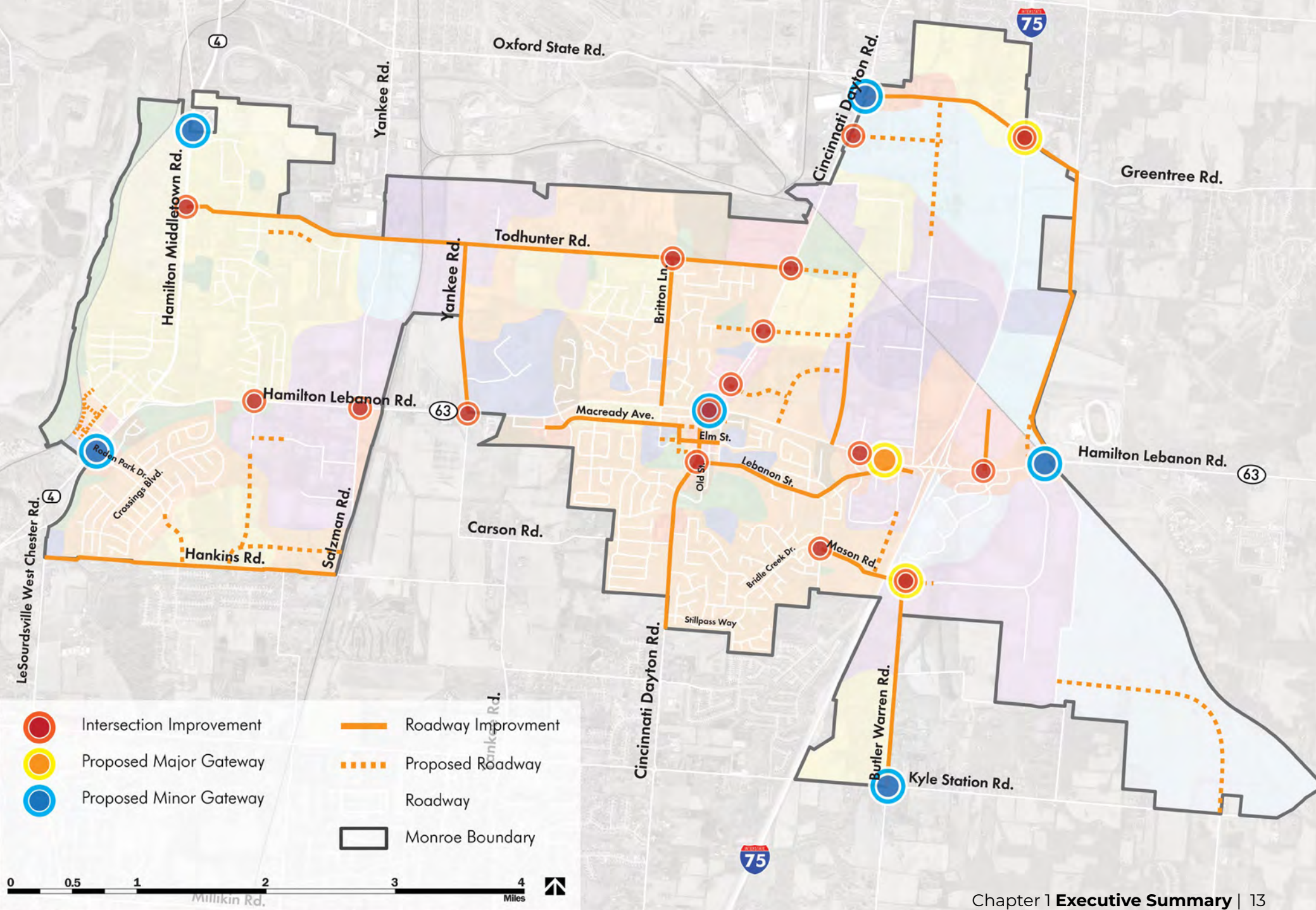
The Quality of Life framework focuses on City services and facilities, parks and recreation amenities, and cultural venues, with the goal of providing superior quality of life in the region to serve existing residents and to maintain a strong local economy. To work towards this goal, the City, residents, businesses, organizations, and schools must all work together. Quality of life is impacted by every development decision the community makes whether that is by City leaders and staff, developers, or individual property owners.

Downtown

Monroe will reinvigorate the downtown by strategically planning a genuine community gathering space that fosters public private partnerships for varied residential opportunities, creates jobs through business attraction and retention, and caters to a pedestrian-oriented environment with generation bridging activities.

This plan envisions the downtown area as a thriving asset that better establishes Monroe as a complete community. In other words, the goal of the downtown recommendations is to create an environment for people to enjoy being downtown for living, shopping, dining, entertainment, recreation, and work opportunities. While Monroe has a diverse land use mix of neighborhoods, employment districts, commercial corridors, and parks, the downtown lacks the activities to make it a unique district. Key amenities to attract families, young professionals, and other residents are critical to the future success of the area. This includes creating opportunities for more urban living, entertainment attractions, activities for families and children, arts and culture events, walkable streets, and interactive gathering spaces.

FUTURE TRANSPORTATION MAP



The recommendations below focus on the amenities and design elements needed to attract new development and subsequently, more residents and visitors to the downtown area. Some of the recommendations in this section will be implemented by the city or local non-profit groups and will require significant public investment. Public investment in these projects helps to exhibit the city's commitment to the downtown and will then help attract developers and stimulate private investment in the area.

Duke Energy Substation

Enhance the entry experience from State Route 63 to the downtown along the Cincinnati Dayton Road corridor and improve overall aesthetics of the area, especially surrounding the substation.

This focus area is an extension of the downtown plan seen on page 113 in the Downtown Section. The Duke Energy Substation just north of downtown is one of the many developments that line Cincinnati Dayton Road / Main Street. Subsequently, it is also one of the first sights to welcome visitors to the downtown when heading south along Main Street. Though electrical substations are critical infrastructure, they are utilitarian in nature and not typically designed to match their surroundings.

The enhancement plan for the substation details an improved streetscape and crossings as well as numerous landscape plantings. Roadway improvements include the incorporation of landscaped medians, new sidewalks, a multi-use trail, and enhanced intersections with colorful crosswalks and large intersection plazas that allow pedestrians and trail users to safely queue before crossing the street. Landscape enhancements include the incorporation of new street trees, varied and low maintenance native plantings, and stormwater planters to help manage runoff. Immediately surrounding the electrical substation, new vegetated buffers are recommended to screen and control views and soften the appearance of the substation from any angle. These recommended improvements will increase biodiversity and enhance the gateway and welcome experience to Downtown Monroe.

Butler Tech LeSourdsville Campus

To bridge the Butler Tech LeSourdsville Campus, Monroe Bicentennial Commons, and the surrounding community together through the development of a new hub on the west side complete with live and work opportunities for young adults and entertainment options for all young professionals, workers, and entrepreneurs, and create a stronger partnership between the Campus and City.

The Butler Tech LeSourdsville Campus property on the west side of Monroe has the potential to become a vibrant district of residences, businesses, and gathering spaces organized around a new, walkable street framework. Uniquely situated between State Route 4 and the planned improvements to Monroe Bicentennial Commons, the property could create a destination in the area capable of supporting retail and restaurant businesses to serve nearby residents while also providing an appropriate location for both single family dwellings and multi-family living at a range of affordability levels.

Implementation

Implementation is the process by which the Plan's recommendations get translated into meaningful change within the community. The City of Monroe has been thoughtful in its approach, crafting its vision for the future carefully. The implementation section lays out the next steps necessary to achieve the goals and recommendations related to this vision. It is crucial that key stakeholders, including the Mayor, City Council, Planning Commission, City staff, business and community leaders, and not-for-profit organizations, play a pivotal role in implementing this Comprehensive Plan.

Principles of Implementation

Flexible Approach

The Plan does not contain the Planning Commission or City Council's actual decisions regarding development. It is a guide for decision-making as the community's collective vision for future growth. The Plan reflects the community's values, and the spirit of the Plan should be adhered to ensure that community input is respected. City staff, Planning Commission, and City Council members should interpret the goals as pieces of that broad, long-term vision.

Action steps help direct the day-to-day decisions concerning specific task-oriented activities. Members of Planning Commission and City Council should use the action steps to help determine which of the recommendations they wish to achieve in the short-term, in the long-term and how to accomplish them.

The Plan is also a guide for future projects. The recommendations and implementation strategies in this Plan should not be the only priority and focus for the City to implement. This Plan cannot account for unknown future development projects that may be proposed over the next five to 20 years. The Plan is intentionally written with a bold vision and broad goals to give Planning Commission and City Council

the latitude to make the best decision in approving or denying future development projects based on changing conditions and values of Monroe.

The City's collective vision for the future is not negotiable. While there will be petitions that request changes to different land uses, they should not be granted strictly because of a single hardship expressed by a property owner or group of property owners. Should Planning Commission recommend approval to the City Council for numerous rezoning requests inconsistent with the future land use map within the Plan, the Plan should be updated as this is an indication that the City's conditions, issues, or priorities have changed.

Fiscal Responsibility

The implementation of the Plan will require the City's financial commitment and support. Although the City intends to administer this Plan with the current financial resources available, money may need to be set aside in future budgets to carry out some recommendations. Additional funding resources from outside sources may become available and make sense for the City to consider. The City should seek funding resources through federal, state, or local grants, loans, and other resources.

Stakeholder Involvement / Engagement

Public engagement activities and participation was a vital part of the creation of the Comprehensive Plan. Several business owners, stakeholders, residents, and City officials were involved in bringing this Plan to fruition. For implementation to be successful, stakeholder involvement and public engagement must be maintained. Public meetings and hearing about changes to the land use and proposed development is not meant to be taken lightly or left to just the knowledge of the Planning Commission and City Council members. Input from the community about whether or not a project will achieve the vision and goals outlined in the Plan is a vital process. Although the Planning Commission and City Council members will have the final say, additional input from stakeholders and the public when making decisions that will affect the community must be taken seriously and utilized.

Collaboration & Partnerships

Several partners came together to provide input during this process. The implementation of this Plan requires on-going relationships between stakeholders, property owners, business owners, community leaders, the City, and State. Strong partnerships are needed to foster good communication, provide other alliances in implementing some

recommendations and explore funding opportunities.

Open and Nimble to Opportunities

This Plan was created to represent the community's vision for the community's future, and it is unlikely that this Plan has accounted for all types of development. This Plan cannot account for the unknown opportunities that may present themselves to the City. City staff, the Planning Commission, and City Council must use their best judgment, experience, and along with the Plan, determine if that project would be beneficial to the community.

Accountability

The City is responsible for implementing the recommendations, reviewing and updating the Plan, and accomplishing the vision and goals in this Plan. As the needs of the community change, the Plan should be reviewed and updated regularly to align with those changing needs. Future changes in the local economy may affect what projects are the most important to address. It is recommended that this Plan is reviewed once a year to ensure that the vision, goals, and recommendations are still applicable. If they are not, an update should be done either internally by staff or with help from a consultant team.

Primary Initiatives

After taking into consideration the communicated needs of the City and the information and ideas discussed throughout the planning process, a list of five primary initiatives has been identified to help prioritize City projects and help create a working plan of next steps. These recommendations and associated action steps should be used as the first set of work plan items to be prioritized and completed. During plan review periods, the City should reassess current conditions and adjust this list appropriately. The top ten initiatives, in no particular order, are:

- Form a Comprehensive Plan Implementation Committee.
- Create a three to five-year capital improvements plan.
- Update the Planning and Code.
- Develop an Economic Development Plan.
- Develop a recreation and connectivity master plan.

Implementation Matrix

At the end of the Implementation chapter is an implementation matrix. The matrix lists each of the recommendations under the comprehensive plan topics. For each recommendation, the respective action steps, relative timeline, cost magnitude, and parties necessary for implementation are identified.



INTRODUCTION

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Advance Monroe 2040 articulates the long-term vision of Monroe residents, businesses, and institutions. The Plan provides policies that reinforce this collective vision by directing future development to strengthen the City and create exceptional places for its people.

The Plan sets forth a vision and framework that supports making land-use decisions, managing the quality of development, determining the timing and location of future growth, and directing investment and development activity. It is a dynamic tool that responds to changes and is updated periodically. The Plan is the basis for which zoning and subdivision ordinances can be created, adopted, and changed for a community to represent their best and achieve their future needs. Typically, these long-term plans will help City officials and staff identify existing needs and prioritize projects to help achieve those goals. While this Plan cannot address every issue or concern in the community, it works to identify topics that need more attention, action, or further study.

What is a Comprehensive Plan and How is it Used?

A Comprehensive Plan is a citizen-driven plan to set long-term goals and objectives for the community's future. It will guide policy-related decisions for future development and redevelopment of existing areas within the City. The Plan works to prioritize the values and aspirations of the community by identifying potential locations for future development by type and intensity, as well as corresponding transportation, utility, and amenity improvements and needs.

City staff and elected and appointed officials use the Comprehensive Plan to review applications for land use changes (rezonings) and other development or redevelopment applications. The Plan guides the action staff and officials should take to align with the community's vision and goals. The Plan helps guide staff by prioritizing recommendations based on importance. The Comprehensive Plan is also a source to inform decisions about capital improvements and broader City budgeting. The Plan should be reviewed annually and updated as needed to ensure that the goals and objectives remain applicable and reflect the community's changing needs.

Planning Law

State of Ohio legislation requires Ohio communities to have a comprehensive plan before adopting zoning. The law does not require specific elements in the Plan. It encourages plans to be updated every five years depending on the conditions in the community, regionally, and nationally. Whether government-related or non-profit, many funding programs typically require an updated comprehensive plan before submitting a funding application.

Monroe is a member of the Ohio Kentucky Indiana (OKI) Regional Council of Governments. OKI has published a series of guidelines for communities to review when preparing their comprehensive plans. These guidelines suggest elements to include in the Plan, ensure community needs are met, encourage coordination with other government entities, and incorporate additional data sources and plans.

Purpose

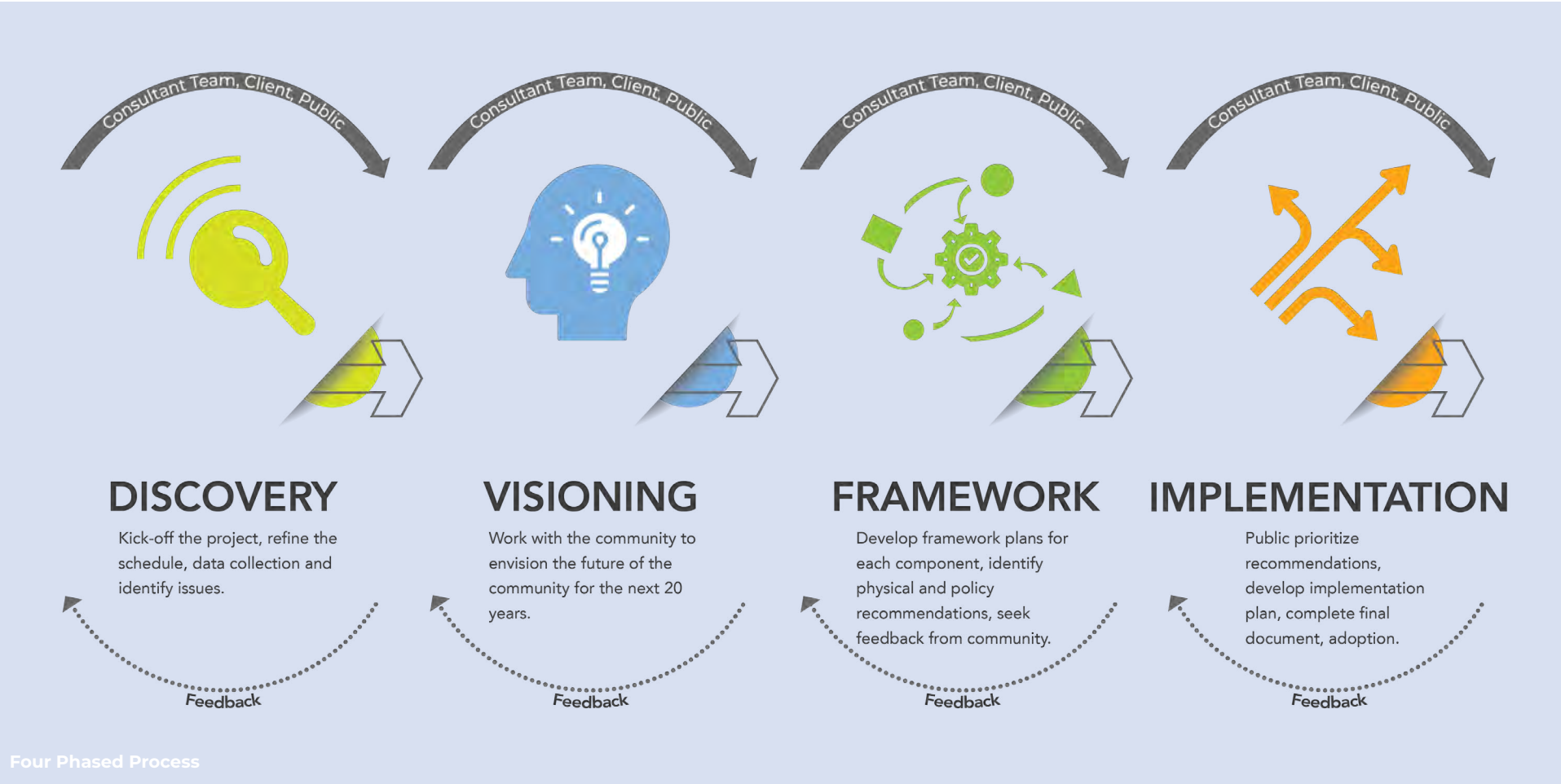
Planning is a continuous process that has occurred before this Plan and will continue after its adoption. The Advance Monroe Comprehensive Plan results from a dedicated process that brought residents, stakeholders and property owners, and the City together to identify existing conditions throughout Monroe, recognize trends, and create recommendations for the future. The Steering Committee members, City Staff, and stakeholders worked over the last year and a half to create the Plan. The City offered multiple virtual and in-person opportunities throughout the process to ask for input from the broader community.

The Plan process was divided into four phases:

- Discovery
- Visioning
- Framework
- Implementation



Fourth of July Event in Monroe, OH



The discovery phase was the initiation phase of the project. It addressed quantitative and qualitative opportunities and challenges facing the City. The opportunities and challenges were identified by reviewing existing studies, City tour, and facilitation of various meetings with property owners, stakeholders, elected and appointed officials, and City staff. A summary document was prepared to highlight economic and demographic trends for the community and presented to the public at the first public meeting.

The visioning phase included creating a vision statement and identifying goals for a series of critical frameworks to achieve that vision. Principles for each framework help accomplish the overall vision. These principles ultimately guided the development of the frameworks and the design

and policy recommendations. The following frameworks included in the Plan are:

- Land Use
- Economic Development
- Housing
- Transportation
- Quality of Life
- Downtown

The framework phase included developing detailed recommendations for each framework. Each framework includes both design and policy recommendations. Maps, graphics, and text were created to support each critical framework.

The final phase, the implementation phase, involved identifying short-term and long-term priorities based on the recommendations. The implementation matrix includes identifying the steps, partners, timing, and cost for each recommendation. An implementation matrix increases the Plan’s success by ensuring it is regularly used to achieve the vision.

During the development of this plan, the COVID-19 pandemic emerged and the City delayed the process as the State enacted various shut down measures. This period allowed an opportunity for reevaluation of overarching economic changes and their impact on the goals, objectives, and frameworks of this plan. The City conducted more virtual outreach sessions with stakeholders to gather input to refine plan elements.

How to Use this Plan

This Plan is a roadmap used by City staff and elected and appointed officials to guide Monroe’s future development. The Plan contains the vision, goals, policies, maps, and recommendations as decision-making

tools. By implementing these tools, the vision in this Plan created by the community will become a reality.

Implementation is the process by which the recommendations of the Comprehensive Plan get translated into meaningful change within the community, which is often challenging. While the objectives and recommendations are organized under various key components, implementation relies on treating them as a part of a whole. The Plan provides policies, projects, and programs within the context of those critical components. Not all goals and recommendations can be completed immediately. This document should continue to evolve as physical, economic, and social conditions change and resources become available. The City must also consider the necessary staff and budget resources and prioritize actions to implement the Comprehensive Plan successfully.

While the Comprehensive Plan has tried to account for many different development scenarios and resource possibilities, there are still elements of uncertainty. This uncertainty is why the Plan should be a dynamic and living plan that continually evolves. As conditions change, the staff should consider whether the opportunity presented meets the Plan’s intent, vision, and principles and beneficial to Monroe. If it does, then the opportunity should be approved, and the City should consider updating the Plan.

Focus Areas of the Plan

Within the Comprehensive Plan, a detailed analysis of three key areas occurred. The three focus areas are the downtown, Duke Energy substation downtown, and Butler Tech’s LeSourdsville Campus. These focus areas contain detailed recommendations to improve design aesthetics, foster redevelopment, or create a new place within the City.

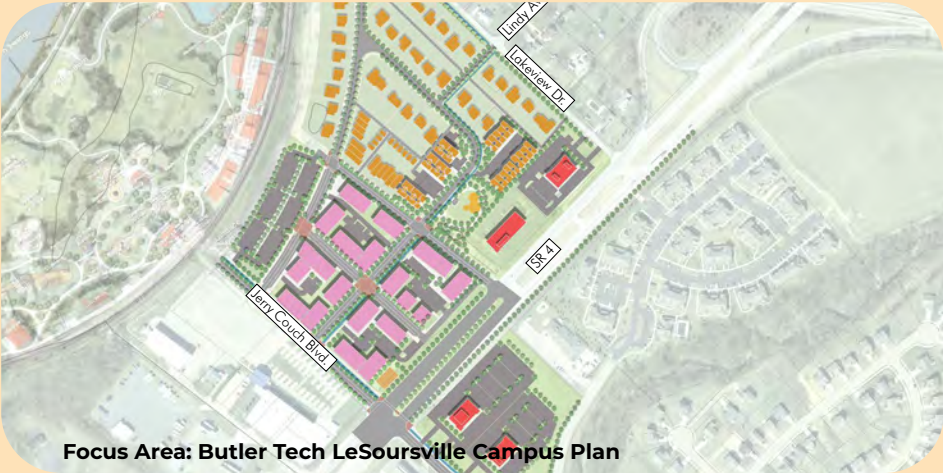
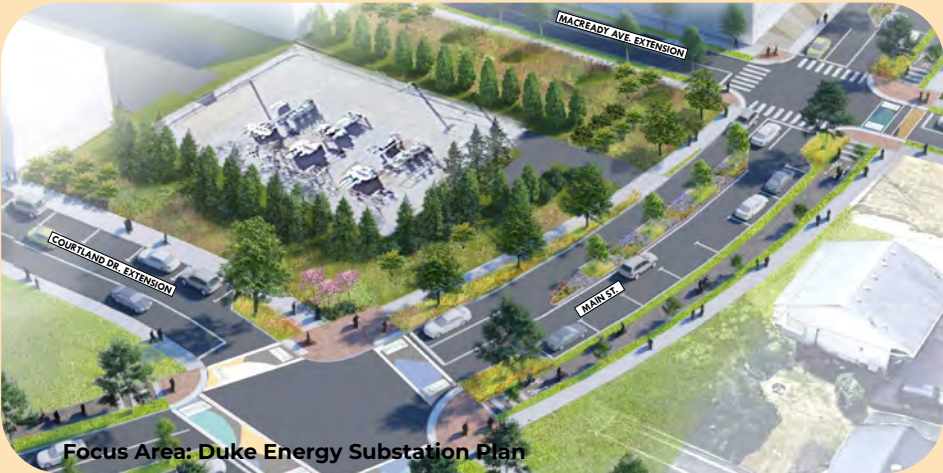
The first focus area, downtown, is found starting on page 112. This Downtown Plan details a future build-out scenario that encourages downtown redevelopment into a more active town center for the City. The plan recommends streetscape improvements and beautification strategies, mixed-use development, housing opportunities, bike, and pedestrian connections, and creates opportunities for gathering spaces for residents and visitors. The downtown is a destination in Monroe, making development and redevelopment of the area a chance to explore further.

The second focus area is the Duke Energy Substation. Located north of the downtown, the Duke Energy Substation along Cincinnati Dayton Road / Main Street is an area of interest for the City because it is the front door into the City’s downtown. Duke Energy awarded the City a grant to plan for upgrades around the facility. The details of the plan for the area are found on page 117.

Butler Tech LeSourdsville Campus is the final focus area called out in the Plan. The Butler Tech administration owns land adjacent to their building, and the City wanted to provide some options for their strategic plan update. The development plan complements Butler Tech’s campus and takes advantage of Monroe Bicentennial Commons. It illustrates a total build-out concept complete with housing opportunities, retail, and restaurants for the west side of Monroe. More details about the Plan are found on page 120.

These focus areas address a variety of challenges facing the City and provide solutions that address some of the desires mentioned by the residents throughout the process. While not everything can be implemented immediately or at all, the purpose is to provide a vision for what could be with the right type of development, partners, and incentives.

The Land Use chapter contains additional areas of interest not discussed here starting. The Land Use chapter begins on page 44.



Planning Framework

The planning frameworks are the main recommendations of the plan that focus on Monroe's physical, policy, and programmatic guidance for the next 20 years. These frameworks were identified during the visioning phase of the process and aim to address critical issues and capitalize on opportunities that will diversify the economy, ensure quality growth, promote family-centered amenities, and create a vibrant quality of life. There are six comprehensive frameworks in this plan: land use, housing, economic development, transportation, quality of life, and focused areas. Each framework is organized into a section with principles that support the goal statement. Each section will showcase various images and graphics, including maps, photographs, or illustrations, accompanied by descriptive text to explain the recommendations. The intent is to help decision-makers and the broader community understand the intent recommendations in each of these sections.

Land Use – This section describes the type, character, quality, and location of all land uses in Monroe for the next twenty years. This section also discusses redevelopment options for uses that might be in a transition period or at the end of their market life.

Housing – This section describes the housing needs, types of housing, and location for various housing types across the City.

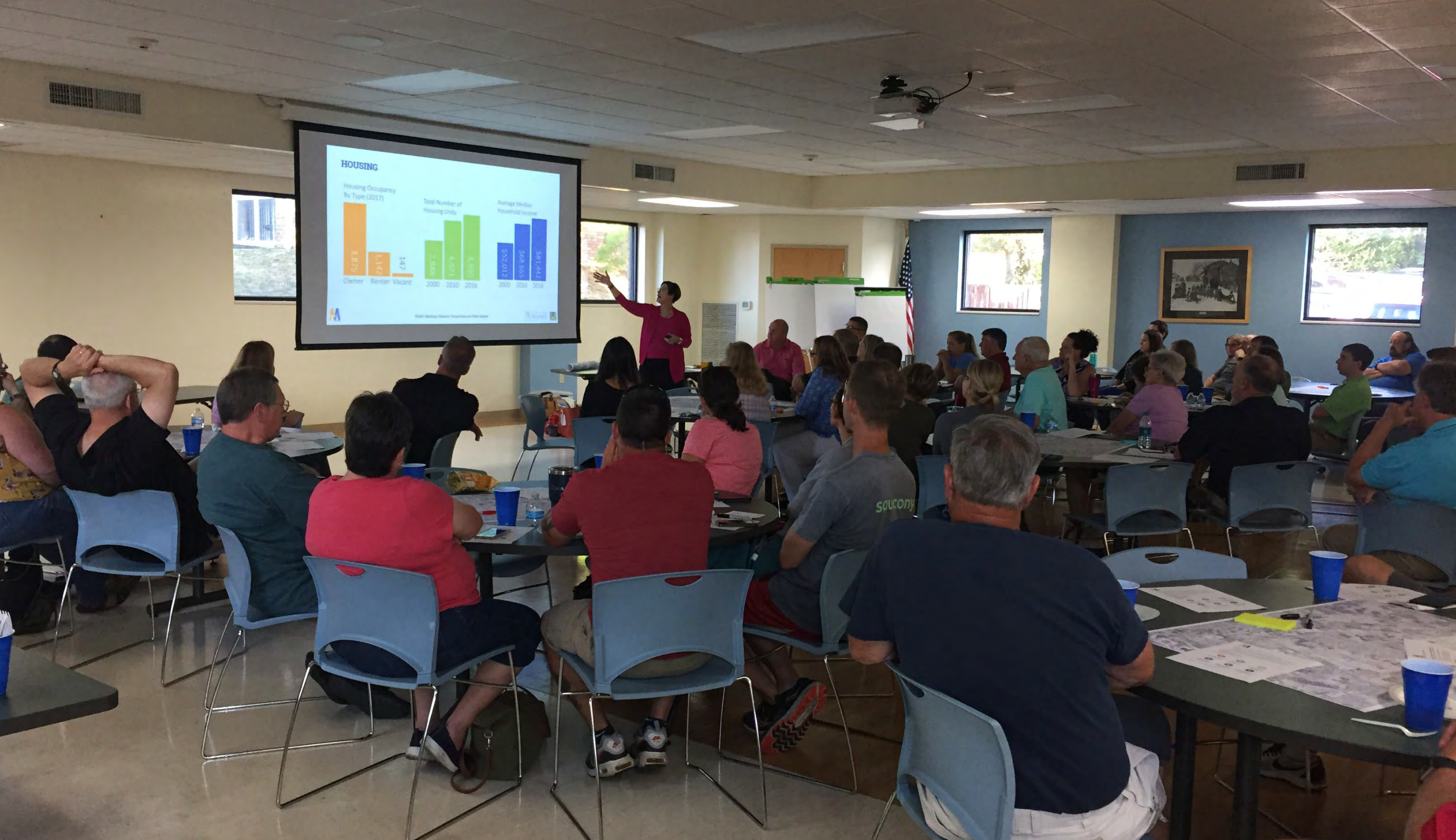
Economic Development – This section addresses creating a robust, diverse local economy with higher wages while also retaining jobs.

Transportation – This section addresses creating a multi-modal transportation network, improving mobility and connectivity for all modes, improving safety, and identifying locations for gateway improvements.

Quality of Life – This section addresses the community's needs as it relates to the quality of life of a resident. These amenities include parks, trails, and City services.

Focus Areas – This section includes three focused areas of the community that have more detailed recommendations. These areas include the downtown, Duke Energy substation north of the downtown, and Butler Tech's LeSourdsville campus.

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DISCOVERY

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Process & Community Engagement

The City of Monroe hired Rundell Ernstberger Associates to facilitate the planning process and creation of the Advance Monroe Comprehensive Plan. The project took almost two years to complete due to a delay from the COVID19 pandemic shut down, which prevented much of the necessary public engagement and Steering Committee work for nearly a year.

The project started with a kick-off meeting to discuss the process and the plan’s critical issues. The first meeting was June 17, 2019, with focus group meetings during the day and ending with the first steering committee meeting. There were seven focus groups organized by the following topics: government, residential realtors and HOA’s, residential developments, commercial developers and brokers, the Downtown Business Group, employers and members from the Chamber of Commerce, large landowners in the City, and institutional organizations and representatives.

The Steering Committee was a group of community leaders who provided guidance and feedback to the staff and consultant team throughout the process on various issues and work products. Multiple Steering Committee meetings took place throughout the planning process. Each Steering Committee meeting focused on providing input into the direction of the plan, including the existing conditions, vision,

principles, and frameworks, which the public would eventually review.

Public meetings and events were opportunities for residents to get involved and provide feedback in the planning process. Several in-person, online, and virtual options were available to the public even before the pandemic. The project had a dedicated project website that informed, educated, and collected comments from visitors. The public also had the opportunity to respond to online surveys. Over 400 people responded to each question in the series of online surveys. The information gathered thru these surveys allowed further tailoring of ideas and concepts within the plan. Policies, recommendations, and implementation were a direct result of the feedback received throughout the process.

Throughout the process, staff participated in every steering committee and public meeting and specific meetings with the consultant team to review materials and refine content. Each meeting was used as a check-in to present new materials, updates to text and maps, and review various concepts included in the plan.

A complete summary of the meetings and events that took place over the development of the comprehensive plan is as follows:

Meetings & Events Summary

March 12, 2019 | Council Meeting

Consultants from REA attended a Council meeting to learn about Monroe, land use changes, rezoning, and other infrastructure improvements. This meeting provided an overview of the development pressures of properties along I-75 and the Council’s opinions on development in the area.

April 26, 2019 | Kick-off Meeting & Community Tour

The kick-off meeting was with City Staff and consultants to begin the project. This kick-off meeting included introductions, a review of the schedule, setting up the steering committee, focus group topics, and attendees. A community tour was then given by staff for the consultants to see different areas of the City, understand some of the land use issues, and take images.

June 17, 2019 | Focus Group Meetings & Steering Committee Meeting 1

The consultant team facilitated seven focus group meetings around a variety of topics in June. The focus groups identified a list of critical opportunities and issues to organize discussion for the steering committee and public. The steering committee helped to understand the demographic trends in the community over the last twenty years and identify issues and opportunities.

July 4, 2019 | Fourth of July Event

The Monroe City staff and consultant staffed a booth at the Fourth of July community fair. People attending the fair provided input about issues and opportunities within the community that would help guide future decisions about where to focus and focus on the comprehensive plan.

August 1, 2019 | Night Out Event

The staff attended another existing community event to talk about the project. At this event, the staff facilitated a mapping activity where attendees could place labels that were strengths and weaknesses. Attendees could also identify one thing missing from the community.

August 5, 2019 | Public Meeting 1

This first public meeting included explaining the process, the outcome of the plan, a summary of findings from the previous events, and an analysis of existing physical conditions and demographic and economic data obtained from Census data. Attendees also provide input on their desires for the future of Monroe.



August 15, 2019 | Steering Committee Meeting 2

At the second steering committee meeting, the consultant reported the results of the public meeting to the committee and discussed vision statements and goals.

October 1, 2019 | Staff Work Session

Staff and the consultants worked together to discuss the future land use scenarios that would support the vision statement and goals. These scenarios contained various intensity options that ultimately would be refined into one option. Staff and consultants held individual property owner meetings to discuss their thoughts about the future of their property.

October 28-30, 2019 | Large Property Owners Meetings

Consultants and staff facilitated several individual property owner meetings who owned large tracts of undeveloped land in Monroe. These discussions guided the draft of the future land use map.

November 18, 2019 | Steering Committee Meeting 3

The third steering committee meeting focused on developing a final vision statement and refining policy statements. The steering committee completed an image preference survey to create a visual library of the character of different land use types by framework category, including housing, employment & industrial, commercial, transportation, and quality of life.

January 17 – February 7, 2020 | Community Online Surveys

Online surveys were distributed to the community between the middle of January until the middle of February. The online surveys were image preference surveys. The public selected the images with the types of development they would like to see in Monroe. By the time the surveys closed, there were nearly 1,500 responses collected from the community.

February 26, 2020 | Steering Committee Meeting 4

The fourth meeting of the steering committee was to discuss the draft of the future land use and transportation maps. A breakdown of the future land use in acres, and land absorption calculations, were provided with precedent images to show how future development in some areas could look. The steering committee reviewed materials and provided refinement for both maps.

October 9, 2020 | Grant Meeting

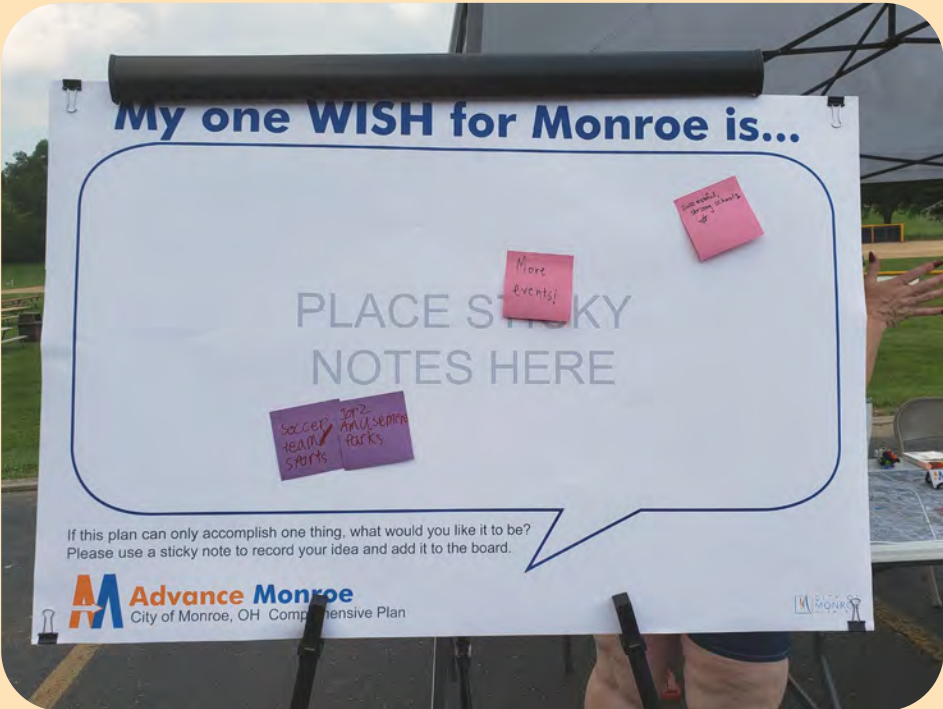
Duke Energy provides planning grants to communities they serve to improve the vitality of communities through K-12 education, workforce, nature, and state strategic impact initiatives. The City of Monroe received a grant to plan improvements near the Duke Energy Substation north of the downtown. The downtown plan incorporated the proposed streetscape improvements for the area around the Duke Energy site. See page 113 for the Downtown Plan and page 118 for the Duke Energy Substation Plan.

November 19, 2020 | Steering Committee Meeting 5

The fifth steering committee meeting was virtual due to the pandemic. During the meeting, the steering committee finalized the vision statement, goal statements, and reviewed multiple plan components, including future land use, transportation, and quality of life.

March 16, 2021 | Monroe Area CIC Meeting

The consultant provided an update on the comprehensive plan to the Monroe Area Community Improvements Corporation (CIC) Board. The consultant presented an overview of the plan, including the vision statement, goal statements, future land use map, future transportation map, and downtown build-out plan to gather feedback from the board members.



Outlook & Projections Summary

The Comprehensive Plan builds on past trends to prepare the City for the future. Monroe is a desirable community for families and professionals to live. There has been steady population growth over the last 10 years, and it will continue at that rate unless the City takes other steps to manage development differently.

Population and employment projections determine how much land is allocated to different land uses. These projections are derived from demographic trends. The Steering Committee discussed the fast rate of population and housing development and together determined slow managed growth should be the policy direction of the City. Although Monroe faces challenges in expanding its physical boundaries, the City has enough undeveloped land for future housing to continue attracting future residents to the community. The 2040 Comprehensive Plan will accommodate a future population of 21,000 people by 2040. This population is an increase of 6,000 people from the 2019 population of 15,000 people. The Steering Committee believes this is the appropriate amount of growth over the next 20 years.

Land use calculations were created to determine how much land should be devoted to each type of residential land use to support the projected population growth of 6,000 people by 2040. These land use calculations can also indicate how many housing units should be developed during the build-out of the plan. The land use summary is below:

Current Population: 15,000 people (2019)

Projected Population: 21,000 people (2040)

Current People Per Household: 2.74 (2019)

Remaining Approved Housing Units by Development:

- Monroe Crossings: 200 Single-Family & Town Homes
- Tall Oaks: 182 Single Family
- Trails of Todhunter: 106 Single Family

Additional Housing Units Needed:

- Projected Housing Units: 2,190
- Approved Housing Units: 488
- Total New Housing Units: 1,702¹

¹ Monroe would issue approximately 85 building permits per year. On average, Monroe issues about 80 residential building permits per year.

Assumptions:

- Rural Residential 0.5 units/acre
- Large Lot Residential 2 units/acre
- Mixed Residential 4 units/acre
- Multi-Family Residential 8 units/acre
- Mixed Use 8 units/acre

Proposed Land Use Plan Acreage & Units:*

- Rural Residential 80 acres (40 units)
- Large Lot Residential 825 acres (1,650 units)
- Mixed Residential 760 acres (3,225 units)
- Multi-Family Residential 110 acres (895 units)
- Mixed Use 100 acres (770 units)
- Commercial 210 acres
- Employment 780 acres
- Light Industrial 220 acres
- Transitional 835 acres
- Institutional/Parks/Open Space 100 acres

**The City's vision of 6,000 new residents is for the next 20 years. The proposed land use plan is for full buildout of the City which greatly exceeds a 20-year timeframe. To manage growth and achieve 6,000 new residents, which equals the projected 1,702 new housing units for the 20 year period, the City could increase the lot size thereby decreasing residential densities. Additionally, the City could increase open space requirements within residential developments, increase support uses such as libraries, neighborhood commercial development, parks, daycares, etc. to be integrated into the development. Finally, another growth management mechanism is to allow development on smaller lots while preserving a larger area of the development as green space, recreation, or natural area through a covenant.*

Projected Buildout Timing:

- New Population Growth 5,000 every 20 years
- No changes in lot size assumptions
- Requires about 1,800 new housing units
- Approximately 50 to 60 years until residential buildout
- Approximately 40 years until commercial & mixed buildout²
- Approximately 50 to 75 years until employment buildout³
- Approximately 2 to 10 years until light industrial buildout

² Monroe currently issues permits for approximately 34,500 sq. ft. of commercial permits per year.

³ The timing for employment building out depends on the market and the required infrastructure improvements to support the intensity of development.

Opportunities & Challenges Summary

Comprehensive Plans are developed to help communities manage land use, public investment, and represent its community values . Therefore, community input and participation were critical to this planning process. Multiple opportunities and challenges were identified during the process by Steering Committee members, focus group participants, City officials, and residents. All opportunities and challenges directed the creation of each framework within the comprehensive plan.

Key Challenges

Public input was a significant part of identifying and refining the community's opportunities, challenges, vision, goals. It also provided the basis for this plan's land recommendations. During all phases, public input helped identify the opportunities and challenges, develop the vision, goals, and recommendations and continually refine these elements. Below is a summary of the opportunities and challenges the community identified during the discovery phase:

Housing

- Better quality residential development
- More affordable housing options
- More multi-family housing options
- Develop more senior housing options

Economic Development & Employment

- Focus on more tech and office development
- Industrial development is too prevalent and visible in the community
- Better separate and buffer industrial and residential uses
- Increase higher paying employment opportunities
- Revitalize the downtown and make it a central hub

Commercial

- Focus on more tech and office development
- Bring in more sit-down restaurants to the community

Transportation

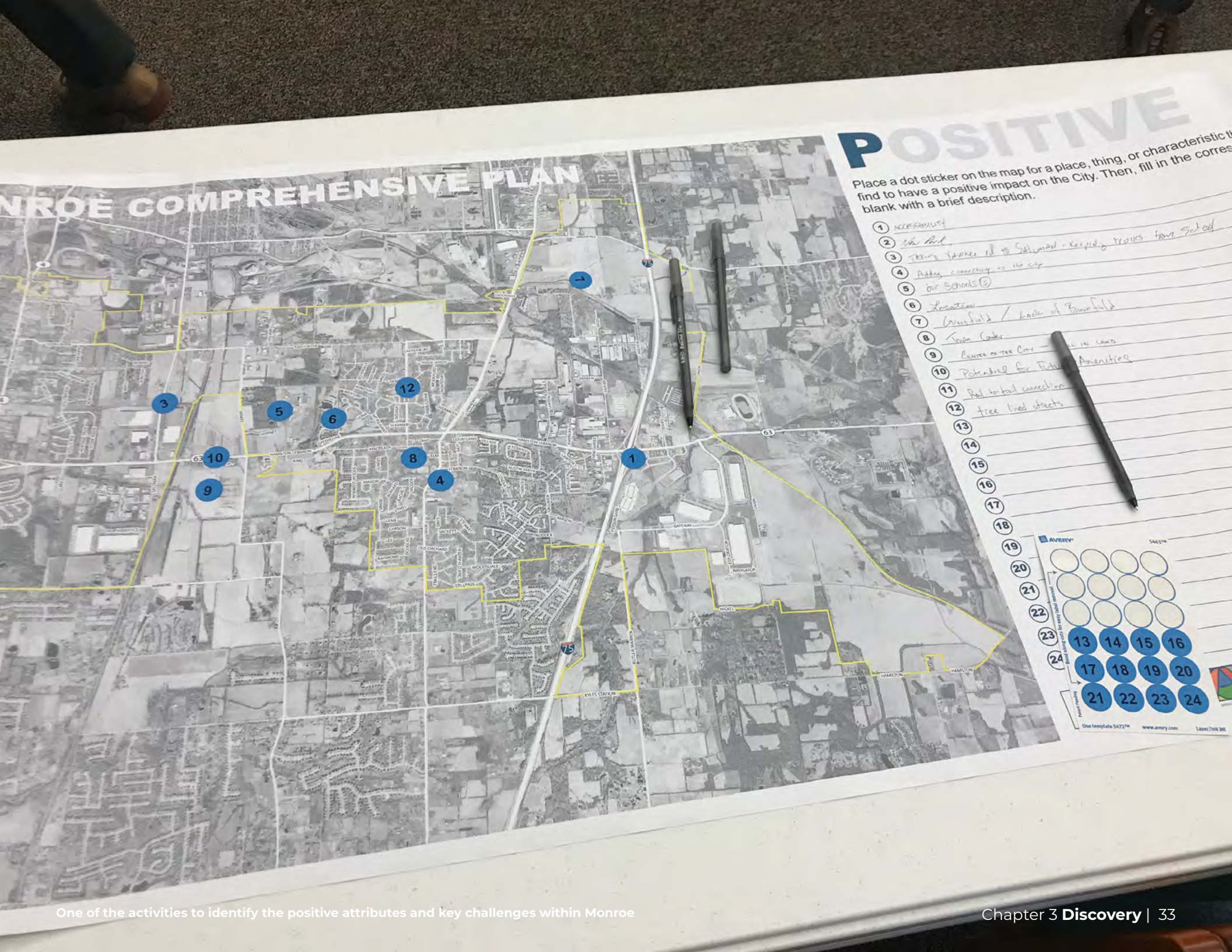
- Develop more complete streets
- Develop better transportation infrastructure
- Increase pedestrian access throughout the City (connectivity)
- Increase overall safety
- Develop more sidewalks throughout Monroe and construct trails
- Reduce congestion along roadways

Quality of Life

- Improve existing parks and recreational spaces
- Develop more parks and recreation opportunities throughout the City
- More sports facilities and fields
- Improve the gateways into Monroe
- Responsibly grow schools
- Create a community center for residents
- Develop a senior center
- Create a dog park

Growth Management

Monroe has seen increased growth in specific market sectors in recent years. These sectors have included single-family residential, manufacturing, and distribution. This significant growth with large land users limits the supply and availability of land for future growth. While Monroe still has land for future development for the next 20 years, the land for the City is not infinite. Monroe has limited options to increase its jurisdictional boundaries through annexation, a method the City has not actively pursued. The public identified more housing choices and options and a desire to see fewer large warehouses/distribution. Over the next 20 years, there are three ways Monroe can manage its growth including population growth, strategic land use priorities, and redevelopment of existing land.



One of the activities to identify the positive attributes and key challenges within Monroe

Land Use Compatibility

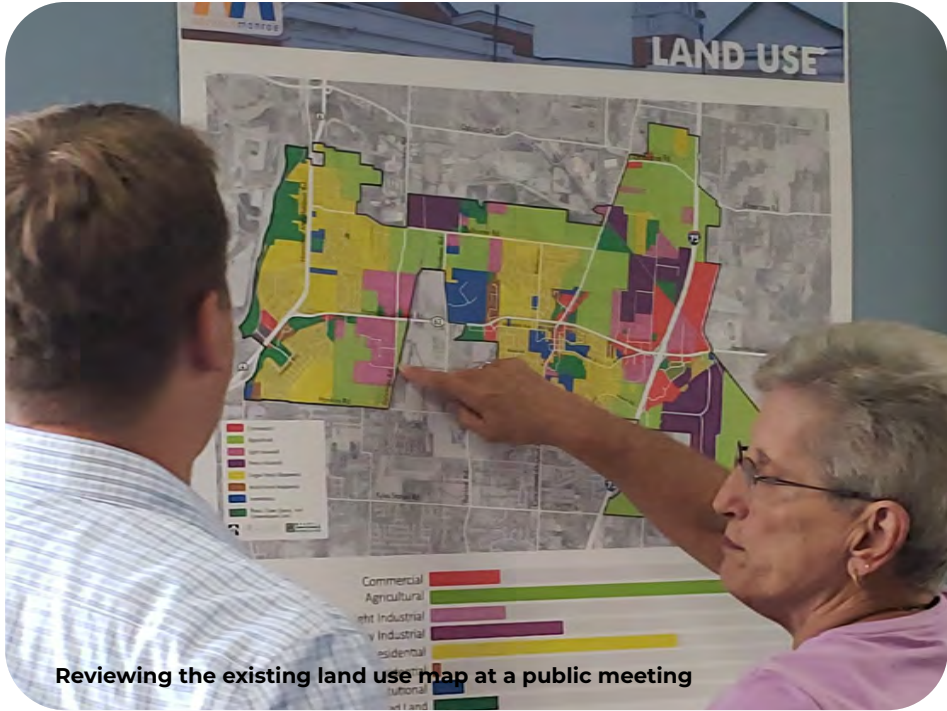
The City of Monroe has a distinct development pattern that created land use incompatibilities. While most of the City is residential, it is split in two by industrial areas toward the center of the community. The land use conflicts created by the adjacency of residential and industrial have soured many residents on future industrial development even though good jobs and wages are provided by those land uses. The comprehensive plan must guide land use conflicts, the intensity of adjacent incompatible land uses, and any other site treatment to help mitigate any negative impacts.

Housing Diversity, Affordability, Availability

Housing is one of the biggest concerns of the community and nationally. The cost to build a house is more expensive, and the pandemic has played a role in supply chain interruptions. Many communities, including Monroe, face housing shortages, a lack of housing choice, and housing affordability issues. Diversity in housing options for young professionals, families, empty nesters, and retired individuals is a big piece of this plan. The public identified high-quality housing development as essential to maintain in Monroe as the type and location of housing. Many responses to the survey indicated other housing options are needed in the community, including condominiums, townhomes, rowhomes, and single-family homes on larger lots. Other rentable housing options are required for those who cannot afford or do not want to buy a house at their stage of line to attract residents for new jobs. These options will allow individuals and families who move into Monroe to age in the community.

Economic Development & Job Opportunities

Adequate and appropriate employment opportunities are essential to the health of the local economy. Monroe is a healthy and attractive community for families, but many residents commute out of the City for employment (see the Appendix for a more detailed analysis). This may be due, in part, to Monroe's industry strengths. There is a substantial amount of level of manufacturing, logistics, and retail employment opportunities that benefit from the City's location between major markets and well-designed infrastructure. Public feedback during the Comprehensive Plan process indicated a preference for jobs that offer higher wages, locally-based small businesses that could enhance a downtown-type area, and office or professional careers in a business park setting.



Reviewing the existing land use map at a public meeting



Job opportunities should be expanded across the City

School Capacity

Monroe has an excellent school system. Students living in Monroe and adjacent communities attend school in Monroe from primary school through high school. The school administration noted the schools remain at total capacity, and there is concern about the impact of new development on capacity within the school system. Since Monroe is a predominantly traditional family community, school enrollment is not expected to change. Therefore, the school must continually evaluate the future expansion. As development continues to occur, the City should be mindful of the impact on the schools.

Redefining Downtown

Typically, a downtown is a denser development with various uses ranging from restaurants, cafes, retail, and residential, and it is an attraction for people to visit and gather. Any downtown vibrancy was greatly hindered in part by the damage of a natural disaster, when a tornado passed through Monroe in the late 1960's. Past efforts to restore and enhance the traditional community gathering space since then have not been realized. Throughout the planning process and multiple public engagement opportunities, the public has generally supported reinvesting in downtown as a place to live, work, shop, and gather. However, many noted that substantial changes would be needed to bring people back downtown. At present, the downtown does not have a variety of restaurants, shopping, or other eating options. It is not walkable within or to adjacent neighborhoods. Residents expressed the desire for a walkable, enjoyable place that offers various places to visit while being easily accessible. The existing downtown is an excellent location with access to nearby neighborhoods and the Community Park and could be an opportunity for reinvestment and redevelopment to create a formal Town Center. This concept is further explored in the Downtown section of the Focus Areas chapter, starting on page 112.

Flexibility in Interpretation of the Plan

The Comprehensive Plan is designed to be a guide for future development and is meant to be flexible. Current zoning will not always align with the recommendations found in this plan or the recommended development patterns. It is up to the City staff, Planning Commission, and Council to ensure that decisions about development and redevelopment line up with the plan's vision, goals, and maps. Opportunities may arise that do not always align with various elements. Still, if the opportunity will help achieve the greater vision and intent and benefit the community, it should be pursued and considered.

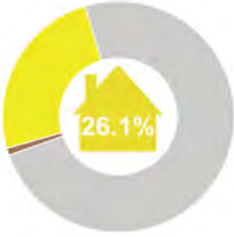
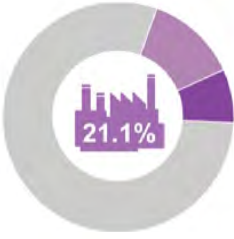


Land Use Mix

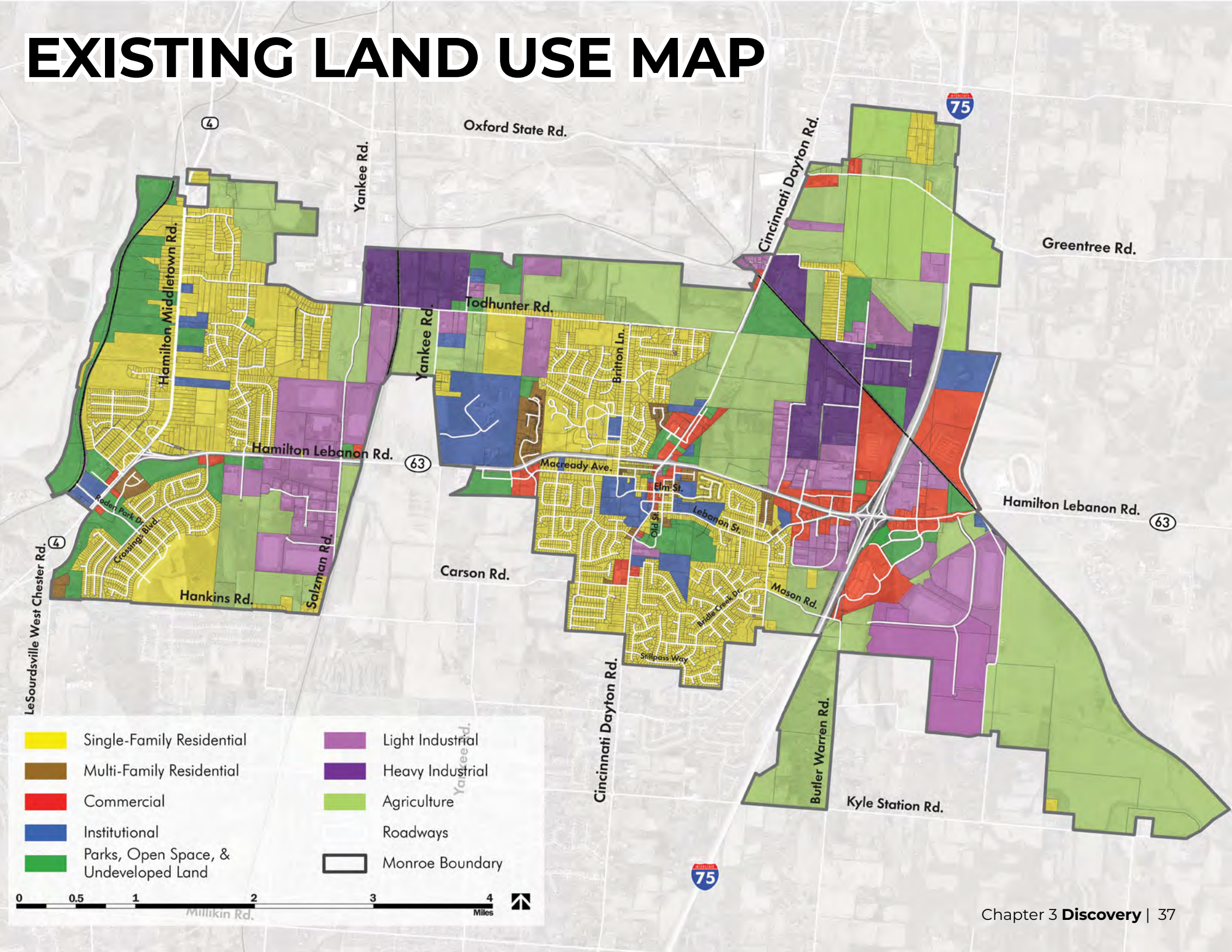
The last comprehensive plan identified a land use ratio for which the City should strive for economic development. This ratio included 65 percent commercial/industrial and 35 percent residential to encourage job growth and maintain a strong local tax base. The map on the next page shows the land use pattern that has developed within the City. There are eight land use categories show on the map. These categories were combined into five categories: commercial, industrial, housing, institutional, and passive to review the City land use ratio. While the city has successfully grown by millions of square feet in commercial and industrial growth since the last plan update, it has not reached the set land use ratio in the last comprehensive plan. Its current ratio is 26 percent commercial/industrial and 26 percent residential. Based on community direction, the intent of this plan is to not set specific percentages for growth areas, but rather address the impact of future commercial and industrial development adjacent to residential properties while promoting the strategic location of Monroe and access to advancing employment options with higher skill and wage ranges. Accordingly, this plan needs to revisit the desired land use mix in conjunction with economic development goals. The existing land use mix is:

- Commercial – 5.5%
- Industrial – 21.1%
- Residential – 26.1%
- Institutional – 4.3%
- Passive – 43.0%

Passive uses include agriculturally used lands for farming or other similar uses, park spaces, open space for additional recreational uses, and undeveloped/underutilized lands.



EXISTING LAND USE MAP





VISION

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What are the Vision, Goals, and Recommendations (Design & Policy)?

The **vision** is the overall future state of where the City aims to be in the coming years. The vision statement guides the development of the goals and recommendations of the plan while being realistic, achievable, and flexible for the community. The vision statement is written as a future condition and developed early in the planning process to shape the overall plan. The vision is big, bold, complex, and requires many years to achieve through a series of actions or goals.

Goal statements target specific issues and concerns within each of the framework sections. These guide government officials, Planning Commission, Board of Zoning Appeals, and City staff to evaluate future development and changes within the City by assessing if development will work towards achieving a goal and ultimately the vision.

Recommendations work to support and achieve each goal statement. These recommendations may describe policy needs or changes, needed programs, or the physical construction and design of a project. Recommendations must be specific and quantifiable to be easily understood by those making the decisions in the community and the residents of Monroe.

VISION STATEMENT

Monroe is an economically diverse community with small town charm focused on quality growth and development, family-centered amenities, and creating a vibrant quality of life for all.

Goals

Land Use: Monroe will achieve a more cohesive and balanced development pattern that strengthens residential neighborhoods and grows the job base while offering more diverse and unique places to enhance the character of Monroe, promote quality development, target strategic redevelopment, protect natural assets, responsibly grow the school district, and minimize impacts to City resources.

Housing: Monroe will encourage a wide range of quality housing including townhomes, apartments, condominiums, and single-family detached homes.

Economic Development: Monroe will be an economically sustainable city with a diverse tax base and high-wage jobs while protecting the community's character.

Transportation: Monroe will have a safe, accessible, and well-connected multi-modal transportation system that addresses vehicular congestion, supports the desired land use pattern; promotes physical activity, health, and wellness; and serves the needs of Monroe's residents, businesses, institutions, and industries.

Quality of Life: Monroe will be a resilient place to live, build a career, do business, eat, shop, and recreate, making it the preferred place to call home in the region.

Downtown: Monroe will reinvigorate the downtown by strategically planning a genuine community gathering space that fosters public private partnerships for varied residential opportunities, creates jobs through business attraction and retention, and caters to a pedestrian-oriented environment with generation bridging activities.





LAND USE AND DEVELOPMENT CHARACTER

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GOAL

Monroe will achieve a more cohesive and balanced development pattern that strengthens residential neighborhoods and grows the job base while offering more diverse and unique places to enhance the character of Monroe, promote quality development, target strategic redevelopment, protect natural assets, responsibly grow the school district, and minimize impacts to City resources.

The term “land use” literally refers to the use of the land. Over time, as the City has developed, a land use pattern has been established. This includes developed lands and also natural areas, agricultural fields, and those areas in transition.

The development pattern, made up of individual uses, begins to form districts and neighborhoods which create the “look and feel” of an area. The character of an area is directly influenced by the intensity of development, the arrangement of buildings and parking areas, the preservation and use of open space and public spaces, the width of streets, landscape, pedestrian amenities, and other design elements. It is the combination of land use and design elements that determine the compatibility of new development with existing development.

Monroe’s future land use framework is broken down into three overarching elements including existing land use, future growth areas, and transitional areas. These together create the City’s future development strategy.

Development Strategy

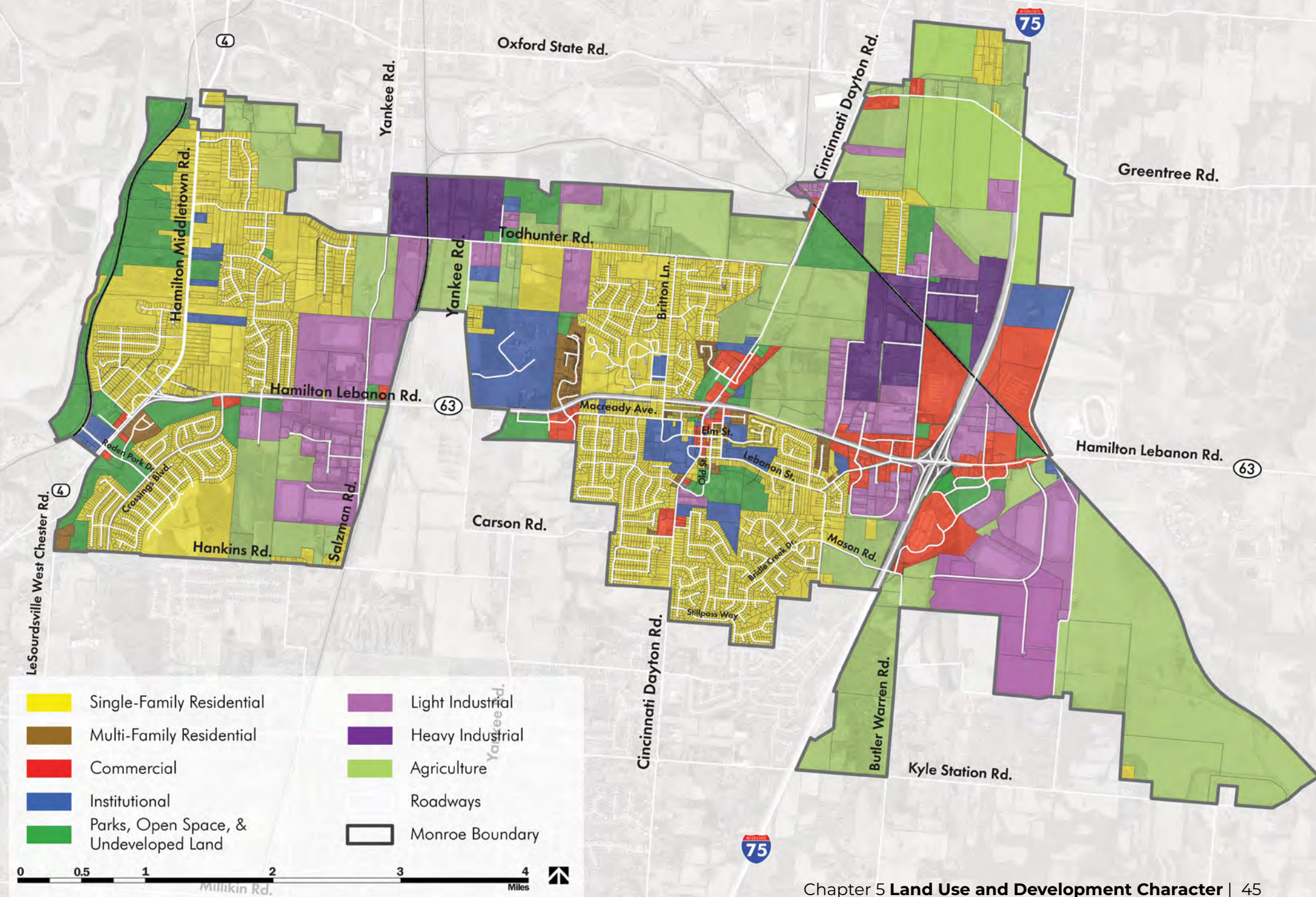
Existing Land Use

The existing land use pattern of the City can be summarized in three primary areas:

- 1. The west of the city near Monroe Bicentennial Commons. This area is predominately residential with some warehouse uses along the eastern edge of this sub-area.
- 2. The heart of the city lies at Cincinnati-Dayton Road/Main Street and State Route 63/Hamilton Lebanon Road. The intersection at Main Street and State Route 63 and the broader corridors are lined with commercial properties while the surrounding areas are comprised of established residential neighborhoods. There is a large agriculture tract along the east side of Cincinnati-Dayton Road.
- 3. The I-75 and State Route 63 interchange. This area has developed with different types and sizes of industrial buildings and a mix of small- and large-scale commercial uses.

Reviewing the overall land use for the community, agriculture and passive uses are the largest land use classification, comprising 43 percent of the existing land within Monroe’s jurisdiction. A little over 26 percent of the existing land use is residential. The predominant housing type is single-family residential. There are very few apartments or condominiums, which are classified as multi-family land uses.

EXISTING LAND USE MAP



Industrial development makes up approximately 20 percent of the land use. Commercial development encompasses a little over 5 percent of the land use, while institutional uses are just over 4 percent. The majority of these land uses will continue for years to come; however, the undeveloped land (shown as vacant on the existing land use map) and existing agricultural land use classifications will be designated as future growth areas. Lastly, some existing areas are in transition and could be redeveloped at some point in the next twenty years.

Future Growth Areas

As a community develops out from its core, the edges are typically the last to develop. Monroe is limited in how much it can expand in the future due to Ohio’s annexation laws, which the City has not actively pursued, and the location of adjacent communities. This means that Monroe must make deliberate policy choices in how to encourage the remaining land to develop in a pattern that accounts for the City’s future goals, market demands, and property owners’ rights.

There are eight major agricultural areas remaining within the City that will likely develop over time. Some of these areas have been proactively rezoned at the request of the property owner . Two of these areas, one located on the south side of Greentree Road on both the east and west sides of I-75, and the other, located at the intersection of Yankee Road and Todhunter Road, are proposed for non-residential uses, where the rest of the agricultural areas are proposed for residential uses.

Transition Areas

There are two areas within the City that may transition to include a different mixture of uses in the future:

- 1. The outlet mall. This area is designated as transitional because within the next twenty years, this use could possibly move from a pure retail use to another commercial or mixed use. The market dynamics at the time this plan was developed were such that, in the next five years, at least 25% of malls across the United States will be closed due to the pandemic and shifts from brick and mortar retail stores to online. It is too early to tell if this outlet mall will be impacted, however, it is important that the City start planning now.
- 2. The area east of Union/Nickel Road. The parcel is a very large tract of land currently used for agriculture. This parcel is designated as transitional because of the numerous environmental constraints including a large swath of floodplain which would impact any development opportunity. A creative approach would be needed in order for this parcel to develop.



The first transition area identified is the outlet mall. Due to changing trends in the shopping industry, malls are closing. It is too early to tell if this development will continue to remain successful or see negative side effects of the changing industry. It is important for the City to plan for redevelopment just in case the mall starts to decline.



The second transition area identified in the large tract of land to the east that is used for farming. This land will be difficult to redevelop and require additional environmental mitigation strategies to ensure any future development projects that are built do not fail due to its location in a floodplain.

Future Land Use Map

The purpose of the future land use map (next page) is to help decisionmakers, developers, property owners, and the public understand the City’s development strategy and the intent for how the City’s land resources should be used over the next twenty years regarding type, location, and intensity. The future land use map and land use descriptions are conceptual in nature and portray a high-level view of future development strategies and the desired outcome of the community.

There are three types of development one may expect in Monroe — greenfield, infill, and redevelopment. Greenfield development is construction on previously undeveloped land on open space or agricultural land. Infill development is building on vacant or underutilized property within an area that has previously been largely developed. Examples of infill development could be an empty downtown lot with a newly constructed business or an older vacant subdivision lot on which a new house is constructed. Redevelopment could include a building demolition with a new structure or possibly converting an existing building into a new or different use.

Monroe will continue to see predominately greenfield or infill development because in most cases the current/existing use will be the same as the planned future use and much of the City’s building stock is new enough that redevelopment isn’t required. As Monroe continues to build out, City officials should remember there is a limited supply of greenfield land given Monroe’s conservative annexation strategy and adjacent jurisdictions.

The future land use map and land use descriptions will be used to guide actions about growth, development, and capital improvements over time. The land use component is a recommendation of policy and should be reviewed from time to time to ensure it remains flexible given the fluctuations in Monroe’s economy, resources, and values. This portion of the comprehensive plan is implemented through the City’s development regulations and other various public and private development decisions. This plan, with its subsequent land use descriptions and targeted growth and transition areas, should serve as the basis for evaluating potential future zoning ordinance updates and rezoning petitions.

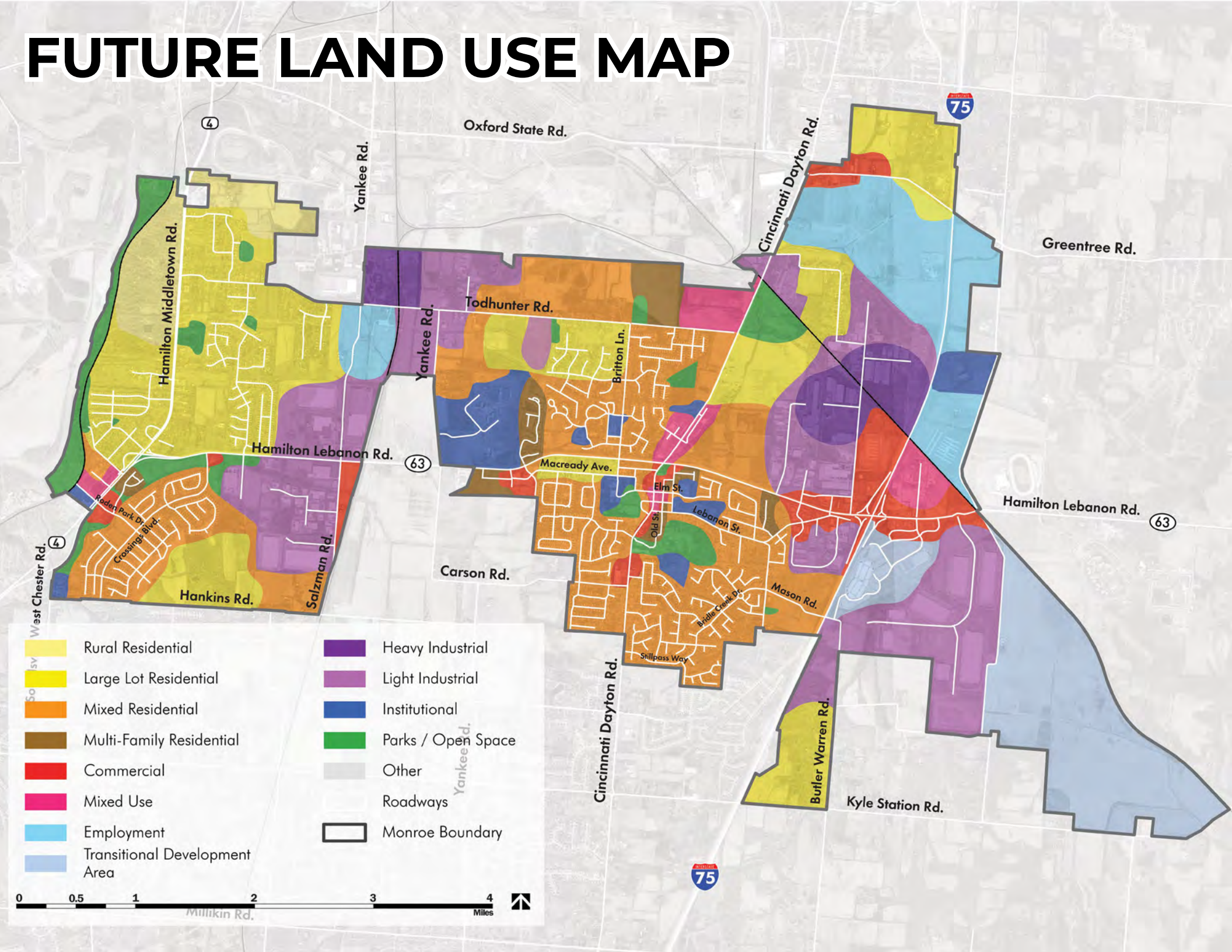
How to Interpret the Future Land Use Map

Ohio enabling legislation allows cities to direct land use development to protect the health, safety, welfare, and property values in their community. To accomplish this, cities like Monroe develop a comprehensive plan with a vision, goals, future land use map, and recommendations to implement plan goals.

This land use map provides guidance to the elected and appointed officials, City staff, property owners, and developers of the community’s collective vision for future growth, and should be interpreted as such.

The land use map is a conceptual map that depicts the future development and character of that development over the next 20 years. Instead of following specific property boundaries, the land use boundaries are more generalized for easier interpretation. Each land use classification, depicted as a specific color as shown on the land use map, signifies a future land use for an area on the map. This future land use classification could be the use currently existing on the site or a desired future state that does not exist on the site. If this future state does not currently exist, a property owner is not required to develop the property or change the land use of the existing site. The use of the building or site can continue indefinitely. However, if the opportunity arises for the site to be developed or redeveloped, the land use map would provide guidance on how that could change. One last caveat for elected and appointed officials, staff, property owners, and developers to keep in mind, this map is still a representation of policy and therefore if economic, physical, or value changes occur in Monroe, this map may need to be amended from time to time.

FUTURE LAND USE MAP



Future Land Use Descriptions

The following descriptions correspond to classifications on the future land use map. Each land use classification describes the intended character of the area and the appropriate uses that could be located there. It should be noted that this is a policy document to provide guidance and does not take place of the actual zoning of property.

Rural Residential

The rural residential category is designed for low density, single-family housing development of various sizes. The recommended density in this area is a maximum of one dwelling unit per two acres. Many of these lots are larger in nature, potentially with natural elements such as trees or wetlands, and are typically not located within a neighborhood subdivision.

These areas should be designed to protect the existing character and allow for any existing agricultural uses. Such agricultural activities should be small-scale in nature: hobby farm activities, raising chickens and limited livestock, small farm sales and roadside market stands, and seasonal festival activities. Special events and gatherings may be appropriate given adequate, safe, and designated transportation routes, parking areas, lighting, and other site features to ensure mitigation of negative impacts to adjacent properties. Such uses on the property should not create disturbance for other nearby residential uses. Other compatible uses include churches, schools, outdoor recreational facilities, and parks.

Large Lot Residential

The large lot residential classification is designed for single-family housing development of varying sizes with a density not to exceed two units per acre. These residential lots are located within subdivisions. Many of these large lot residences in established subdivisions may not have traditional improvements such as curb and gutter and sidewalks and might have more cul-de-sacs and less interconnected streets.

However, new neighborhoods should have a walkable, well-connected street system that connects to surrounding neighborhoods and nearby amenities and destinations. They should be designed around existing natural features when possible. Parks, schools, religious institutions, and other community facilities may be included in the large lot residential classification at appropriate locations. Common open space or a clubhouse might be provided.

These types of subdivisions are located off collector roadways and typically have one to two entrances into the subdivision.



Mixed Residential

The mixed residential classification reflects much of the current housing development in Monroe and is intended for a range of housing types including single family detached homes on lots of varying size, townhomes, and duplexes. Gross housing density across a development will allow for up to four units per acre and housing types may vary but should always consider surrounding character.

This type of residential development is appropriate for a traditional suburban neighborhood as well as infill development and redevelopment. These areas allow for greater flexibility in form and scale to achieve active, cohesive, and vibrant neighborhoods. Mixed residential developments should be designed around common open space and amenity areas. These neighborhoods should be walkable and well-connected.

Infill and redevelopment near Monroe’s downtown should maintain the traditional residential character; architecture, building setbacks, housing types, and massing are important components of infill design. Mixed residential development should be designed around natural features to highlight existing tree stands, ponds, and water courses as accessible community amenities.

These types of residential developments are located on major arterials that can accommodate the traffic load. Depending on the location, acceleration/deceleration lanes and dedicated turn lanes may be needed. Connectivity, bikability, and walkability should be key concepts of new mixed residential development.

Parks, schools, religious institutions, and other community facilities may be included in the mixed density residential classification at appropriate locations. A small commercial node at an entry way to the subdivision or mixed residential area where two collector or arterial roads meet could be appropriate given the location and the character of the housing types chosen for that entryway.

If the desire is to create a mixed development incorporating single-family and multi-family dwellings, multi-family housing should not be more than 50 percent of the overall development. By offering a mix of housing types, this denser residential classification may lend itself well to land with topography or utility constraints. This increased density and mix of housing will be supported by the market and allow successful housing integration. This type of development can be used to transition from commercial or other employment areas to less intense residential development.

Multi-Family Residential

Multi-family residential areas include dwelling units that are two or more attached dwellings with a suggested density not to exceed eight dwelling units per acre. Appropriate housing types to be developed in this land use classification include townhomes, apartments, and condominiums.



It is critical that any multi-family residential areas be developed as walkable, well-connected developments that are located near amenities such as gathering spaces, recreation, shopping, employment, health care, education, and open spaces. Multi-family residential development can be an appropriate use in infill locations where adding housing would be beneficial, such as in the downtown area. Parks, schools, religious institutions, and other community facilities may be included in the multi-family residential classification at appropriate locations. Multi-family residential areas should be located along arterial roadways that have capacity for anticipated traffic generation and have at least two entrances.

Commercial

The commercial area designation is intended for office, retail, hospitality, restaurants, and professional service businesses. These areas may be employment and tax revenue generators for the community. While all these uses are included in the commercial classification and not differentiated on the Future Land Use map, determining their appropriate location may be defined by scale, potential customer base area, and transportation access.

Neighborhood scale commercial centers should be compact developments with a mix of uses and may be distributed throughout the City at key intersections or nodes. These centers typically do not have a large anchor user and may include uses such as a fuel station, coffee shop, laundry services, groomer, salon/barber, doctor’s office, café, and restaurants. Neighborhood scaled commercial centers have a mix of active uses at key intersections that serve surrounding residential areas. These centers should be compatible with neighborhood character and contribute to neighborhood livability. They should be defined by building frontages closer to the street, bicycle and pedestrian connections, and an activated street, not by parking lots. Neighborhood commercial centers should be pedestrian-friendly places with high-quality architecture, plazas, outdoor dining, sidewalks, and other pedestrian and bicycle amenities that create active, connected gathering places.

Regional commercial districts are typically larger in size and have the potential for greater impacts to the transportation network. Regional commercial districts can include higher intensity retail and office developments that attract users from a wider area. They typically have anchor tenants including grocery stores, home improvement centers, or large general retailers. These areas should be located closer to the I-75 interchange and major thoroughfares that can handle higher traffic volumes. New developments should have integrated designs with coordinated accesses, amenities, and cohesive architecture that fit within the context of the larger corridor. Buildings should begin to frame and define the street network; internal drives should resemble streets rather than parking lot drive aisles. Large expanses of surface parking, particularly between the building front and the street, should be avoided. Landscape plantings should be used to create more attractive developments and buffer any adjacent residential areas. A coordinated pedestrian system should be provided throughout the commercial area, connecting uses on the site and between the site and adjacent properties.



Mixed Use

Mixed use areas provide for a diversity of high-activity uses within a connected and walkable block layout. Mixed use can be horizontal or vertical in nature. Vertical mixed use may be characterized by individual buildings that contain a mixture of uses on different floors while horizontal mixed use is defined by single use buildings that contain different uses in close proximity to each other. Appropriate uses include restaurants, small-scale retail and professional services, offices, single family attached homes, single-family zero lot line homes, multifamily apartments and townhomes, and recreation amenities. Building height should typically range from two to four stories. Active uses such as retail and restaurants are found on the first floor with office or residential uses are on upper floors.

Mixed use areas should have coordinated development patterns at a pedestrian scale, with high-quality architecture, plazas, public gathering spaces, sidewalks, and pedestrian and bicycle amenities to activate the street and connect these centers to the residential neighborhoods they support. Building setbacks from the primary street should be minimal. All buildings should have an entry oriented toward the primary street; first floor non-residential uses should include large windows to allow views into and out of the space to better activate the adjacent streetscape.

Employment

The employment land use classification is specifically designed to encourage economic growth and job creation through the development of office, research and development, advanced manufacturing, and institutional uses. Building types may include both individual users with multi-story buildings on larger parcels or groups of smaller structures in a business park setting. Many uses within the employment classification will be designed in a campus setting.

Buildings should be smaller scale and oriented so the entry to the building faces the primary street. Some architectural design consideration should be given to the building and certain materials such as aluminum siding should not be permitted. Other elements such as window features, parking lot design and location, loading dock screening and location, landscaping design elements, employee seating areas, and trails should be considered as an amenity to attract higher wage employment uses.

Research and development and advanced manufacturing uses should conduct all operations within an enclosed building and should not utilize outdoor storage areas or operations. When potential conflicts between uses may occur, buffering and landscaping should be used to minimize these impacts. Where areas are subdivided for development of a business park, opportunities for shared open space and connection to the City's nearby amenities and facilities should be explored. These areas should include commercial support uses such as restaurants and personal service businesses, but these should be as a secondary element that follows the employment uses.



Transitional Development

The transitional development classification is used to define areas that may face redevelopment pressures in the future due to changes in the economy, site specific conditions, or be more difficult to develop in the near-term. While these areas could be or are already developed, future development or redevelopment will likely face additional costs due to environmental challenges (hazard mitigation), site remediation, and possible demolition. Appropriate future uses will vary by context and may include open space, recreational facilities, retail, office space, light industrial, and research and development uses. For properties partially within flood hazard areas, significant open space will likely be required. In general, these areas should be master planned to better coordinate open space, stormwater drainage, transportation, and other infrastructure improvements.

Heavy Industrial

The heavy industrial use classification provides locations for manufacturing, warehousing, office, and research and development uses, with some supporting commercial businesses. While these uses may produce some adverse impacts to the community in terms of traffic or aesthetics, they are incredibly important to the employment and economic base of the City. Building types may include both large footprint users with multi-story buildings on large parcels and groups of smaller structures in a business park setting. Some of these uses involve extensive exterior storage or movement of goods and require measures to control adverse environmental and visual impacts. When potential conflicts between uses occur, buffering and landscaping should be used to minimize these impacts. Where areas are subdivided for development of an industrial or business park, opportunities for shared open space should be explored. Industrial areas may include limited commercial support uses, but these should be as a secondary element that follows the industrial development. These areas should be located along rail and roadway corridors with the capacity to handle the necessary volumes of truck traffic and be built out in a planned manner to maximize investments in public infrastructure systems.

Light Industrial

The light industrial use classification provides locations for small scale manufacturing and warehousing, office, and research and development use, with some supporting commercial businesses. Building types may include multi-story buildings on large parcels or groups of smaller structures in a business park setting. These uses should not involve extensive exterior storage or operations. When located next to less intense uses, buffering and landscaping should be used to minimize potential adverse impacts. Where areas are subdivided for development of an industrial or business park, opportunities for shared open space should be explored. These areas may include supporting commercial uses both within the district or integral to small manufacturing or warehouse buildings, such as in a warehouse/showroom operation. These areas should be located along roadway corridors with the capacity to handle the car and truck traffic volumes they generate and be built out in a planned manner so as to maximize investments in public infrastructure systems.



Flat Fork Creek Park in Fortville, Indiana



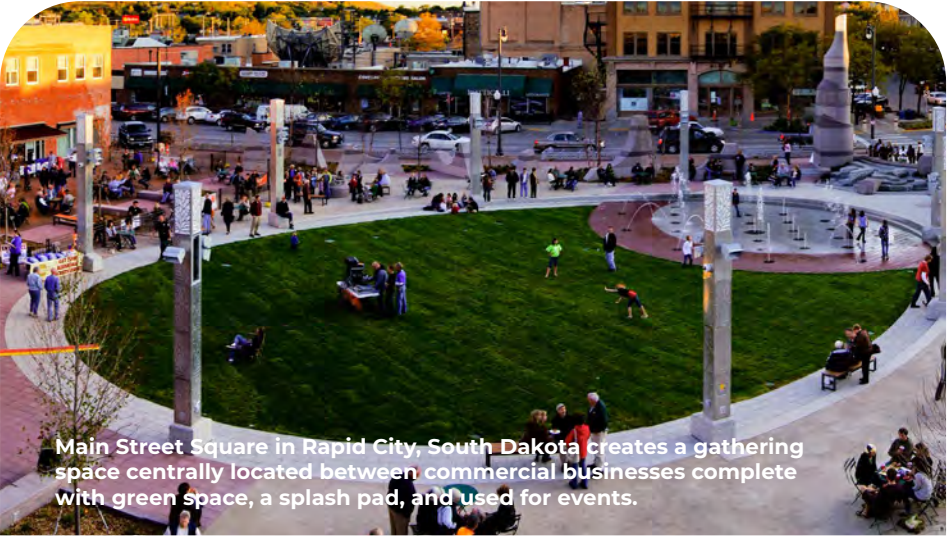
Institutional

Institutional land uses are classified to serve a community's governmental, social, spiritual, educational, health, and cultural needs. Uses in this classification include schools, libraries, museums, religious institutions, and government facilities. Many institutional uses are distributed within single family residential and other land use classifications.



Parks / Open Space

The parks and open space classification is established to distinguish and protect recreation areas, public parks, golf courses, private recreation facilities, and general open space. Uses may include passive open spaces, ball fields, play equipment, conservation areas, and environmentally sensitive lands. Public parks and open space further increase the overall quality of life for residents. Recreation and park areas should link to each other with bicycle and pedestrian facilities and connect to other existing destinations and neighborhoods.



Principles that Guided Development of the Future Land Use Recommendations

- Public direction was for the City to change its previous land use mix which was 65% industrial/commercial development and 35% residential development. Existing industrial development has split the City into two distinct residential areas with limited transportation and greenspace connectivity between these two areas.
- The amount of land the City has for growth in the future is getting smaller as development continues, especially with large 400,000 plus square foot industrial buildings accounting for the majority of non-residential growth over the past 15 years.
- Updated economic trends and public input were considered during this planning process, which guided future development possibilities. Industrial development is still desirable; however, this development should be at a smaller building scale. See the Economic Development and Downtown goals for more details.
- Through this land use policy update, the City will be able to promote more residential options for young professionals, families, and the aging population, so that residents can remain in Monroe as housing preferences or needs change.
- Currently, the City's residential dwellings are very similar with the majority limited to single-family detached housing. While that caters to a particular lifestyle, it potentially excludes young, single professionals or empty nesters. Other types of housing will increase the opportunity for those household types to find a home in Monroe.
- Monroe is relatively land locked. Subsequently, City Council has decided to manage its future population growth to approximately 6,000 more people, a total of 2,190 housing units, by 2040. Using this as a growth management strategy, complete build out of all the land currently in the City would not occur for another 50 years.
- The fast-paced growth of the City from the early 2000's through 2010 resulted in challenges to the newly formed Monroe Local School District. While the most recent decade of growth has remained stable, future planning should create manageable scenarios to continue excellent education opportunities for residents.

- The land use framework provides guidance for decisions by elected officials, various board and commission members, and staff that builds upon a growth management strategy and the strength of the City. The overarching goal is to integrate land use, transportation, economic development, infrastructure improvements, and quality of life enhancements to ensure that the City continues to grow in an economically and environmentally sound way.

Recommendations

- Update to ensure that City Ordinances reflect the recommendations of the Comprehensive Plan.
 - Complete a full ordinance audit to identify areas where the zoning and city ordinances need to be updated to align with the policies of the updated comprehensive plan.
 - Explore fully integrating the subdivision ordinance into a Unified Development Ordinance. This is a step beyond the hybrid ordinances the City has now and would allow the streamlining of processes, create consistencies between definitions and interpretations, allow standards such as design that would only be triggered under subdivisions to be reviewed for single lot developments.
 - Improve overall flexibility while simplifying and making the ordinance more predictable for developers and property owners. This can be accomplished by making some decisions administrative and incorporating change limits that do not require applications to go back to the Planning Commission.
 - Residential zoning district regulations should be updated to encourage the integration of different housing types, styles, densities, and values. These developments are appropriate in locations such as downtown, near Butler Tech LeSourdsville Campus adjacent to Bicentennial Commons, and the development area at the northeast quadrant of Hamilton-Lebanon Road (State Route 63) and Main Street (Cincinnati Dayton Road).
 - Create redevelopment criteria to foster redevelopment of key industrial and commercial transitional sites.
 - Create infill development criteria for neighborhoods and properties along Main Street and Hamilton-Lebanon Road (State Route 63).

- g. Improve buffer criteria for incompatible land uses such as where industrial uses are adjacent to residential uses.
- h. Update the zoning regulations to reflect and match the land use classification goals.
- i. Update residential classifications so they incorporate the mix of residential uses and include character images.
- j. Ensure mixed residential developments offer different product types, lots sizes, and are planned to allow citizens to age in place by incorporating universal design and accessibility standards, offer development incentives such as increased density, height, reduced setbacks, reduced landscape and/or buffering, reduced parking, etc.
- k. Incorporate various residential images into the zoning ordinance to illustrate the types of residential units the City wants to attract.
- l. Update use standards to regulate uses and streamline approval processes.

2. Limit singularly focused commercial developments to smaller footprints located at key intersections or development focused corridors such as State Route 4.

Given the changes in the market around commercial and retail, purely commercial areas should be limited to smaller commercial nodes. Instead, encourage commercial use to be part of a larger mixed use development, a redevelopment project within the downtown as a first floor use, in buildings along key corridors such as State Route 63 or State Route 4, or as support uses within a larger development in the employment district.

- a. Encourage single commercial districts at key intersections including, but not limited to:
 - i. Hamilton-Middletown Road (State Route 4) & Roden Park Drive & Jerry Couch Boulevard
 - ii. Hamilton-Lebanon Road (State Route 63) & Main Street (Cincinnati Dayton Road)
 - iii. Hamilton-Lebanon Road (State Route 63) & I-75

- b. Limit big box retail and purely commercial areas to the outlet mall, downtown, or as part of a larger development concept.
3. Encourage more mixed-use, commercial, and employment area development projects to boost Monroe’s economy.

Over time, the City has been developed with a number of large warehouse and distribution buildings. The public has expressed concern about the impacts of these uses adjacent to residential development and the impact on the road network. The City of Monroe strives to reserve large, non-residential tracts of land for targeted economic development. Part of the City’s economic development strategy is to bring a more comprehensive value to the City by increasing the number of businesses, and jobs, increasing wages, and diversifying the local economy. Development in the employment district should prohibit heavy industrial uses and outdoor storage. Office buildings, more intense commercial uses, and light industrial developments are encouraged. Design standards should adhere to the following requirements:

- a. Building Size: less than 350,000 square feet
- b. Architectural Standards: focus on the style and shape of building to limit a big box look; use of color or other architectural features to minimize long walls, and screening of loading docks
- c. Landscaped site, including enhanced and substantial buffer areas
- d. Front door oriented toward street

See the Economic Development chapter for more targeted uses.

4. Ensure that the City can accommodate future growth while maintaining the existing level of community services.
5. Preserve the remaining large tracts of land along I-75 for targeted economic development that brings a more comprehensive economic value to the City.

Review development plans with other jurisdictional partners to ensure the impact of new development will not have an adverse impact on services they may provide to residents and businesses of Monroe.

- a. After the comprehensive plan is adopted, develop a summary presentation of the plan to share with various City civic groups and adjacent jurisdictions, OKI Regional Council of Governments, Monroe Local School District, and Butler Tech.
- b. Identify areas at the edge of the City where development decisions by any jurisdiction can impact community character and work with the adjacent jurisdiction to develop a protocol to jointly review development petitions to ensure each community is protected and growth is consistent with future land use, transportation, and infrastructure plans.
- c. Continue to work and coordinate future land uses with Butler and Warren Counties and Turtle Creek and Lemon Townships.

6. Industrial uses should not be developed adjacent to single-family residential homes, and vice versa, unless there is significant buffering between the uses.

- a. A more appropriate scaling and intensity of uses including apartments, commercial, or mixed use development could provide a better transition between the intensity of uses.
- b. Limit land use conflicts by requiring additional buffering and transportation improvements if existing industrial uses adjacent to residential uses request to further expand operations.
- c. Different buffering standards could be developed specifically for residential to industrial adjacency. This could include a wider berm with dense plantings, or a fence with plantings or some other combination.

- d. Similar to buffering standards, streetscape standards could be developed to minimize the impact of industrial uses, slow down large semi traffic, and provide more visual interest to a street where larger industrial buildings are located.

- e. The City should review its building standards for industrial buildings to ensure that there is not a large continuous wall facing residential areas, that loading docks are screens and face away from residential, lighting is shielded and does not shine past the property line, etc.

7. Ensure there is a mix of housing types and prices throughout Monroe so residents can have the option of different housing types and styles while remaining in the community.
8. Land uses, aesthetic improvements, and access management should be enhanced around the I-75 and State Route 63 Interchange as a major gateway into the City.

The I-75 and State Route 63 Interchange has been identified as a major gateway (see the Transportation chapter for more information). As the front door to the entire City, the type of land uses should be managed around the interchange and aesthetic improvements and access management should be enhanced. For land use management, land uses should be organized in the following manner:

- a. At the time the plan was written, Cincinnati Premium Outlets was the major land use located on the southeast side of the interstate. In August 2020, Coresight Research Company presented a study that within the next five years 25% of America's malls will close due to the shift to online shopping as accelerated by the effects of the COVID-19 pandemic. As the economic landscape continues to change and malls are reimagined, it is important the City plan for the redevelopment of the mall site. Since this is a major gateway into the City, it is imperative that the City be proactive by creating a subarea plan for the mall. This area should transition from a purely retail use to a mix of uses.
- b. South of the transitional designation on the southeast side of I-75 and State Route 63, the remaining area is designated as light industrial. It is anticipated that any buildings in these areas would range from 100,000 square feet and greater and can be anything from processing and advanced manufacturing to warehouse and distribution uses. However, all uses should be contained indoors. These areas have the infrastructure needed to access I-75. Liberty Township has proposed an interchange at I-75 and Millikin Road in their comprehensive plan. With improvements to Butler Warren Road in the future, this road could also be used as an access point to I-75.

- c. The areas northeast of I-75 and State Route 63 should remain commercial along State Route 63, with mixed use located directly north of the commercial area. This is Monroe's primary interchange into the heart of the community, therefore, specialized amenities should be emphasized that encourage the community and visitors to spend time dining, recreating, and retailing with less emphasis on convenience or quick serve businesses . Introducing mixed use into the commercial area could include employment uses such as service-based uses including printing, specialized business to business services, and office.
 - d. On the west side of I-75 both north and south of State Route 63, the land uses remain as commercial fronting State Route 63 with a mixture of light and heavy industrial uses nearby.
 - e. The light and heavy industrial areas east of I-75 are anticipated to remain industrial for the next 20 years. However, as these types of uses change, they should shift from heavy industrial to employment uses with higher wages and expansion potential. Examples include final assembly, advanced indoor farming, and advanced manufacturing.
 - f. The employment designation is intended for certain areas adjacent to I-75 and north of State Route 63. Specifically, the employment area northeast of the interchange containing Traders World Flea Market will continue as a flea market use for the foreseeable future due to its success. Future policies to assist with transition should be developed for higher employment uses that could possibly capitalize on the rail access for its redevelopment. The undeveloped land further north on both sides of I-75 should be reserved for potential business park uses or research/advanced industrial.
9. Residential development should include supporting uses such as parks, schools, institutions, and community facilities.
 10. Encourage the development of non-residential land uses that offer strong economic benefits to the City while designing sites with sensitivity to the context of the surrounding area.

While the goal of this comprehensive plan and the current values of the residents is to limit certain types of land uses and increase other types, the City should maintain flexibility, creativity, and consideration when reviewing individual development petitions.

11. Preserve the quality of existing and future residential neighborhoods through active ordinance enforcement and preventative maintenance programs.
12. Allow smaller lot development in mixed residential projects if the quality of materials and the development layout is creative and consistent with the character surrounding the adjacent area.

Amend the current code to allow denser development where appropriate such as Downtown, Butler Tech, and any similar development locations.

13. Infill development will be important to Monroe in the future as it is nearly landlocked with little opportunity to grow outward. The only other opportunity is to develop vacant land or redevelop within its boundaries. Monroe should create an infill policy that addresses a wide range of situations.
 - a. Ensure infill development is consistent with surrounding character.
 - b. Use incentives such as increased density, ability to incorporate a mix of housing types and providing infrastructure to high priority redevelopment sites.
- c. Develop specific design criteria for Planning Commission to evaluate new and infill development to ensure consistency with the vision and goals of the comprehensive plan.
- d. Balance incremental infill development and redevelopment with the existing character of the surrounding area.
 - i. Develop criteria for the Planning Commission to review infill and redevelopment petitions.
 - ii. The Planning Commission should carefully review each to ensure consistency with the goals of the comprehensive plan and the desired change advocated by the community.

14. Develop a series of criteria that provides guidance for appropriate transitions between different land use intensities.

Use appropriate transitions between different land uses intensities. Often at the edge of districts or development, there is a transition between the scale and intensity of uses. This typically occurs between commercial or office and residential areas. Adjust the building height and scale in transition from one area that has higher intensities into an area that might be a single use or lower intensity.



HOUSING

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GOAL

Monroe will encourage a wide range of quality housing including townhomes, apartments, condominiums, and single-family detached homes.

Monroe has many vibrant and active neighborhoods that create a safe and welcoming environment for residents and their families. In many ways, neighborhoods are the building blocks that make up Monroe as a city. Besides agricultural and open space lands, neighborhoods combine to be the largest land use across the community. Maintaining these safe and healthy neighborhoods, and ensuring continued opportunities for a diverse housing stock, are essential to the long-term success of Monroe. Key attributes of quality housing and neighborhoods include items such as safety and security, transportation access and connectivity, recreational amenities, maintenance of both open spaces and individual properties and structures, and the support of a quality school system.

These factors and the intangible elements of community spirit and place contribute to the Monroe identity. How people answer the simple question of “where do you live?” says a great deal about their city and their neighborhood. It is the goal of this plan in general, and the recommendations of this chapter specifically, that residents continue to be proud to call Monroe home.

Additionally, quality neighborhoods and creating a place where people want to live is the best way to grow existing businesses, attract new employment opportunities, and support new restaurant and retail offerings. Specifically, enhancing Monroe’s existing neighborhoods and promoting new housing development will:

- 1. Create additional housing units and housing types to attract new residents and provide additional choices as existing residents’ housing preferences change.
- 2. Support economic development efforts related to employment growth.
- 3. Establish healthier and more connected neighborhoods.
- 4. Increase residential property values throughout the community.

Principles That Guided Development of the Housing Recommendations

- Throughout the entire process, community leaders and the public indicated that housing is the top priority to be addressed in the comprehensive plan.
- Housing options are an important factor in economic development in attracting businesses and employees to the city.
- Quality housing and safe neighborhoods are some of the expectations that residents have of their community.
- The City has relatively few options in rental housing or apartments, which has been a major obstacle to economic development. No new apartments have been constructed since 2008.
 - Development of townhomes and condominiums for young professionals and new families provide affordable housing options for rental or ownership options. Higher density developments will attract additional amenities including parks, trails, shops, and restaurants for residents and visitors.
- Approximately 25% of Monroe’s land area is dedicated to residential land uses. Of the total residential land use, 88% is single-family residential housing; the remaining 12% is multi-family housing.
- The City needs to be proactive in setting policies that manage the development of residential areas.



Different styles of quality housing should continue to be developed throughout Monroe



Development of multi-family housing options, including apartments, townhomes, and condominiums, will attract new and retain current residents.



Trails of Todhunter neighborhood under construction

- City Council has currently targeted future population growth of approximately 6,000 more people or a total of 2,190 housing units by 2040. This would result in a total estimated population of 21,000.
- Community leaders and the public have indicated that Monroe needs higher quality residential development, larger lot sizes as well as more affordable housing and high-density development in select areas including townhomes, condominiums, and senior housing.

Recommendations

1. Where residential areas abut commercial and industrial land uses, ensure residential uses are well-protected by increasing buffering standards and screening, position loading docks and trash areas so they do not face residential areas, and ensure lighting doesn't shine onto residential properties.
2. Perform a sidewalk gap analysis to prioritize infill and improvement projects that will enhance pedestrian mobility throughout residential neighborhoods.
3. New housing should be compatible with the existing character of adjacent neighborhoods. Housing should be of varying sizes and types supported by the market.
4. Housing developments should strive to offer a variety of different design styles, housing types and densities, be built with a mixture of materials, incorporate common open space and gathering areas, and promote connectivity through sidewalks and trails.

For more design style recommendations, see the appendix.

5. Start a rental registration program to ensure landlords are registering property with the City. This allows the City to track essential information over time, inspect the property to ensure it is maintained in a safe condition and that there are no zoning violations.
6. Recruit high-value housing and mixed-use developments that contain a mix of lot sizes and housing types.
7. Encourage the development of a new neighborhood north of State Route 63 and east of Cincinnati Dayton Road in the presently undeveloped area. It should have a walkable pattern of small blocks with sidewalks, and be connected to the existing neighborhoods.

8. Develop infill standards for the zoning ordinance for single family housing and mixed use developments that would contain housing.
9. Consider working with developers, home builders, and property owners to incentivize the development of custom, single-family homes on large lot sites.
10. Preserve existing and future residential neighborhoods through active ordinance enforcement.
11. Utilize incentives to promote infill residential development in downtown.
12. Encourage developers to build strong neighborhoods by incorporating amenities into new subdivision developments such as park and recreation areas, public spaces, public art, and sidewalks and trails that connect to the existing network or build segments of the future network. Developers should consider adding other mixed-use amenities and community facilities into a node at the entrance of the development when located along key arterial roadways.
13. Single-family housing developments should be designed to promote walkability and encourage vehicular, bicycle, and pedestrian connectivity throughout the community. Prioritize residential areas that are within ¼ to ½ mile from Downtown, Monroe Community Park, and Monroe Bicentennial Commons. See the Transportation and Quality of Life chapters regarding trail and transportation improvements.
14. Multi-Family housing developments should be designed to encourage walk-up entries, patios, and balconies to encourage active ground floor uses, walking, and socializing. Access to parking/loading should occur from alleys or side streets to minimize curb cuts to provide for more navigable pedestrian and bicycle experience.
15. Update the Planning and Zoning Code to encourage more residential development and ensure that neighborhoods retain their property value and are well-connected within Monroe.
 - a. Develop infill standards to guide development or redevelopment in the context of surrounding neighborhood. Utilize incentives to promote infill residential development in incomplete subdivisions or in downtown.

- b. Update regulations in the ordinance to discourage demolition of smaller homes to build one larger home across two smaller lots, which would not be consistent with the character of the existing neighborhood.
- c. Update standards in the zoning ordinance to allow more flexibility in developing mixed types of housing in neighborhoods. This includes updating conventional zoning districts with clearly defined criteria for mixed or traditional neighborhood development and allow such development through a standard approval process.
 - i. The zoning ordinance needs to include definitions for a range of housing and other building types, their design characteristics, their appropriate land use context, and images depicting the character for Monroe.
 - ii. Residential density should be determined by the location of the development, adjacent use and intensity, proposed building height, distance from the street, architectural styles and variety, and streetscape features rather than just a straight unit per acre calculation.
- d. Increased density in residential development should be encouraged in the downtown and adjacent to the Butler Tech LeSourdsville Campus. These developments should be planned, mixed-use developments that integrate apartments, detached single family dwellings, and attached single family dwellings into one development that takes advantage of their location adjacent to Community Park, Downtown, Monroe Bicentennial Commons, and Butler Tech.
- e. Update the subdivision design standards in accordance with the recommendations in the Land Use chapter. Subdivision streets should include sidewalks on both sides of the street, a minimum of five feet in width, and a five-foot landscaped green strip separating the road from the sidewalk. The location of these sidewalks should connect to other external trail and sidewalk connections that create a safe pedestrian system throughout Monroe.

- f. Road designs for new neighborhood development should have a well-connected street network and walkable blocks. Considerations for returning to the traditional street grid would increase connectivity and establish more walkable blocks. The City's zoning ordinance should be updated to require new developments utilize a street pattern of walkable blocks with a minimal use of cul-de-sacs. Neighborhoods should have multiple entrances and connections to adjacent neighborhoods.
- g. Update standards in the zoning ordinance to allow more flexibility in developing different types of multi-family housing in all residential districts.
- h. Update standards in the zoning ordinance to allow mixed housing developments in more residential and mixed-use zoning categories.
- i. Update subdivision standards and zoning so that housing developments are designed to promote walkability and encourage both pedestrian and vehicular connectivity throughout the community.
- j. Develop incentives in the zoning ordinance that can be used to encourage quality mixed housing types, mixed-income housing, and senior housing to meet the needs of the community.
- k. Create an overlay district for downtown and the Butler Tech LeSourdsville Campus subarea (see the Focus Areas chapter) to permit a wider range of uses, increase density of residential development, ensure a walkable environment, quality design, and increased amenities.



ECONOMIC DEVELOPMENT

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GOAL

Monroe will be an economically sustainable city with a diverse tax base and high-wage jobs while protecting the community’s character.

The City of Monroe has experienced tremendous economic development growth over the past ten to fifteen years, primarily within the regional retail and logistics sectors. The nature of this development has raised questions within the community about appropriate types of future development on the City’s limited remaining land. This section aims to guide future economic development activities within the context of the Comprehensive Plan.

Principles that Guided Development of the Economic Development Recommendations

- Economic development opportunities are constantly shifting as a community grows, and industry trends are often cyclical. There has been substantial community input that the City should try to attract more advanced industrial uses and associated services rather than the logistics facilities that have located in Monroe over the past ten years.
- Existing businesses are a critical part of the City’s future growth, but the quantity and quality of the City’s undeveloped land require special consideration. The City has over 4,200 acres of vacant, undeveloped, or underutilized land within the City’s jurisdiction available for development; however, many of those parcels have topographic challenges making future projects difficult. Additionally, property owners have a right to keep or sell their land as they deem appropriate. Historically, the City has not proactively annexed land from surrounding townships, making it unlikely the amount of available land in the City will increase.
- The City wants to attract office, advanced manufacturing, and technology jobs that appear to pay higher wages when compared to existing warehouse or distribution jobs. Focusing on smaller scale industrial uses with higher paying jobs diversifies the economy, allows Monroe to manage land use growth, and allows the City to be more strategic about economic development.
- Community development patterns and standards should ideally improve incrementally over time through the City’s policies and initiatives. Similar types and styles of development work well together and encourage complementary development. With that said, the City should be aware of potential situations where large, single-use buildings can become obsolete and may have a detrimental effect on surrounding uses.

- Workforce development, also known as talent acquisition, is essential to business success, regardless of industry. Creating and retaining a sustainable talent pool often includes developing reliable multi-modal transportation infrastructure, encouraging various housing choices to accommodate different income levels, and identifying appropriate amenities that residents/employees will regularly support.

Recommendations

1. Identify and embrace appropriate economic development opportunities for Monroe.

Economic development is more complex than just labeling a map with commercial, industrial, and business parks. Identifying the right mix, the targeted industries, retention, and attraction of existing and new businesses are all part of the program. These elements go beyond the high-level goals and recommendations within the comprehensive plan and are often best addressed through a comprehensive economic development strategic (CEDS) plan. A CEDS evaluates the community’s strengths and weaknesses while considering current and future trends. Special consideration should be given to the viability of both emerging or unique industries and stable sectors, so the community has a varied and sustainable business base. A CEDS plan is also a requirement to receive any federal funding from the U.S. Department of Commerce, Economic Development Administration.

2. Balance business/talent recruitment with business/talent retention.

Business recruitment and retention require strong public and utility infrastructure as well appropriate housing and amenities. However, having available, prepared sites and a sufficient workforce is essential to moving any project forward. Without a viable site and sufficient employees, any existing business or potential project is likely to fail.

To facilitate viable development and redevelopment sites, the City should develop a strategy to encourage site investment. This strategy should be part of the Comprehensive Economic Development Strategy Plan discussed in recommendation 1 (above).

The City should also continue to support and engage with public and private entities that can positively influence the talent pipeline for existing and future businesses. These entities include all education levels, including local school districts, vocational and technical schools, community colleges, universities, and other training or education providers. Additionally, the City should be mindful that having a variety of desirable housing stock choices and related amenities can also positively affect the quality and depth of the talent pool in the City.

3. Foster a collaborative design environment to ensure buildings are designed with changing industries in mind, compatible land uses are adjacent, aesthetic standards drive quality development, and redevelopment sites or transitional areas are thoughtfully addressed.

Buildings of a similar type and aesthetically pleasing tend to encourage a similar development standard in the surrounding area. The City must implement and maintain high aesthetic standards through its planning, zoning, and property maintenance processes to facilitate high-quality development.

Redevelopment sites and transitional areas present opportunities to think creatively about solutions such as public-private partnerships, cluster development, and green infrastructure that is beneficial to Monroe. Individuals studies or redevelopment plans may be necessary for redevelopment sites or transitional areas to reach their full potential. The City should prepare to address these opportunities when appropriate by creating a potential plan for future locations and annually allocating resources to a specific redevelopment project fund.

4. Develop communication standards, internal and external review processes, and informational resources to provide concise, efficient services to existing and future businesses.

Monroe should invest resources into developing a business-focused approach to communication as an essential strategic advantage over other communities. The City should continually review its processes and procedures to ensure efficiency, understand the community’s expectations and goals and improve the public and businesses experience by streamlining processes, clearing communication channels, and eliminating ambiguity.



TRANSPORTATION

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GOAL

Monroe will have a safe, accessible, and well-connected multi-modal transportation system that addresses vehicular congestion, supports the desired land use pattern; promotes physical activity, health, and wellness; and serves the needs of Monroe’s residents, businesses, institutions, and industries.

The goal of the Transportation component of the plan is to address concerns identified by the community during multiple public engagement opportunities held in person and online. Areas of improvement were identified as well as additional roadway development needed to support future growth areas. This section will focus on best practices, connectivity improvements, maintenance of existing facilities, and new construction.

A well-connected transportation network is central to supporting and maintaining quality of life and the economic success of a community. The existing network has been identified as a key component of the City’s past growth and success. Continued investment in the transportation network will be important for future neighborhood development and for creating connections to key amenities such as parks, schools, and the downtown. The transportation system should be balanced to provide for all means of travel while serving the needs of a wide variety of users. The transportation recommendations in this section are aimed at supporting the plan’s overall vision as well as recommendations related to land use and growth, economic development, recreation, and quality of life. Through effective planning and thoughtful design, the City of Monroe’s transportation improvements can contribute to the overall community aesthetic and give new life to the City.



Existing Transportation Network

Monroe’s existing transportation network is made up of important roadway connections that help residents and visitors travel into and around Monroe. Access to I-75 helps the local economy by bringing in jobs nearby and providing access to major cities such as Cincinnati and Dayton. State Route 63 provides the primary East-West connection across the City. Despite these existing thoroughfares, there are opportunities to improve Monroe’s local street network and better connect neighborhoods and employment areas.

I-75 to the east, State Route 4 to the west, and State Route 63 are the major roadways and frame the transportation network across the community. These three roadways, while serving as major connectors out of the City, create internal separation throughout Monroe.

Other major roadways include Todhunter Road and Cincinnati-Dayton Road (Main Street). Todhunter Road runs east-west to the north of the City boundary and connects vehicles from State Route 4 to Cincinnati-Dayton Road while avoiding the truck traffic along State Route 63. Cincinnati-Dayton Road runs north-south just west of I-75 and provides an alternative to the interstate for travel. Development along this roadway is located primarily to the south and provides direct access to the downtown and some residential neighborhoods. Heading north, development is limited on either side of the roadway and is suited for future development along the east side, heading north to Greentree

Road and Middletown with little need for expansion. Cincinnati-Dayton Road will need additional supporting infrastructure to ensure safety and appropriate access in the future.

Neighborhood roads provide access from arterial and collector roadways to individual properties. Opportunities to extend existing neighborhood roads and create additional connections to collector roadways such as Hankins Road to the south, Todhunter Road, Yankee Road to the west of the High School, or Carson Road, and to Cincinnati-Dayton Road (arterial) should be explored as development occurs. Creating a more connected transportation system through local roads and collector roadways will be key to increasing connectivity, especially for future residential development. Planned access management and roadway improvements in cooperation with responsible governmental entities will enhance traffic flows while fostering responsible growth. Overall, an intentionally planned, more connected, and multi-modal transportation system will be the key for increasing connectivity for business and residential development.

Issues & Opportunities

Through focus group discussions, Steering Committee meetings, and public engagement opportunities online and in-person, several issues and opportunities were identified relating to the current transportation network in Monroe.



The main concerns were the amount of truck traffic on State Route 63, and the I-75/State Route 63 interchange. Additional concerns involved the desire for increased access to the Monroe Local School Campus while eliminating congestion along Yankee Road. Feedback from the Steering Committee and public identified improvements to the Todhunter Road & Britton Lane and Hamilton-Lebanon Road (State Route 63) & Yankee Road intersections as priorities due to the nearby neighborhoods and school campus.

Safety and general maintenance of roadways were also identified as large concerns. Multiple comments and suggestions heard throughout the public process involved expanding the transportation network to address all types of mode uses including bike lanes, trails, and more sidewalk development (see more about these issues and recommendations in the Quality of Life chapter, starting on page 100).

Principles that Guided Development of the Future Transportation Recommendations

- Development trends, especially in neighborhoods, have not encouraged connectivity throughout the community. Connectivity through roadways, sidewalks, bike trails and paths will make it easier to navigate throughout the City using multiple modes of transportation.
- A grid street layout in the downtown should be continued and enhanced to create a walkable area, foster dense development, and create a sense of community where people can gather.
- Development of a new interchange along I-75 and roadway improvements along Greentree Road to accommodate for an increase in traffic will help spur development near the area.
- Existing roadway improvements should be encouraged across the City and done in collaboration with other governmental jurisdictions and projects. Projects such as widening and resurfacing roadways, developing trails or bike lanes, and updating existing utilities should be built at the same time to limit construction and closure times.

- New signalized intersections should be developed as new roadway connections are developed to encourage safe and efficient traffic flow, limit the chance of crashes, and encourage safety for multiple modes of transportation, including bicyclists and pedestrians.
- Multi-modal facilities help ensure equal access to essential good and services, jobs, healthy food options, and entertainment places within Monroe and to adjacent communities.
- Monroe’s existing code emphasizes “encouraging the incorporation of alternative modes of transportation by emphasizing pedestrian circulation and establishing requirements for bicycle parking.”



Example of an improved intersection

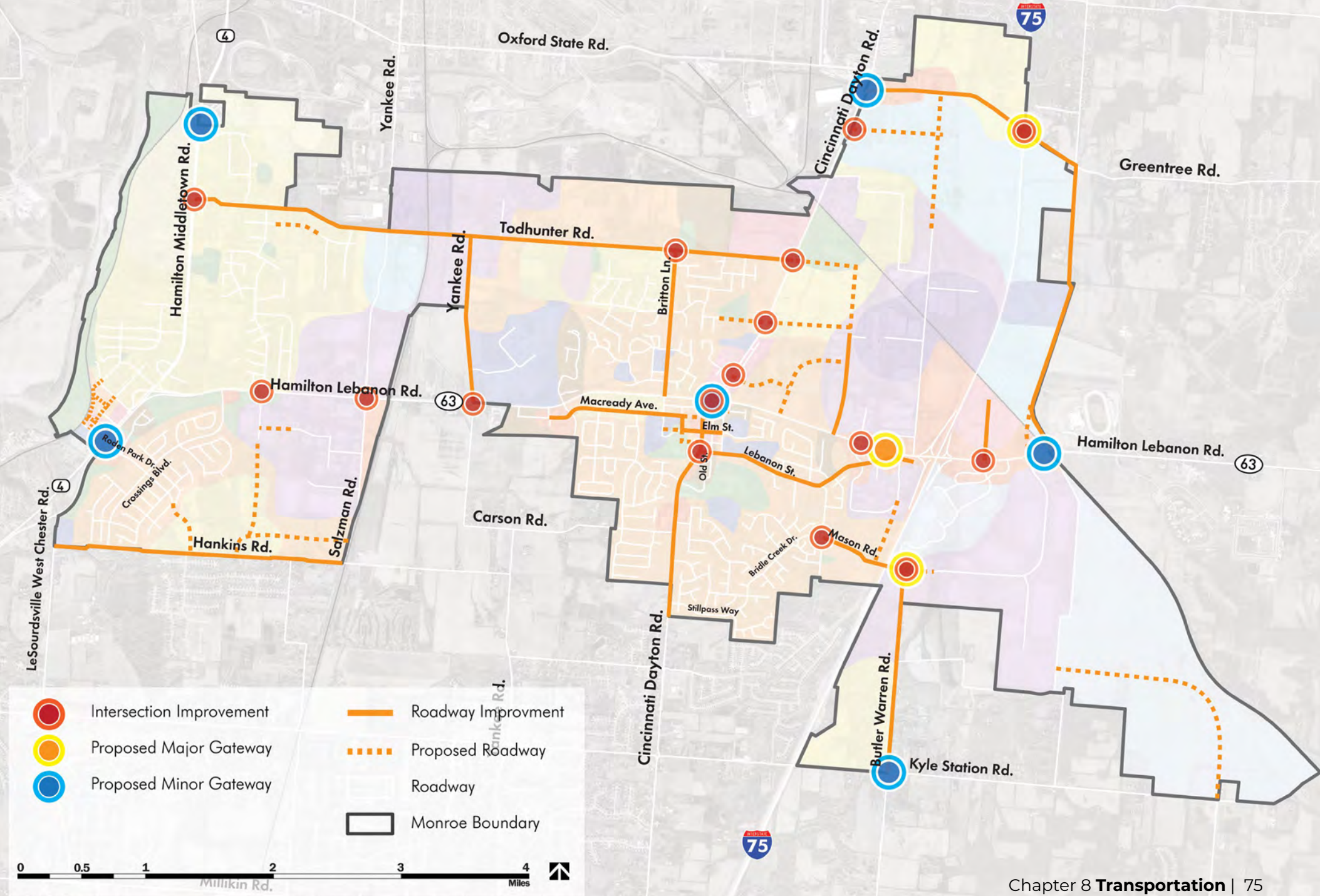


Example of a major gateway



Example of a minor gateway

FUTURE TRANSPORTATION MAP

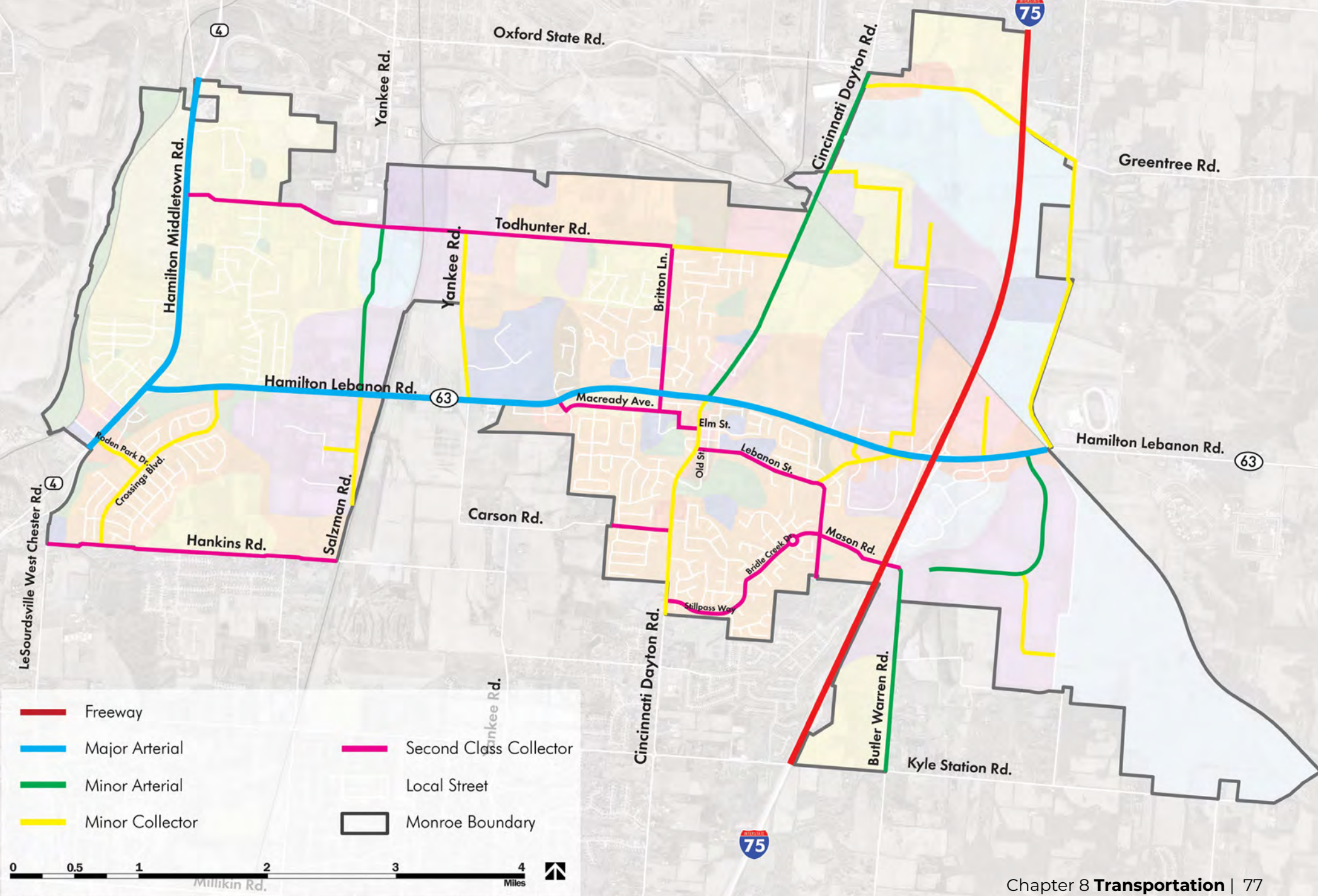


FUNCTIONAL CLASSIFICATION OF ROADWAYS

Roadway Type	Function and Characteristics	Existing Average Daily Traffic (ADT)
Freeway	- Carry high volumes of traffic at high speeds over long distances. - Serves interstate/intrastate/interregional/intracity travel. - No direct property access. - Median/grade separation of opposing traffic movements.	Over 20,000 vehicles per day
Major Arterial	- Provides access and mobility at moderate to high speeds/volumes/distances. - Serves interregional, intercity, and intracity travel. - Direct property access is not permitted or restricted.	9,000 - 20,000 vehicles per day
Minor Arterial	- Provides access and mobility at low to moderate speeds/volumes. - Serves intercity, intracity, and intracommunity travel. - Direct property access is restricted.	4,000 - 12,000 vehicles per day
Minor Collector	- Provides access and mobility at lower speeds, with equal priority assigned to access and mobility. - Connects local or second class collector streets to arterials. - Residential driveways not permitted; commercial driveways restricted by number/spacing/site distance.	3,000 - 6,000 vehicles per day
Second Class Collector	- Connects primary collectors to local streets. - Limited residential or commercial driveways based on volume/speed/sight distance/spacing.	1,000 - 4,000 vehicles per day
Local Street	- Provides local land access. - Carries traffic to and from local land developments and collectors. - Direct property access is permitted.	Less than 1,000 vehicles per day

Source: FHWA Functional Classification Guidelines and City of Monroe

FUNCTIONAL CLASSIFICATION MAP



INTERSECTION IMPROVEMENTS

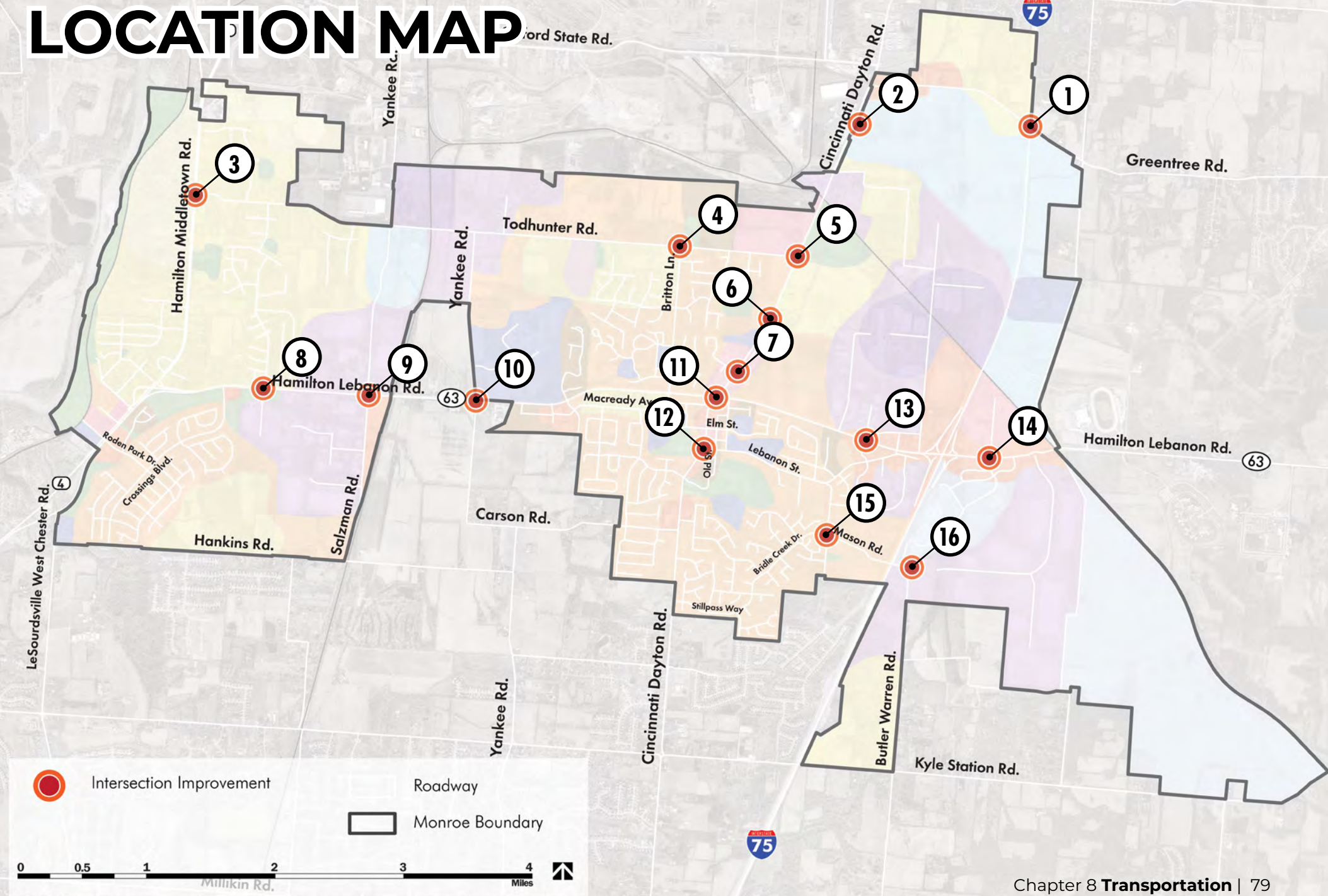
There are multiple recommended intersection improvements shown on this map. They are listed in the table on pages 80 and 81 with the location of the improvement and the reason for its inclusion in this plan (see table for details).

In all cases, an additional traffic study will need to be completed as part of the design process for any of these suggested improvements. Some of these improvements can be examined as part of a larger transportation study conducted for Monroe that looks at the entire transportation system and provides overall recommendations. Certain site-specific issues related to an intersection brought about by a particular development should be tied to a study completed at the time development review and approval is conducted.

Other general recommendations include adjustment of signal timing, road restriping (repainting lines), and as necessary, repavement of roadways. Where new intersections are created in the future with the addition of roadways, funding for new lighting infrastructure, which includes traffic signals, roadway lighting, and pedestrian scaled lighting for adjacent sidewalk and trails, and street trees should be included in the cost with new roadway development. Any intersection improvement is recommended to be done concurrently with roadway construction to reduce street closure time.



INTERSECTION IMPROVEMENT
LOCATION MAP



INTERSECTION IMPROVEMENT CHART

Improvement	Number on Map	Reasoning
Creation of a new interchange at Interstate 75 (I-75) and Greentree Road	1	Improve access for future development in the area Ensure acceptable level of service as the area develops
A new signalized intersection along Cincinnati-Dayton Road south of Greentree Road	2	Improve access and connection to future development This will need to be coordinated with Middletown
Hamilton Middletown Road (State Route 4) & Todhunter Road	3	Addition of a traffic light to ensure safe turning on to State Route 4 from Todhunter Road
Todhunter Road & Britton Lane	4	Widen the roadway, improve turning radius, and address safety concerns as future development occurs nearby
Todhunter Road & Cincinnati-Dayton Road	5	Additional traffic signal head to control future eastern leg of the intersection Improve access for future development in the area
A new signalized intersection along Cincinnati-Dayton Road at the proposed Edgewood Drive extension	6	Improve access for current and future development needs in the area
A new signalized intersection at Cincinnati-Dayton Road and Overbrook Drive (as development occurs)	7	Additional traffic signal at the intersection when Overbrook Court extends east as future development occurs Ensure appropriate level of service to address increase in traffic flow and user needs as future development occurs nearby
Hamilton-Lebanon Road (State Route 63) & Clark Boulevard / Hollytree Drive	8	Address any safety concerns including light timing, pedestrian crossing, and infrastructure improvement needs
Hamilton-Lebanon Road (State Route 63) & Salzman Road	9	Additional lanes needed on the north and south leg of the intersection Address any safety concerns including light timing and infrastructure improvement needs
Hamilton-Lebanon Road (State Route 63) & Yankee Road	10	Improve access and ensure safety for drivers Addition of left and right turn lanes on to State Route 63 Reduce traffic congestion along Yankee Road during school hours Improvement efforts will need to be coordinated with the State or annexed into the City

Improvement	Number on Map	Reasoning
Hamilton-Lebanon Road (State Route 63) & Cincinnati-Dayton Road	11	Address any safety concerns including light timing and infrastructure improvement needs
Lebanon Street and Main Street	12	Redesign of the intersection to improve mobility for vehicles, pedestrians, and bicyclists See Downtown Plan for more details, page 113.
Hamilton-Lebanon Road (State Route 63) & Lawton Avenue	13	Address any safety concerns including light timing and infrastructure improvement needs
Hamilton-Lebanon Road (State Route 63) & Corridor Park Drive	14	Address any safety concerns including light timing and infrastructure improvement needs
Mason Road/ Bridle Creek Drive & Gallaher Road	15	Development of a roundabout for the intersection Address any safety concerns including infrastructure improvement needs and appropriate level of service to address an increase in traffic volume
Mason Road/ Gateway Boulevard & Butler Warren Road	16	Addition of a signalized intersection (with the extension of Gateway Boulevard) to address safety concerns

Existing Roadway Improvements & Future Roadway Connections

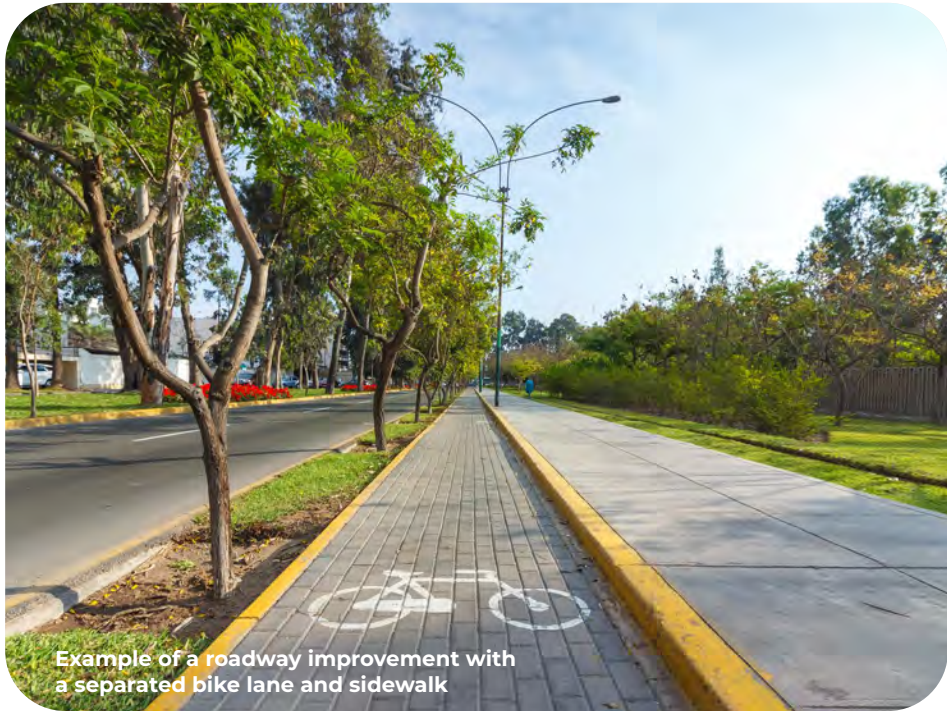
Solid orange lines denote needed improvements to existing road segments, either to address current conditions or to ensure a safe and efficient roadway system as development occurs in the future. These roadway improvements should be coordinated with the Future Recreation Network recommendations (see the Quality of Life chapter for more information) when possible to provide bicycle and pedestrian facilities in a cost-effective manner.

As development occurs in Monroe, additional roadway connections will need to be created. The dashed orange lines on the map represent the general location of future roadways to increase access and connectivity throughout the City.

The existing roadways that have been identified for improvements and notable areas that will need additional roadways are listed in the following table and identified on the map. To view the functional classification roadway map, see the appendix.

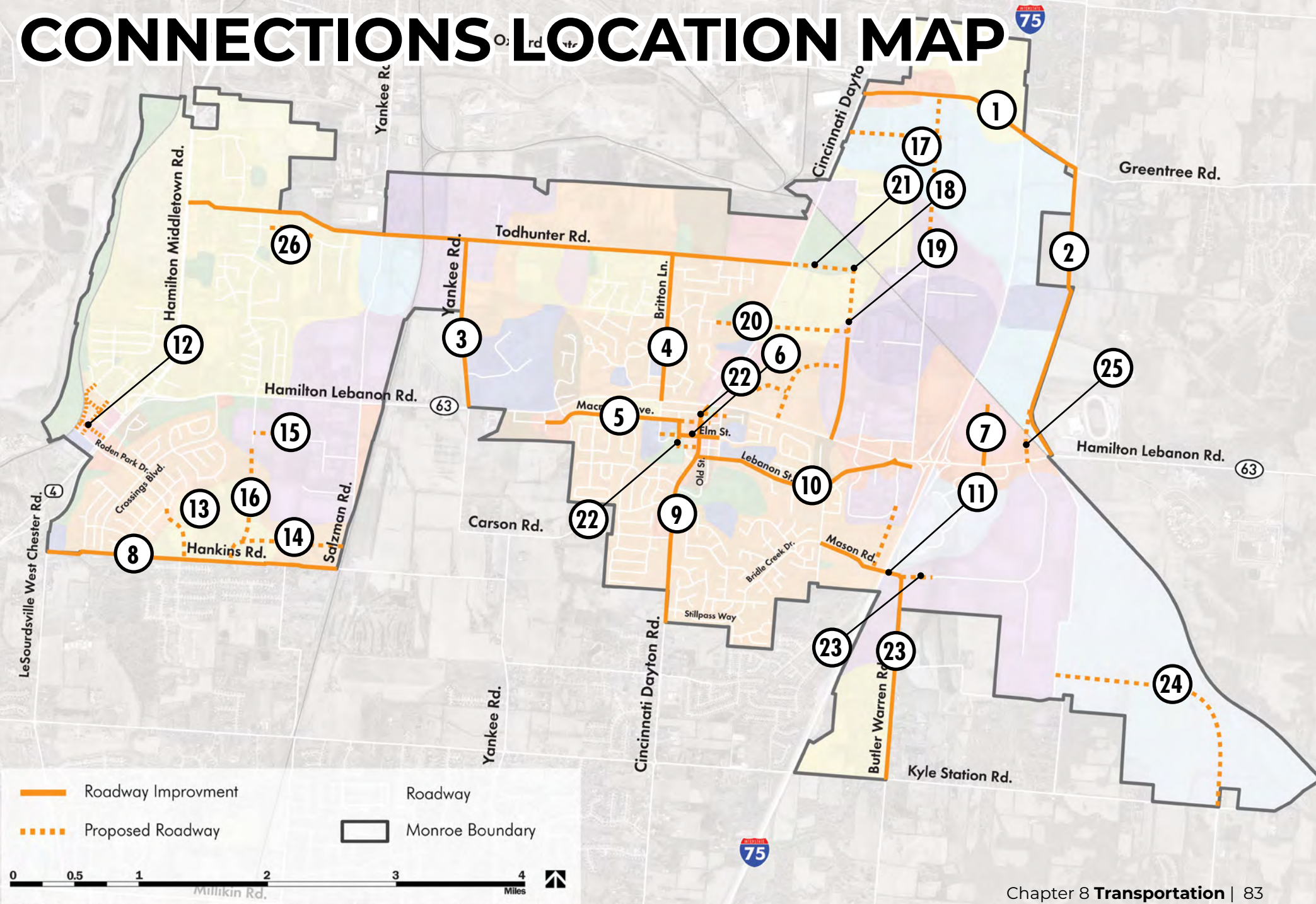


Example of a roadway improvement within a neighborhood with a separated sidewalk



Example of a roadway improvement with a separated bike lane and sidewalk

ROADWAY IMPROVEMENT & CONNECTIONS LOCATION MAP



ROADWAY IMPROVEMENTS AND CONNECTIONS CHART

Improvement	Number on Map	Reasoning
Greentree Road: from Cincinnati-Dayton Road to Union Road	1	Ensure acceptable level of service as the area develops Additional infrastructure improvements to accommodate the new interchange including the widening of the roadway
Union Road: from Greentree Road to State Route 63	2	Improve existing poor conditions of the roadway to ensure acceptable level of service as the area develops Realign roadway to intersect with State Route 63 at Gateway Boulevard
Yankee Road: from Todhunter Road to State Route 63	3	Examine possible drainage issues and address any concerns along the roadway Work with County to improve roadway, specifically at the driveway access to the school
Britton Lane: from Todhunter Road to State Route 63	4	Add curb and gutters to improve safety and stormwater infrastructure Future sidewalk and trail construction should be considered along this roadway
Macready Avenue: from Heritage Green Drive to Lee Price Avenue	5	Add curb and gutters to improve safety and stormwater infrastructure Widen the roadway where necessary to improve overall safety
Elm Street	6	See Downtown Plan for more details, page 113, and see the cross sections on pages 92 and 93
Senate Drive: entire length	7	Improve existing poor conditions Examine possible drainage issues and address any concerns along the roadway
Hankins Road: from LeSourdsville West Chester Road to Salzman Road	8	As development occurs north of the road, address safety concerns by adding curbs and gutters near access points
Cincinnati-Dayton Road / Main Street	9	See Downtown Plan for more details, page 113, and see the cross sections on pages 92 and 93
Lebanon Street: entire length	10	Improve existing poor conditions Examine possible drainage issues and address any concerns along the roadway

Improvement	Number on Map	Reasoning
Mason Road: entire length	11	Improve existing poor conditions Add curb and gutters to improve safety and stormwater infrastructure as future development occurs nearby
Butler Tech LeSourdsville Campus	12	See the Butler Tech Plan for more details, starting on page 120 (plan on page 121)
Future housing development in the southeast of the Monroe Crossings neighborhood	13	Support and serve new residential development in the area
Future housing development north of Hankins Road (east of Monroe Crossings neighborhood)	14	Support and serve new residential development in the area
The industrial park southwest of State Route 63 and Salzman Road intersection: Edison Drive extended to Clark Boulevard	15	Extension of existing roadways to improve connectivity
The industrial park southwest of State Route 63 and Salzman Road intersection: Clark Boulevard extended south	16	Extension of existing roadway to improve connectivity
The land north of the railroad, to the west of I-75, and south of Greentree Road	17	Support economic development by serving new employment opportunities such as commercial, small scale industrial and manufacturing, and office spaces
The land south of the railroad, north of State Route 63, and east of Cincinnati-Dayton Road	18	Expansion of existing roadways Supporting economic development with the development of new commercial/mixed use development and serve new residential development
Lawton Avenue extension north; Edgewood extension to Cincinnati-Dayton Road	19	Extension of existing roadway to support residential development and connectivity
Edgewood extension from Cincinnati-Dayton Road to Lawton	20	Extension of existing roadway to support residential development and connectivity
Extension of Todhunter Road from Cincinnati-Dayton Road to Lawton Avenue extension	21	Extension of existing roadway to improve connectivity

Improvement	Number on Map	Reasoning
Additional roadway connections in the downtown	22	See Downtown Plan for more details, page 113
A connection from Mason Road to Gateway Boulevard (creating an intersection at Butler Warren Road) and Butler Warren Road from Mason Road to Kyle Station Road	23	Improve connectivity and safety concerns through infrastructure improvement Support economic development and serve the needs of new residential development Improve the existing poor conditions of the roadway Address any safety concerns and maintain level of service for increased traffic as development expands nearby
The industrial park southeast of the outlet mall: From Union Road to Hamilton Road (connecting at the extension of Exploration Drive)	24	Extension of existing roadway
Union Road extension	25	Extension roadway for better connectivity
Residential Connection	26	Extension of existing roadway for residential development

Gateway Development

In the context of city planning, a gateway is a landmark, land use transition, or significant feature that is a point of visual interest when entering a community. Gateways play a significant role as part of the regional transportation network, moving people into and around the City. They also contribute to community character and are the first impression realized by travelers passing through the City on I-75, new visitors to the community traveling along State Route 63 and State Route 4, or residents who come in and out of City daily. Gateways are typically a combination of elements that work together to create an experience as someone traverses the City. Various components of a gateway could include public art, landscape plantings, signage, adjacent private development, and other aesthetic treatments.

Typically, gateways are characterized in two categories - major and minor. The I-75 and State Route 63 (Hamilton-Lebanon Road) interchange is a major gateway. Major gateways elements should include features such as bicycle and pedestrian facilities, landscape treatments, lighting, art, signage, restricting certain land uses, and design regulations for development in the area. These gateways tend to be the most used entrances into the community and in Monroe’s case, are all associated with I-75. Therefore, to make an impact, the elements of the gateway must be substantial, and scaled appropriately to be seen at high rates of speed.

The I-75 and State Route 63 gateway area can be characterized as a fairly typical interstate interchange, developed with convenience restaurants, retail, and hotels. However, restrictions could be placed on land uses through an overlay district. Prohibiting, limiting, or encouraging certain uses at the gateways, developing a unified corridor plan to address landscaping, lighting, fencing and other street improvements are all zoning considerations that can set the character for the gateway. Access management practices along the roadway may also help the function and appearance of the area, especially as redevelopment and infill occur east of the I-75 interchange. Since the Ohio Department of Transportation (ODOT) controls State Route 63 in this area, access management and improvements within the limited access areas will have to be an on-going discussion between City leaders and ODOT.

The proposed interchange (I-75 & Greentree Road) and gateway area would be the second gateway to the Employment District. This interstate interchange would be the second interchange for Monroe and located about two miles north of the interchange at State Route 63. The development of an interchange in this location would require additional roadway improvements along Greentree Road to accommodate for the increase in traffic that would be accompanied with developing a new access point along I-75. A City monument sign would accompany the development of the new interchange. The proposed land uses adjacent to the highway include single-family housing to the northwest and employment districts along both sides of I-75 leading up to the interchange. Travelers can see this directly while driving along I-75. An interchange feasibility study will need to be conducted as the surrounding area is developed. It should be noted that funding for this project has not been allocated. If ODOT proceeds with the development of an interchange in the future, the City should advocate for and consider funding additional gateway improvements in addition to the roadway infrastructure improvements along Greentree Road.

Minor gateways are secondary entrances into a community that do not carry a significant amount of traffic but still serve as an entrance to the city. Minor gateways incorporate some elements of a major gateway but are typically smaller in scale. For Monroe, these gateways are located at Cincinnati-Dayton Road and State Route 63, State Route 4 and State Route 63, Cincinnati-Dayton Road and Greentree Road, and Kyle Station Road and Butler Warren Road.

Gateway structures should be designed to reflect Monroe as a community and used as a defining marker for the area to be recognized by residents, workers, and visitors. They do not have to be uniform across all locations with the same structure in each location but should be reflective of nearby destinations. It is also imperative that they be scaled to reflect the context of the adjacent roadway and nearby development. In short, wide commercial corridors with relatively high traffic speeds and lots of signage need larger gateway elements or they may be easily lost. Some ways that these gateways can be designed to stand out include landscaping, lighting, and public art.

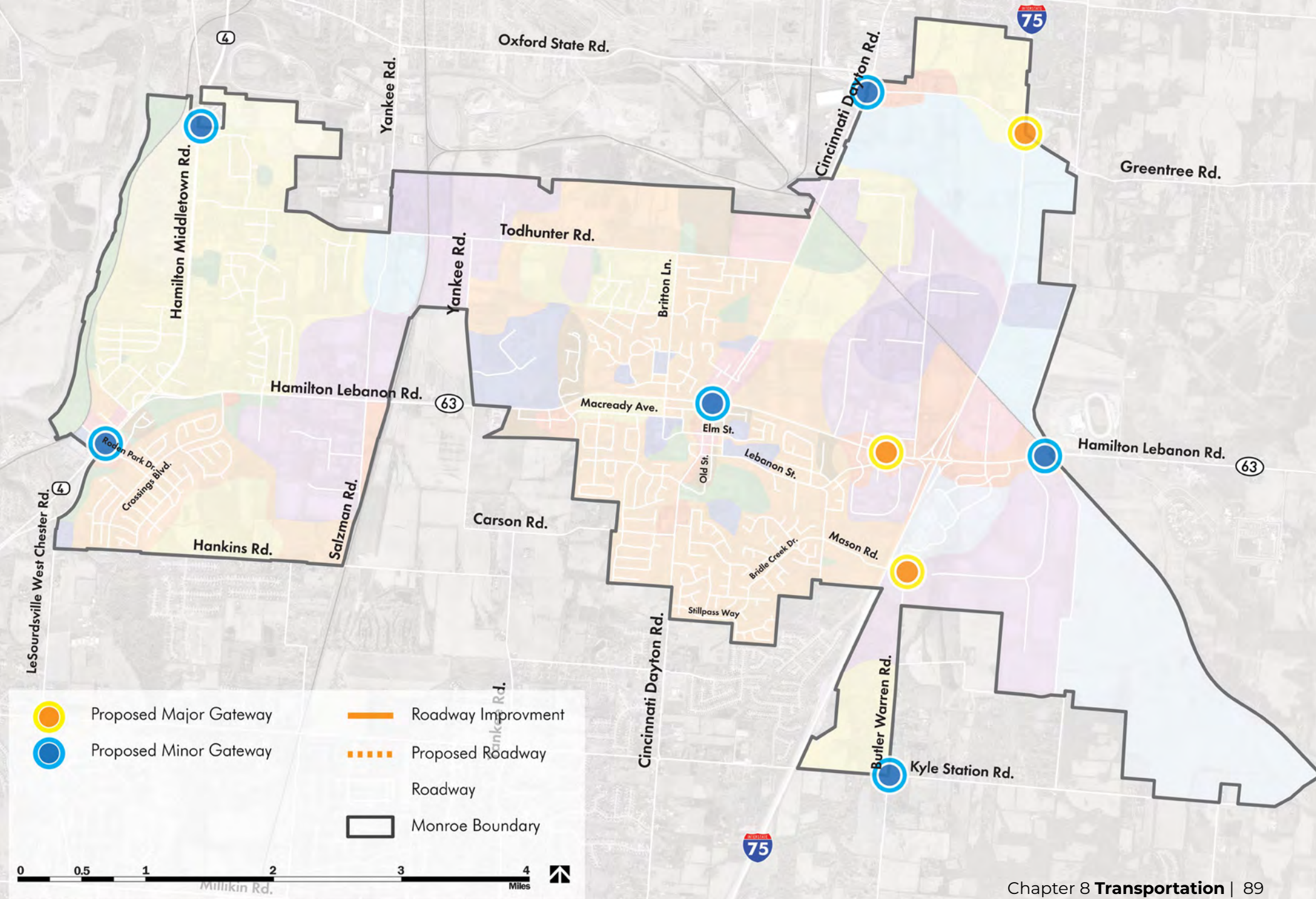


Example of a minor gateway sign in Monroe



Example of a minor gateway used for an entryway

GATEWAY LOCATION MAP

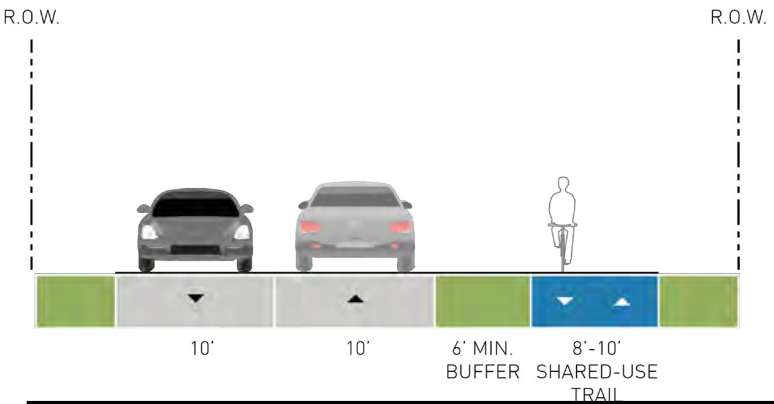


Cross Sections

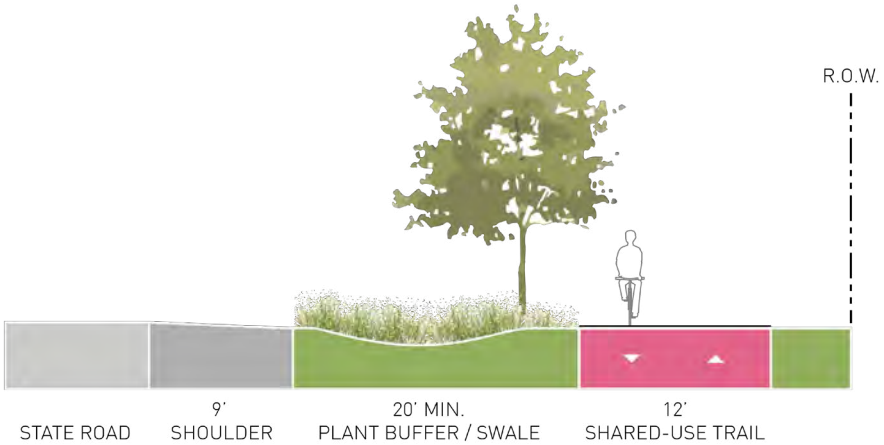
A road is more than simply a route between two destinations. Roads, thoroughfares, corridors, and related facilities are significant components of a community’s landscape and public realm. Integrating transportation planning with land use planning is critical in creating livable and sustainable communities. The alignment, scale, and character of roadways help define a community’s human-made context, development patterns, and sense of place. Thoughtful design, construction, and management of streets and highways that enhance interconnected transportation options with adjacent land uses create a corridor character that becomes a community focal point and contributes to an area’s quality of life. Roadway improvements and design treatments involve corridor medians, access control, curbs, streetscape amenities, landscape, lighting, whether the corridor is a gateway into the City, and if design guidelines are applicable now or in the future. Mobility considers if a corridor is likely to host transit in the future, how and where bicycle and pedestrian facilities should be incorporated, and if on-street parking is appropriate.

Ultimately, improving Monroe’s corridors is a tool for area economic development efforts where land uses will be organized, transportation facilities will be comprehensive and consistent, and aesthetics and urban design will complement the environment and adjacent uses. These improvements will increase the appeal and establish the corridor’s sense of place within the community. New and continued economic investment is more likely to occur in areas demonstrating enduring investment by both the public and private sectors.

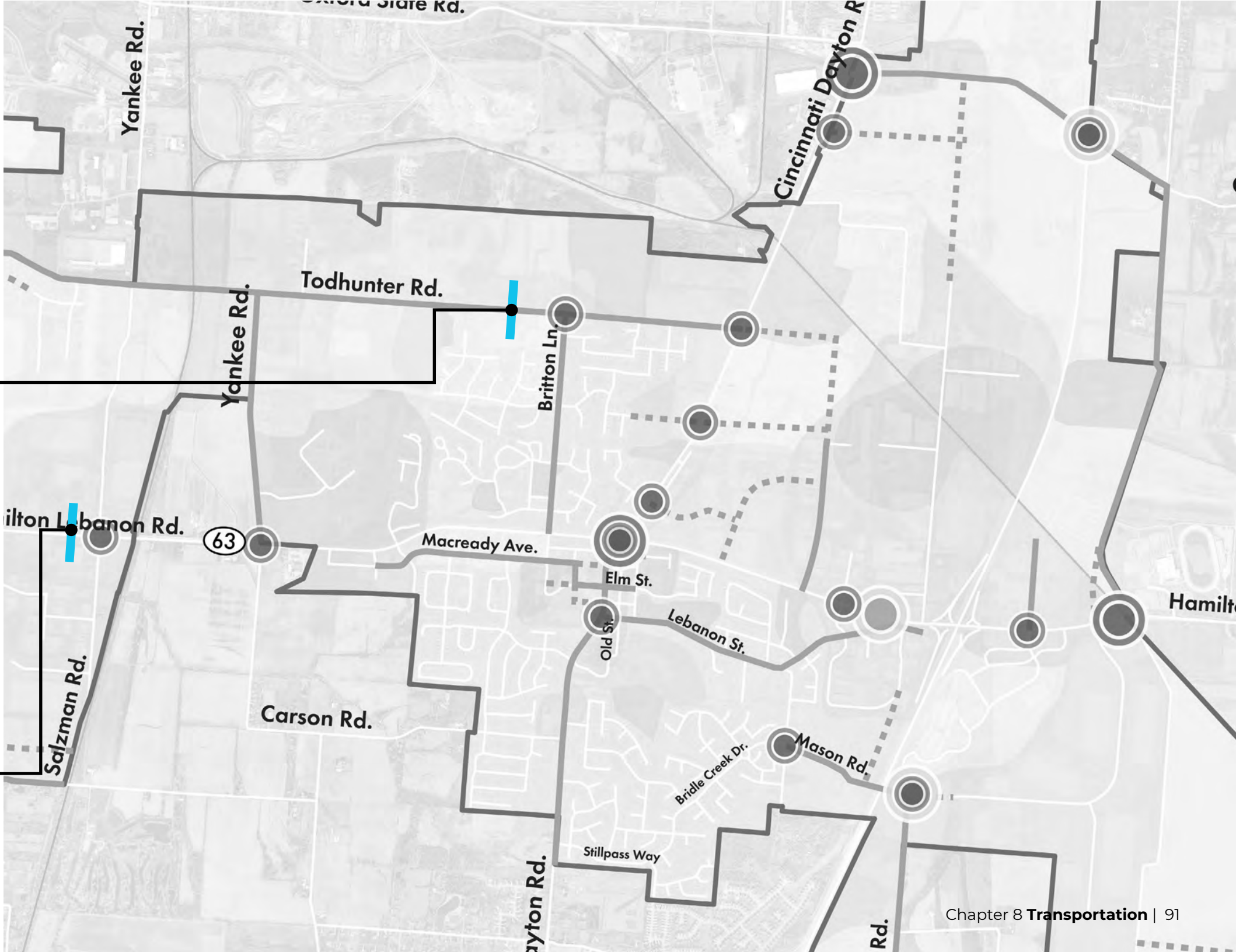
The following cross sections demonstrate public and private space organization along the roadway to maximize land use and associated transportation facilities. Each example provides dedicated travel lanes for motorists, bicyclists, and pedestrians and incorporates streetscape amenities, natural features, and landscape design. These examples represent possible options and should not be considered the sole design solution for the respective corridors. Specific design standards are in the City’s Planning and Zoning Code. These should merely provide a starting point when evaluating new development and start a conversation to promote connectivity and mobility in Monroe, which is much needed and overwhelmingly supported by residents.

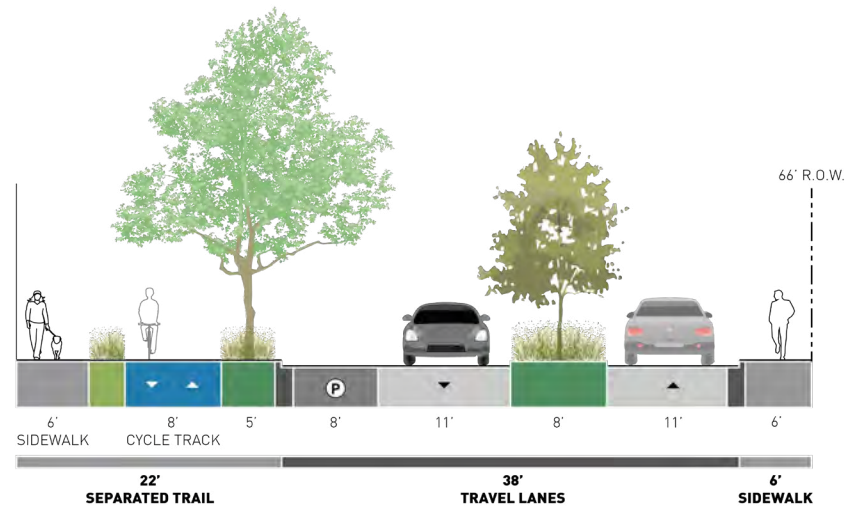


Two-Lane Street Enhancement example: this street cross section shows a two lane road with a shared-use trail on one side of the road on Todhunter Road. This may be replicated throughout the City.

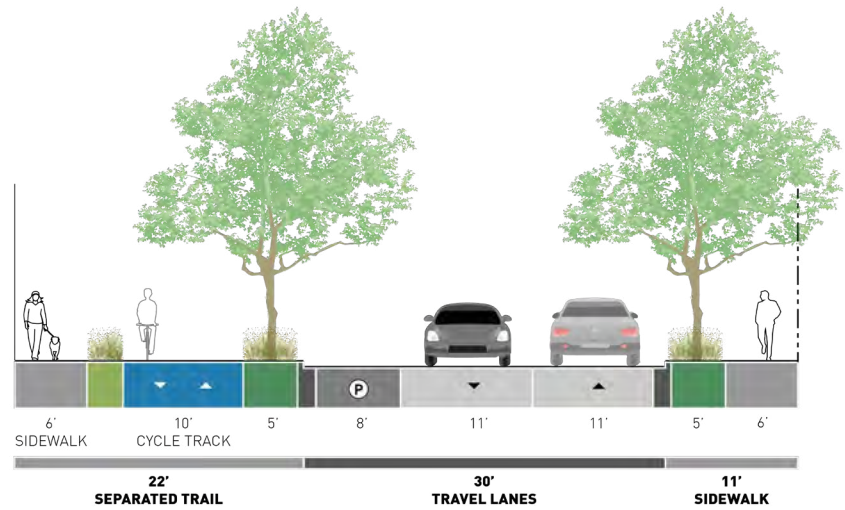


State Road Enhancement example: this street cross section along State Route 63 shows how a shared-use trail may be incorporated along one side of the road to allow for a multi-modal design option.

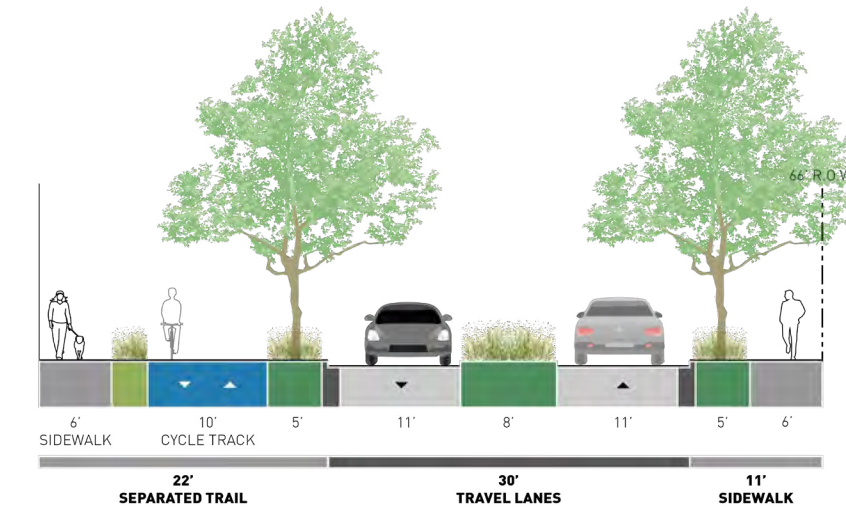
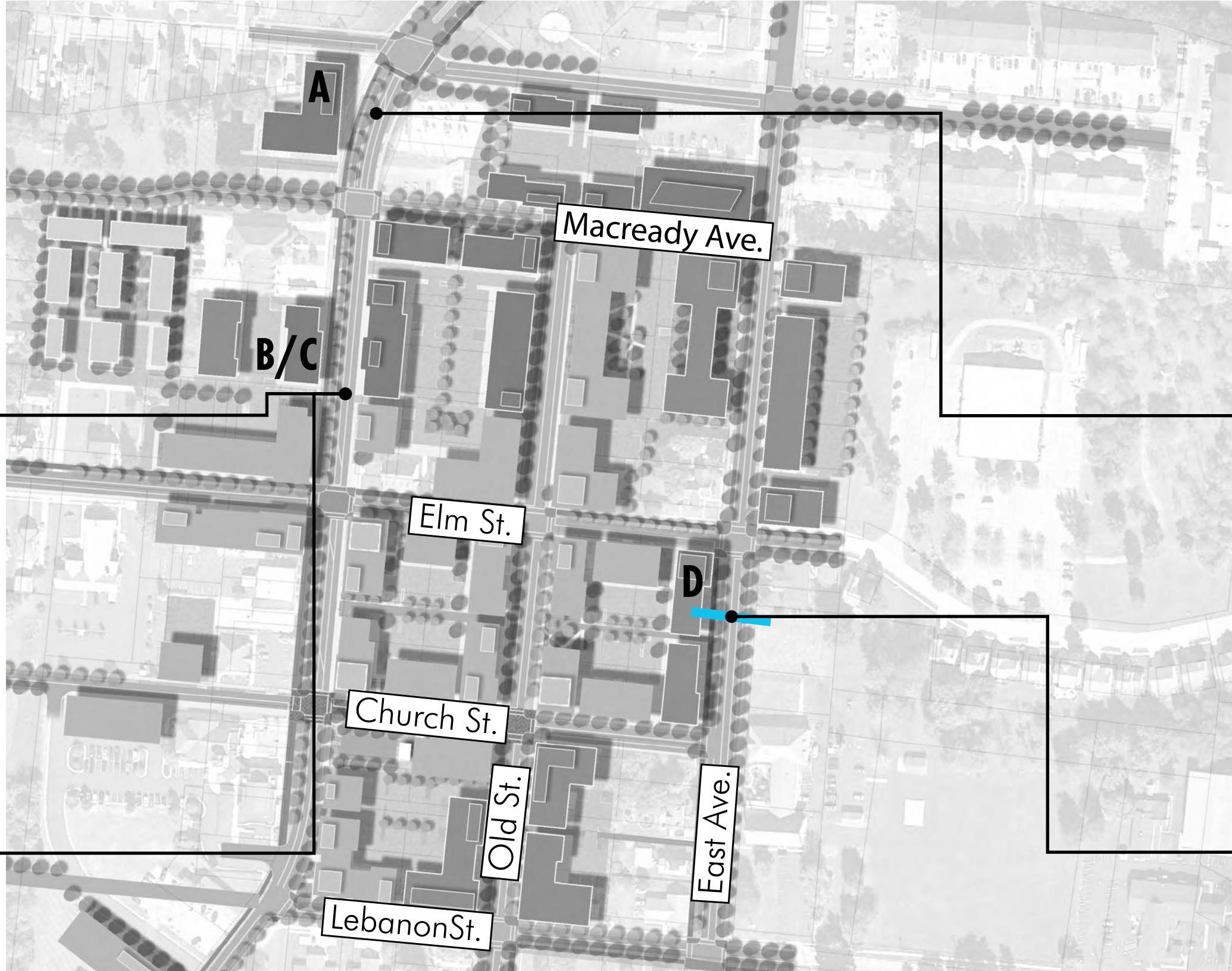




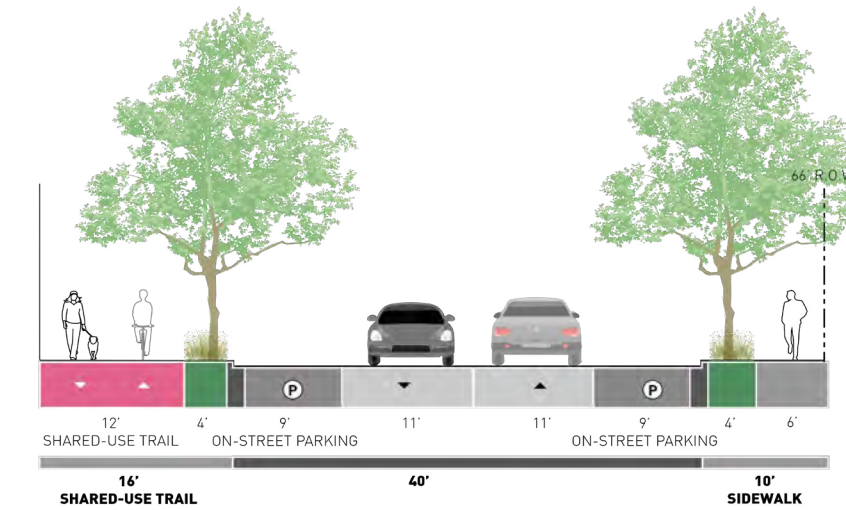
Downtown Cross Section B example: this portion of Main Street will see more pedestrian activity so two options were created for possible design options. Option A shows an eight foot median separating the two driving lanes which could double as a pedestrian safety island.



Downtown Cross Section C example: very similar to Option A, Option C has a separated trail and cycle track but no center median. A separated sidewalk is shown in this cross section.



Downtown Cross Section A example: this cross sections shows a possible redesign of Main Street with new treatment heading south into Downtown Monroe with sidewalks and a cycle track.



Downtown Cross Section D example: this design for East Street shows an option for a redesign including on-street parking on both sides of the street with a separated sidewalk and shared-use trail.

Recommendations

- 1. Connectivity and access through sidewalks, trails, and streets should be the focus moving forward in all development, including the promotion of Complete Streets throughout the City.
- 2. All neighborhood streets should have sidewalks on both sides of the street with a minimum five-foot lawn strip for street trees to be planted and a minimum five foot sidewalk.
- 3. A City-wide trail system should be planned and built along Main Street, Todhunter Road, and State Route 63 to connect to the Great Miami River Regional Trail. This will provide bicycle and pedestrian access to all neighborhoods, parks, amenities, and schools in Monroe. For more details on the trails list, please see the recommendations in the Quality of Life chapter.
- 4. Future neighborhood design should limit the development of cul-de-sacs in order to promote connectivity throughout a neighborhood.
- 5. As streets are developed, connectivity should be a primary focus. Through streets should be considered as development opportunities in existing neighborhoods where they would be most beneficial and applicable if land were to be available in the future. Cul-de-sacs should be limited in new neighborhood development and discouraged in dense housing development where a combination of housing opportunities are present (this includes duplex, triplex, quadraplex, townhomes, condominiums, and multifamily housing opportunities). Such areas where cul-de-sacs would be discouraged in favor of developing a more grid-like street layout would be in the Downtown, housing development near the Downtown, near Butler Tech, and with the development of a possible Town Center or larger community gathering space.
- 6. Incorporating public transportation routes across Monroe might become necessary in the future. Routes will need to be designed and possible infrastructure improvements may be necessary including benches, bus shelters, and bumpouts. Depending on the location of these routes, a separate bus lane may be explored along Route 63, or designated bumpouts at key stop locations that are separate from the travel lanes to ensure continued traffic flow.

Complete Streets

“Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders. The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient. Complete Street policies are set at the state, regional, and local levels and are frequently supported by roadway design guidelines.

Source: [U.S. Department of Transportation](#)

- 7. New roadway connections:
 - a. Butler Tech LeSourdville Campus: see the Butler Tech Plan for more details in the Focus Areas chapter
 - b. Future housing development in the southeast of the Monroe Crossings neighborhood
 - c. The industrial park southwest of State Route 63 and Salzman Road
 - d. The land north of the railroad, to the west of I-75, and south of Greentree Road
 - e. The land south of the railroad, north of State Route 63, and east of Cincinnati-Dayton Road
 - f. Lawton Avenue; Edgewood extension to Cincinnati-Dayton Road
 - g. Edgewood extension from Cincinnati-Dayton Road to Lawton

- h. Lawton Avenue extension north
- i. Extension of Todhunter Road from Cincinnati-Dayton Road to Lawton Avenue extension
- j. Additional roadway connections in the downtown: see the Downtown Plan for more details on page 113
- k. A connection from Mason Road to Gateway Boulevard (creating an intersection at Butler Warren Road)
- l. The industrial park southeast of the outlet mall to connect to Hamilton Road
- 8. Existing roadway improvements:
 - a. Greentree Road: from Cincinnati-Dayton Road to Union Road
 - b. Hankins Road: from LeSourdsville West Chester Road to Salzman Road
 - c. Elm Street: see the Downtown Plan for more details on page 113
 - d. Lebanon Street: entire length
 - e. Mason Road: entire length
 - f. Cincinnati-Dayton Road: see the Downtown Plan for more details on page 113
 - g. Gallaher Road: from Lebanon Street to Mason Road
 - h. Butler Warren Road: from Mason Road to Kyle Station Road
- 9. Develop two gateways along major corridors:
 - a. Near Butler Tech LeSourdville Campus on State Route 4
 - b. To the west of the existing I-75 and State Route 63 interchange.

- 10. Trails: See the Quality of Life chapter

- 11. Sidewalks:
 - a. All streets should have sidewalks on both sides of the street with a minimum width of five feet as required by the Monroe Planning and Zoning Code.
 - i. As funding allows, sidewalks should be developed on both sides of the streets including older existing areas that may only have sidewalks on one side or roadways with no sidewalks.
 - ii. Sidewalks and multi-use paths should be developed along major roadways where connectivity and access is important. A minimum width of five feet for a sidewalk is recommended on one side of the street. On the opposite side, a multi-use path with a minimum width of 12 feet is recommended. These multi-use paths should help connect people across the community and be developed in a way to create loops.
- 12. Gateways:
 - a. Major and minor gateways should be developed at the locations referenced previously.
 - b. Major gateways should include signage, lighting, and low-maintenance landscape plantings. Public art may also be incorporated. Additional design standards for development at gateway locations and corridors may be incorporated through an overlay zoning district.
 - c. Minor gateways should include signage, lighting, and low-maintenance landscape plantings.
- 13. Conduct a Traffic Impact Study to help assess the future needs of the community and determine priority projects for roadway improvement, roadway development, and intersection improvement. Reference the Traffic Impact Section of the Planning and Zoning Code.

14. Parking:
- a. Shared parking and off-site parking should be encouraged, especially within the downtown and near the Butler Tech LeSourdsville Campus as development expands.
 - i. Amend Planning and Zoning to allow for off-site parking where appropriate.
 - b. Parking Structures
 - i. Parking structures should be encouraged within the downtown and near the Butler Tech LeSourdsville Campus as development expands and is appropriate. Parking structures must be hidden to not detract from the character of the surrounding area.
 - ii. Development should surround approximately 3 / 4 of the parking structure with the main access being on the side without development. Additional entrances and exits to the structure for people may be located on all sides where applicable.

15. Access:
- a. As development expands in the downtown, Butler Tech, and similar mixed use areas, buildings are encouraged to be located as close to the street as possible with parking located to the side of or behind the building. Access to parking should be located at a side street when possible to avoid congestion on the main street.

16. Complete Streets:
- a. Amend Planning and Zoning code to include language about Complete Street development and integration.

17. Multi-Use Trails
- a. Amend the Planning and Zoning Code to require installation of multi-use trails where shown on the Proposed Recreation Network map and other bicycle, pedestrian, and recreation plans for the City of Monroe.
 - b. Multi-use trails should be developed on at least one side of all collector and arterial streets (see the functional classification map on page 77), and a sidewalk should be installed on the other side. Improvements should meet these requirements:
 - i. Multi-use trails should have a minimum width of 12 feet.
 - ii. Construction materials may include asphalt, concrete, or pavers.
 - c. Amend Improvement Standards to include multi-use trails.
18. Explore creating a “Fee-in-lieu of Construction” requirement for trail and sidewalk infrastructure in order to fund future mobility projects. Fees-in-lieu of construction are funds paid to the City, by the developer, in place of the developer installing the required infrastructure. These fees go into a special account to only be used for trail and sidewalk projects. Fees-in-lieu of construction could be used in a situation where it doesn't make sense to install a trail or sidewalk because a planned utility project would necessitate their temporary removal. In such a case, the fees would be used to pay for the trail project once the utility work was complete. Similarly, the City may allow a developer to pay the fees in lieu of constructing a trail that would not connect to any existing facilities. If there are no other trail segments along a roadway, the cost of that trail may be better utilized to create other connections in the City.

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QUALITY OF LIFE

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GOAL

Monroe will be a resilient place to live, build a career, do business, eat, shop, and recreate, making it the preferred place to call home in the region.

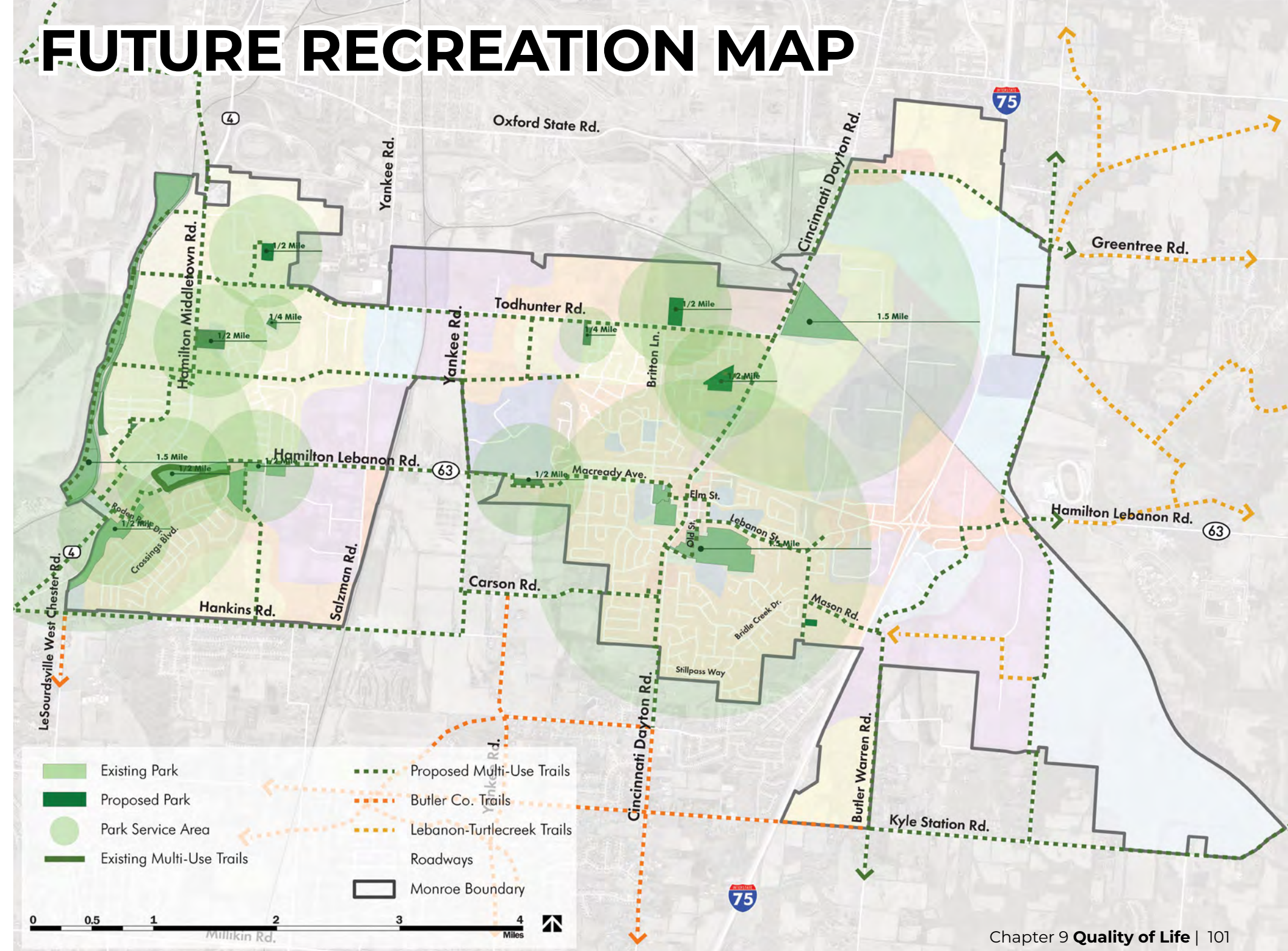
Quality of life is a concept that combines the social, cultural, economic, and physical attributes of a community. The relationship between these elements creates a unique community fabric that influences the experiences of residents and visitors. Positive attributes are often associated with housing character, quality schools, access to recreation and entertainment, and a healthy environment. Just as important to overall quality of life is the interaction of residents with each other and their surroundings; this includes civic pride, history, community organizations, and cultural and faith-based institutions.

The Quality of Life framework focuses on City services and facilities, parks and recreation amenities, and cultural venues, with the goal of providing superior quality of life in the region to serve existing residents and to maintain a strong local economy. To work towards this goal, the City, residents, businesses, organizations, and schools must all work together. Quality of life is impacted by every development decision the community makes whether that is by City leaders and staff, developers, or individual property owners.

Principles That Guided Development of the Quality of Life Recommendations

- Improving elements that contribute to a resident's quality of life offered in a community can help drive investment, attract future residents, and create a stronger local economy.
- Quality of life is directly associated with how a person thinks of and feels about a community. These elements are usually determined based on the amenities and entertainment options offered, culture, history, and other residents and visitors.
- While some of these elements like public gathering spaces, parks, and recreational areas can be improved by the City, other elements such as art, museums, and private recreation facilities will be provided by other entities.

FUTURE RECREATION MAP



Trails and Parks Network

Monroe's current trail network is limited and the existing development pattern has created obstacles to community-wide walkability. Generally, for a resident to get to school, work, a restaurant or shop, a motor vehicle is the primary means of travel. Bicycle and pedestrian connections between neighborhood sidewalk networks and community destinations are limited. The future addition of trails to the west, including the Great Miami River Trail to be completed in 2023, will increase the total trail network in the city, but there is no safe, direct access to the Downtown or amenities on the east side. This highlights a need for a more complete, integrated trail system throughout the community that connects destinations, amenities, and the neighborhoods within Monroe.

According to the Trust for Public Land, 20 percent of Monroe residents live within a 10-minute walk of a park. The national average is 54 percent. However, there are several parks of varying sizes and open spaces and fields that dot the community and provide more access to residents than the existing trail network. While parks are more accessible to the community, some maintenance and updated equipment may be necessary to ensure a high quality of life in Monroe.

Safety

Safety is a critical component of any healthy community. Monroe has taken steps to ensure that its residents and businesses are safe at home

and at work. The City has been thoughtful in its expansion of police and fire services so that they can respond to any need in the City.

The fire stations have been strategically located throughout the city to be able to quickly respond to fire and rescue emergencies. Monroe has two municipal fire stations; Fire Stations 61 and 62. Fire Station 61 is in the downtown on Main Street (Cincinnati Dayton Road), and Fire Station 62 is located on Hamilton Middletown Road (State Route 4). Monroe's fire department is a full-service career department that provides a multitude of services from fire suppression to technical rescue and paramedic level emergency medical services. They also provide several public education programs such as CPR and First-Aid classes, fire safety lectures, home safety inspections, and more.

Monroe's police station recently moved locations. Previously located in the lower level of the Monroe City Building along Main Street, the department has moved into a new building along South Main Street south of the City Building. The police outgrew their space at City Hall and in 2019 purchased a new building to house the department. The City renovated an old grocery store for the police department to occupy. Monroe's Police Department covers a large area in the City and engages in proactive safety initiatives and addresses a variety of issues including traffic violations and community policing.

Public Library

Monroe has two public libraries; the Monroe Public Lending Library & Community Center in the downtown, and Mid-Pointe Public Library located next to the Mount Pleasant Retirement Community off Britton Lane.

Schools

Monroe has two public school campuses: Monroe Primary, Monroe Elementary, and Monroe Junior High / Senior High Schools with the primary school separately located from the main elementary, junior/senior high campus. Monroe Primary is for grades kindergarten through first and offers preschool classes for children three to five years old. Monroe Elementary instructs students in grades two through six. Monroe Junior High instructs students in seventh and eighth grades; Monroe Senior High is the high school for students in ninth through twelfth grades.

Additional schools in Monroe include Butler Tech Natural Science Center, south of Monroe Junior High / Senior High School, and the Butler Tech LeSourdsville Campus on the west side of the City adjacent to Monroe Bicentennial Commons.

Recommendations

The Quality of Life recommendations are organized into four categories: Trail, Parks, Connectivity, and Other. While the comprehensive plan seeks to address community needs and gaps in service identified during the planning process, additional study and design will be needed for many of these recommendations.

Trail Recommendations

1. The recreational Quality of Life map shows proposed trail routes. Loops are created to not only increase access but provide a way for people to measure their activity, if desired. Filling in sidewalk gaps will also help bridge the divide and provide additional pedestrian infrastructure for multiple modes of transportation. From sidewalks throughout a neighborhood to sidewalks that serve as connections to additional trails, providing a safe space away from roadway traffic will increase quality of life for residents.



Neighborhood parks provide easy access for families to visit with their children without driving across the City



Development near the Butler Tech LeSourdsville Campus allows for additional trail connections to the Monroe Crossings neighborhood and into Bicentennial Commons Park



Monroe's police station that opened in 2021

2. Develop a multi-use separated trails system along roadways that have enough existing right-of-way. Creating separation adds a protective space between the user of the trail or path and the driving lane, thereby opening the facility to a broader range of potential users. Low maintenance landscaping and street trees should also be incorporated to increase this protective barrier, and also beautify the streetscape.
3. Trails should be made of concrete or asphalt, but if desired can be made of other materials to give them a distinct look. For example, the Downtown may use pavers to improve aesthetics and reinforce placemaking.
4. Coordinate transportation, trail, and sidewalk improvement projects. When dedicating funding to these projects, it is best to try and pair roadway construction with trail development to reduce construction time and potential street closures. Pedestrian scaled lighting, wayfinding signage, and landscaping costs should be included in the construction cost of the roads and trails.
5. Design a trail system to connect multiple neighborhoods and destinations across Monroe such as the schools, both Butler Tech locations, the Downtown, and local parks. Trails should be at least 12 feet wide with asphalt pavement. A wider trail and/or separated trail should be considered in areas with higher demand. Pavers should be used in more developed areas.
 - a. Trail location recommendations:
 - i. North-South
 1. Along State Route 4, following Jerry Couch Boulevard to Bulter Tech and continuing through the existing neighborhoods to connect back to State Route 4
 2. New trail development behind Monroe Crossings along Clark Boulevard connecting State Route 63 and Hankins Road.
 3. Yankee Road from Todhunter Road to Hankins Road
 4. East Avenue from Elm Street to Lebanon Street
 5. The whole length of Gallaher Road from Lebanon Street heading south

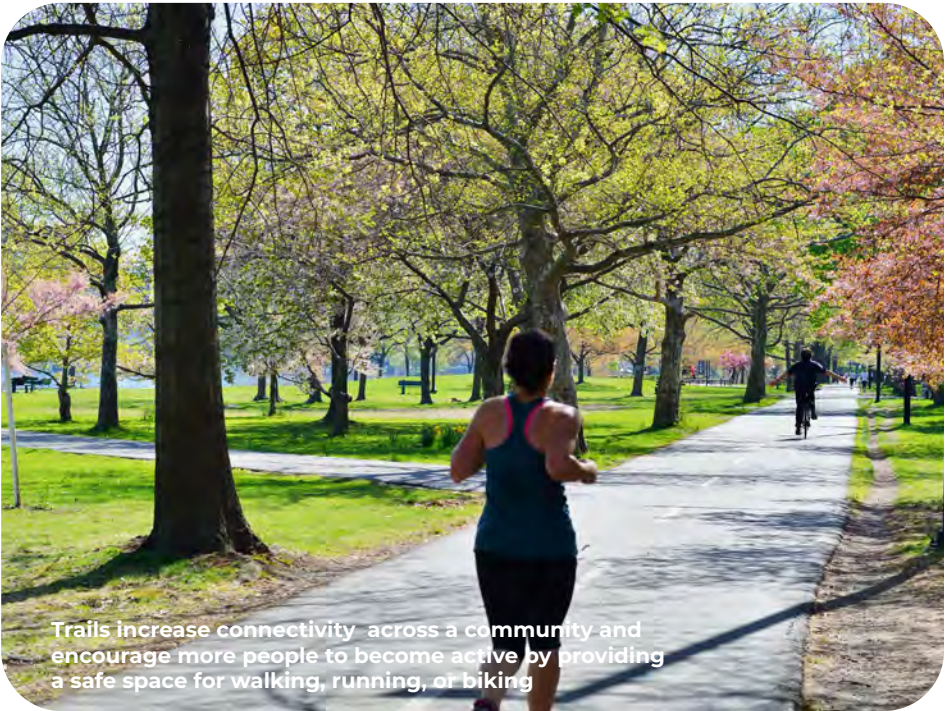
6. Cincinnati Dayton Road from Greentree Road to the southern boundary of the City
7. Along Butler Warren Road from Mason Road to continuing south to the city limit at Kyle Station Road.
8. Along the whole length of Union Road from the northern boundary to Nickel Road.

ii. East-West

1. The whole length of Greentree Road continuing east
2. Todhunter Road extending west to the CSX railroad near the Great Miami River westward to Cincinnati Dayton Road
3. A new trail connection from Deneen Avenue westward through and the school campus area to Yankee Road with a connection north to Todhunter Road
4. Along State Route 63 from Monroe Crossings subdivision, connecting to Macready Avenue, and following along Elm Street through the downtown
5. The length of Lebanon from Main Street to Ridgeview Lane
6. The whole length of Mason Road and continuing north, along the eastern edge of the Outlet Mall, and follows Corridor Park Drive to State Route 63
7. A trail along Old Street connecting from Main Street (Cincinnati Dayton Road) to Lebanon Street
8. Carson Road from Yankee Road to Cincinnati Dayton Road
9. Hankins Road from State Route 4 to Yankee Road
10. Kyle Station Road from the I-75 overpass to Butler Warren Road

- b. In order to better implement trail recommendations, consider a fee-in-lieu of system to obtain funding for trail and sidewalk projects. See the Transportation chapter for more information.

6. Create a continuous pedestrian and bicycle network throughout Monroe. Support the extension of sidewalks, greenways, trails, and bike paths that contribute to a connected network. Prioritize equity and safety in the location of new connections or improvements to existing and future neighborhoods, commercial areas, parks, schools, and downtown.
7. Expand bikeway facilities within the public right-of-way as recommended in the Transportation chapter.
8. Create an integrated network of green spaces, parks, rivers, streams, and natural areas throughout Monroe to create a connected public amenity infrastructure system.
 - a. Through development decisions, consistently implement the City's open space standards in the City of Monroe's Planning and Zoning Code.
 - b. If the City is building a park, a new building, or developing other city property, ensure that it connects to the network or furthers the objective of an open/green space network.
 - c. Incorporate low impact development practices into the planning and zoning regulations to incentivize the use of these techniques to reduce stormwater runoff volumes and protect water quality and associated aquatic habitat. Techniques include rain gardens, permeable pavers, and green roofs.



Park Recommendations

The map on page 101 depicts existing parks in a light green color while new, potential park spaces have been highlighted in a darker green color.

- Explore the possibility of creating a dog park either with the development of a new park space or within an existing park.
 - Create more park and open spaces in neighborhoods. Create incentives that encourage both active recreation space and passive open space that is integrated into any new neighborhood development.
1. Encourage developers to include parks and open space into neighborhood designs.
 2. Upgrade existing park facilities as funding becomes available:
 - a. Conduct ADA assessments for accessibility within parks including access from parking areas to all buildings and play areas.

- b. Contract with a certified CPSI (Certified Playground Safety Inspector) to evaluate playground equipment for safety and current standards. Evaluate accessible options for inclusive use of playground equipment by visitors with physical disabilities and by those in wheelchairs. Update and repair existing playground equipment to meet current standards.
 - c. Establish a long-term replacement program for facilities such as concrete sidewalks and asphalt paths. Include improvements in budget planning.
3. Establish a yearly maintenance schedule to routinely maintain parks system including renewal of mulch and routine repairs needed for safety.
 - a. Develop an overall maintenance program of those spaces through a volunteer program like Adopt a Park. Neighborhood park maintenance can be done by an organized group of volunteers or a professional business hired by a neighborhood homeowners association, where present.
4. Encourage property owners to preserve land that is difficult to develop due to topography, utility lines as open space and natural areas.

5. Preservation of high-quality land for parks, trail, or public spaces should be a priority for the City.
6. Update the 2018 Parks and Recreation Master Plan.
 - a. Determine funding needs. This could include considering funding mechanisms and apply for grant funding.
 - i. Plan for upgraded facilities including recreational fields, playground equipment, and other features not listed.
 - ii. The plan should consist of future trails, paths, sidewalks, etc. that would be incorporated.
 - iii. Implement appropriate staffing for maintenance and programming of parks.
 - iv. The plan should include assessment of future community growth to determine areas where land can be purchased/ donated to provide recreational facilities for new residents.
7. Coordinate with and support the Park Board while updating the 2018 Parks and Recreation Master Plan.
8. Ensure that Monroe has adequate park space to serve its residents and visitors recreational activities by adopting the nationally accepted park standards of National Recreation and Park Association (NRPA). Parks should be easy to access and can be of various sizes depending on location.

have not been accounted for in this assessment as they serve populations across multiple communities within a 1-hour drive and are 200+ acres. Monroe currently does not have facilities of this nature, nor would it be solely required to provide such regional services as a City.

Existing Parks	Acreage	Classification
Monroe Bicentennial Commons Park	106.24	Community Park
Baker Park	54.55	Community Park
Community Park	55.98	Community Park
Crossings Park	29.4	Community Park
Rosemont Park	13.9	Neighborhood Park
Oaklawn Park	1.74	Mini Park
Heritage Green	5.03	Neighborhood Park

Monroe, Ohio Parks Needs Assessment			
	Existing Acreage	Projected Need (average)	Deficit
Community Park *	246.17	136.5	-
Neighborhood Park *	18.93	31.5	12.57
Mini Park *	1.74	7.88	6.14

*Community parks, neighborhood parks, and mini parks provide various services for different areas and groups. Although the community park acreage provides over 100 acres of what is needed, neighborhood and mini parks target different groups and provide different amenities which makes closing the deficits important.

Classification	Service Area	Size	Population Ratio
Regional Park Preserve *	1-hour drive	1,000+ acres	Varies
Regional / Metropolitan Park *	1-hour drive	200+ acres	5 - 10 acres per 1,000 people
Community Park	1 - 2 mile radius	25+ acres	5 - 8 acres per 1,000 people
Neighborhood Park	¼ - ½ mile radius	5 – 15 acres	1 – 2 acres per 1,000 people
Mini Park	Less than ¼ mile radius		¼ - ½ acres per 1,000 people
Linear Park	No applicable guidelines set		

*Regional/Metropolitan Park and Regional Park Preserve classifications



Tarkington Park in Indianapolis, Indiana

Connectivity Recommendations

1. Explore creating a pedestrian bridge over State Route 63 at Main Street to allow pedestrians and cyclists to safely cross State Route 63 into the revitalized downtown.
2. Since State Route 4 and State Route 63 have higher speed limits and service a larger number of trips, it is important to avoid putting pedestrians near those roadways without some type of protective barrier or separation from the main road. With these two thoroughfares being a source of access across the community, a deeper analysis of the roadways and adjacent development will need to be done to determine the plausibility of trail development along those roadways.
3. All trail development will need to be a part of a larger study and may be done simultaneously with any roadway studies done in the future. Connectivity is a large part of developing a transportation network and roadway development should be partnered with trail development when possible.
 - a. Develop a connectivity plan that takes the trail and sidewalk connections and creates a capital plan and program for future development.

Other Quality of Life Recommendations

1. Encourage the development of a private recreation center complete with sports facilities and practice fields, a gym, and additional physical therapy uses, to attract jobs and encourage physical health opportunities year-round for all residents, student athletes, and physical therapy patients. Potential locations could be near the Butler Tech LeSourdsville Campus property across from Monroe Crossings or north of State Route 63 and west of Cincinnati Dayton Road.
2. Create a public gathering place within downtown. See Downtown section for further detail (starting on page 112).
3. Develop building design standards for the downtown and development standards along the key corridors of State Route 4, State Route 63, and Cincinnati-Dayton Road. See the Implementation chapter.

4. Support institutional and nonprofit City partners as they promote and enhance the quality of life in Monroe.
 - a. Ensure that planning policies and regulations are developed in collaboration with community partners.
 - b. Create partnerships with organizations to support the advancement or implement actions associated with community goals.
 - c. Public schools are a vital community partner and the health of the educational system is intertwined with the City's growth and development. The City and School District should examine pathways to maximize shared facilities (playgrounds) and ensure safe vehicular and pedestrian traffic to and from school facilities from neighborhoods. There are several areas where the city and school could collaborate:
 - i. As new residential development plans are submitted to the department, allow the school superintendent to attend the technical review committee to gain an understanding of the development and the potential impact on school system facilities.
 - ii. Work with the school district when new roadway projects are planned near one of the school properties to install or upgrade sidewalk or trail facilities, or redesign roadway access to the facility as part of the roadway project.
 - iii. Ensure that new development projects consider routes to the schools and improve accessibility where possible.
 - d. Continue to collaborate with both the public schools and Butler Tech LeSourdsville Campus to understand the impacts of land use decisions on the long-term tax base and the impact to the student population.
 - e. Add a fire station west of I-75 with convenient access to State Route 63 when development increases enough, and response times require it.
 - f. Focus new development where adequate fire and safety service exist.

5. Monroe must continue to foster an environment where all persons feel welcome and are able to fully participate in civic life. Encourage economic diversity at all levels, support all races and ethnic groups, ages, and physical and mental abilities.
 - a. Ensure that governance regarding future growth considers not only the short-term gains but long-term impacts of land use and transportation decisions.
 - i. Decision making should be based on the land use plan rather than a short-term benefit due to a change in the market. If there is truly a change in vision or direction, the land use plan and comprehensive plan should be amended as part of the land use decision.
 - ii. Decision making regarding land uses should ensure there is a diversity of uses to maintain an adequate tax base to support the quality of life and services in Monroe.
 - iii. The City's fiscal health must be considered when making land use and zoning decisions for the City. Planning and capital investment decisions can have real and direct impacts on the City's fiscal health. The City's long-term quality of life requires a balanced approach to capital improvement and attracting and supporting development.
 - iv. Spending priorities regarding physical and policy changes identified in this plan should be organized through a capital improvement plan and aligned with the current and projected needs of Monroe.
 - v. Conduct a return on investment analysis for major development proposals.
 1. The Planning Commission and City Council should consider fiscal implications of residential growth and economic development to help inform their decisions about rezoning property and the incentives they may provide to attract development. However, the community should understand that at times, the City Council may determine that a particular development is critical to support one goal of the City and the development might not have a net positive fiscal impact.

- vi. While active annexation is not current City policy, creation of an annexation strategy for the remaining area surrounding Monroe for future growth should be explored for potential opportunities.



FOCUS AREAS

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GOAL

Monroe will reinvigorate the downtown by strategically planning a genuine community gathering space that fosters public private partnerships for varied residential opportunities, creates jobs through business attraction and retention, and caters to a pedestrian-oriented environment with generation bridging activities.

DOWNTOWN

This plan envisions the downtown area as a thriving asset that better establishes Monroe as a complete community. In other words, the goal of the downtown recommendations is to create an environment for people to enjoy being downtown for living, shopping, dining, entertainment, recreation, and work opportunities. While Monroe has a diverse land use mix of neighborhoods, employment districts, commercial corridors, and parks, the downtown lacks the activities to make it a unique district. Key amenities to attract families, young professionals, and other residents are critical to the future success of the area. This includes creating opportunities for more urban living, entertainment attractions, activities for families and children, arts and culture events, walkable streets, and interactive gathering spaces.

The recommendations below focus on the amenities and design elements needed to attract new development and subsequently, more residents and visitors to the downtown area. Some of the recommendations in this section will be implemented by the city or local non-profit groups and will require significant public investment. Public investment in these projects helps to exhibit the city's commitment to the downtown and will then help attract developers and stimulate private investment in the area.

DOWNTOWN FULL BUILD-OUT PLAN



Principles That Guided Development of the Downtown Recommendations

- The downtown area should be considered as the activity center of the city. It is also an opportunity to showcase community identity. A thoughtful revitalization plan can draw more investment in downtown and shape it into a community focal point.
- To achieve broader economic development goals, the city needs to make some changes to the current industrial-heavy economic model. A prosperous downtown can benefit the community by adding diversity into the local economy, fostering local businesses, building economic resilience and promoting equity.
- A vibrant, walkable downtown can attract and retain talent and new businesses. It also provides opportunities for cultural engagement. Street lighting and other street furnishings at pedestrian scale can provide security and convenience to this area, which is vital to achieve walkability.
- Main Street and Elm Street are the only streets that provide through traffic to and from downtown. By extending the existing grid pattern and adding sidewalks and bicycle routes, downtown accessibility can be greatly improved and thus contribute to economic and social developments.
- Existing streetscapes and buildings need to be renovated to provide a more attractive visual impression to locals and visitors, which can help bring more investments into the area.
- A strong downtown district has the advantage of concentrated resources to provide career education and training to residents and feed into the local talent pathway.

Recommendations

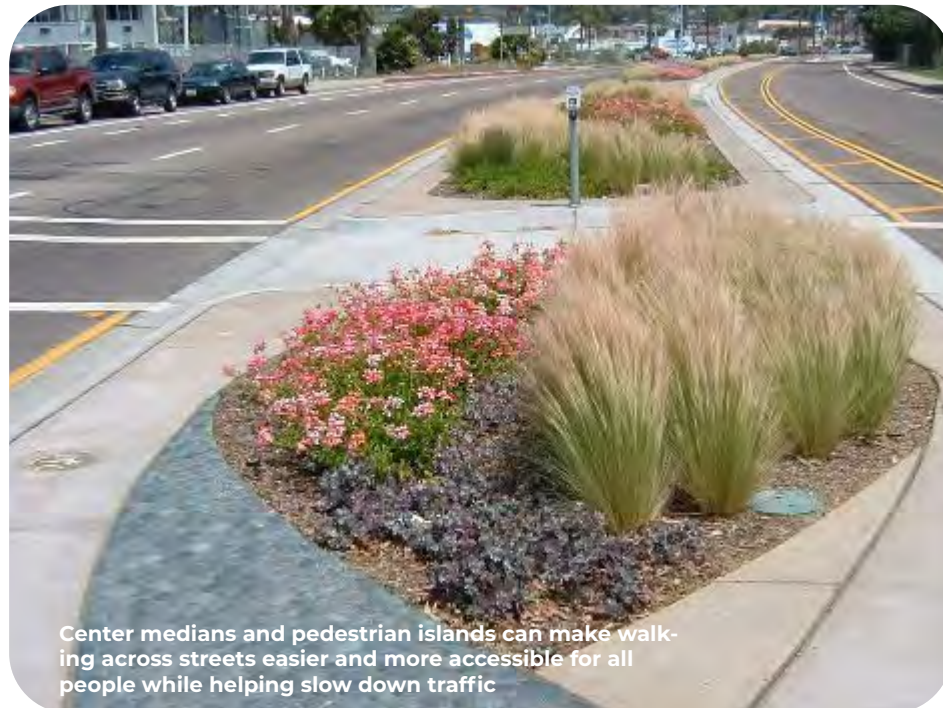
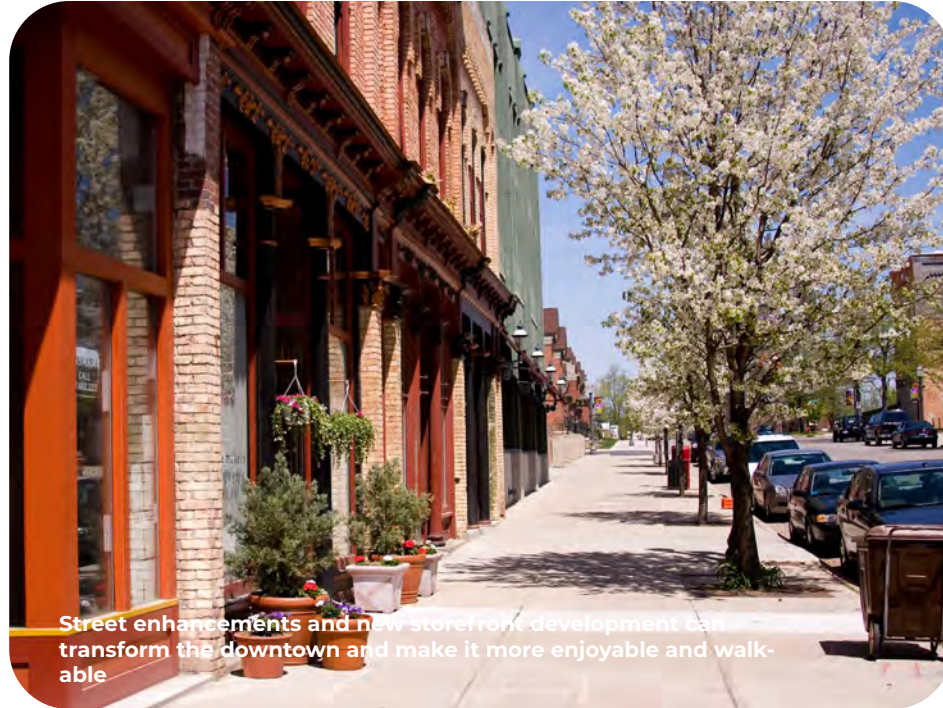
1. Streetscape improvement:
 - a. Sidewalk / pedestrian friendly facilities.
 - b. Pedestrian crossings at intersections.
 - c. Beautification and street trees.
 - d. Encourage active pedestrian spaces integral to new development.

- e. Stormwater planters and/or permeable pavement should be incorporated into the design of new streets and the redesign of existing streets.
 - f. Add new street connections that will increase connectivity within the downtown and expand the grid street network.
2. Enhance access to and from downtown by extending existing streets and constructing shared-use trails, sidewalk improvements, and additional street connections.
 - a. Extend Lee Price Avenue from Macready Avenue to Church Street.
 - b. Extend Courtland Drive from East Avenue to Main Street.
 - c. Extend Macready Avenue from Lee Price Avenue to Old Street
 - d. Connect Church Street to Lee Price Avenue.
 - e. Construct shared-use trails based on future development map.
3. Create gathering and event spaces.
 - a. Create Elm Street Plaza as a gathering space for residents and a venue for local events. Rebuild the section of Elm Street south of the plaza to create a pedestrian friendly environment and serve as an overflow event place, which can be closed to vehicular traffic during events. Events should be scheduled on a regular basis and attract a wide range of audiences.
 - b. Celebrate the community's heritage and cultural assets by building upon and enhancing the local Historical Museum and Monroe Historical Society Building by the Elm Street Plaza.
 - c. Building a new amphitheater west of downtown for large events such as concert performances and seasonal markets tied to events in the downtown.
4. Update infrastructure to serve a more active and pedestrian friendly downtown.
 - a. Make Main Street a complete street by allowing for on-street parking and developing multi-modal transportation options for vehicles, bicyclists, and pedestrians.

- b. Parking:
 - i. Accommodate on-street parking for easy access to downtown businesses. Encourage shared-parking and parking structures to encourage more efficient use of downtown space. Adequate parking must be provided for stand-alone restaurants and shops.
 - ii. Off-street parking should be located to the rear of primary buildings in the downtown area to create a more active streetscape and limit the visual impacts of parking lots.
 - c. Bicycle facilities:
 - i. Provide separated cycling facilities such as a bike lane or cycle track where space allows. Shared-used trails should be 10'-12' wide for optimal usage. Trail crossings at intersections should remain the same width.
 - ii. Provide separate trail signage as needed.
 - iii. Provide sufficient bike parking, both within public spaces and as a part of private development.
 - d. Pedestrian amenities:
 - i. Install street furnishings to create a more diverse pedestrian experience.
 - ii. Add art into public space design.
 - iii. Provide enough pedestrian-scaled lighting to encourage foot traffic at night.
5. Visual Improvement:
 - a. Beautify and revitalize public spaces through high quality development, public art, and parks and open space enhancement.
 - b. A unique way-finding system that showcases the community character should be designed and installed.
 - c. Create gateways at key entrance points to the downtown.

- d. When possible, relocate utilities from view of primary streets.
 - i. In highly visible areas, the City should work with utility providers to relocate utilities either underground or to another street during major redevelopment projects.
 - e. Strengthen development regulations regarding building and street aesthetics within the downtown. An update to the Planning and Zoning Code should evaluate landscape, signs, lighting, and other aesthetic standards for all development within the downtown. For example:
 - i. Encourage outdoor seating and displays for restaurants and shops throughout the downtown.
 - ii. Parking:
 1. Restrict the number of vehicles that can be parked in the front yard in certain areas within the downtown.
 2. Restrict daytime on-street residential parking within the downtown to allow for more parking for businesses.
 3. Promote and encourage shared parking throughout the downtown.
6. Proposed development:
 - a. Renovate existing downtown buildings to support uses that generate pedestrian activity.
 - b. Promote infill development on vacant and underutilized properties to better support the City's tax base and result in a more active downtown.
 - c. Support redevelopment of downtown properties in alignment with the vision of creating a commerce and recreation destination for the community.
 - d. New housing development in the form of quality multi-family housing and mixed-use development should be encouraged to bring young professionals, downtown workers, and post-retirement individuals to the area and populate to the downtown.

- e. Encourage a diversity of businesses to locate in the downtown such as shops, restaurants, cafes, and office spaces. Makerspaces should also be encouraged for artists, entrepreneurs, and others to locate and work in the downtown.
7. Develop criteria for the use of incentives to encourage local businesses to open in Monroe. Incentives can be related to lease agreements, fee waivers, or increased density or height as an example. These incentives must be approved on a case-by-case basis.
8. Commercial buildings should follow the design guidelines in the Zoning Code. If the building is a mixed-use development, the first floor should have a high amount of window transparency.
9. While businesses on adjacent lots should share parking spaces in accordance with Section 1211.03(I)(4) of the Planning and Zoning Code, the City should explore reducing the number of parking spaces required if drop off zones for ride sharing or driverless vehicles is accommodated.
10. Update the Zoning Code to allow for increased density in the downtown area. This could include increases in height, dwelling units per acre, or lot coverage.
11. Encourage bicycle parking across the downtown; refer to Planning and Zoning Code Section 1211.03(H).
12. Consider the use of incentives, such as Tax Increment Financing (TIF), façade grant programs, business improvement districts (BIDs), fee waivers, and/or rental assistance programs, to catalyze development and reinvestment in the downtown.
13. As redevelopment occurs, ensure that it is pedestrian-scale. Fundamental to downtown redevelopment, architectural characteristics and pedestrian amenities are critical to making people feel comfortable navigating downtown streets.



GOAL

Enhance the entry experience from State Route 63 to the downtown along the Cincinnati Dayton Road corridor and improve overall aesthetics of the area, especially surrounding the substation.

DUKE ENERGY SUBSTATION

This Focus Area is an extension of the downtown plan seen on page 113 in the Downtown Section. The Duke Energy Substation just north of downtown is one of the many developments that line Cincinnati Dayton Road / Main Street. Subsequently, it is also one of the first sights to welcome visitors to the downtown when heading south along Main Street. Though electrical substations are critical infrastructure, they are utilitarian in nature and not typically designed to match their surroundings.

The substation will not be relocated as it would be a substantially timely and costly process. Instead, various strategies and techniques are recommended to buffer the substation while still providing access to the utility.

The enhancement plan for the substation details an improved streetscape and crossings as well as numerous landscape plantings. Roadway improvements include the incorporation of landscaped medians, new sidewalks, a multi-use trail, and enhanced intersections with colorful crosswalks and large intersection plazas that allow pedestrians and trail users to safely queue before crossing the street. Landscape enhancements include the incorporation of new street trees, varied and low maintenance native plantings, and stormwater planters to help manage runoff. Immediately surrounding the electrical substation, new vegetated buffers are recommended to screen and control views and soften the appearance of the substation from any angle. These recommended improvements will increase biodiversity and enhance the gateway and welcome experience to Downtown Monroe.

Connectivity has been highlighted throughout the plan and safety is a key function of encouraging more people to walk or ride bikes throughout the community. The recommended improvements surrounding the substation will significantly improve pedestrian safety and enhance the district's aesthetics, leading to a more enjoyable pedestrian experience. Incorporation of new vegetation and landscaped medians will also calm and slow traffic by providing the sense of a narrowed corridor.

SUBSTATION DESIGN STRATEGY



Principles That Guided Development of the Duke Energy Substation Recommendations

- Visitors will enjoy an enhanced gateway corridor as they enter or exit the Downtown.
- Cincinnati Dayton Road / Main Street will become safer and more enjoyable for all users, including drivers, bicyclists, and pedestrians who are traveling through or to the Downtown.
- Investment in the gateway corridor will increase economic development potential in the surrounding areas by private investors and businesses.

Recommendations

1. Provide vegetated screening and enhanced landscape plantings surrounding the Duke Energy substation.
2. Implement streetscape improvements to Main Street, including a landscaped median, on-street parking, stormwater planters, sidewalks, and multi-use trails.
3. Provide intersection plazas and decorative pedestrian crossings at the intersections.
4. Extend the Courtland Drive right-of-way to Main Street and provide a smooth intersection transition to Ohio Avenue.
5. Extend the Macready Avenue right-of-way to Main Street.
6. Construct the Main Street trail according to the downtown plan. Special pavements are recommended for trail to establish a unique identity.
7. Provide attractive, low maintenance, and native landscape design surrounding the intersection plazas and throughout the corridor.

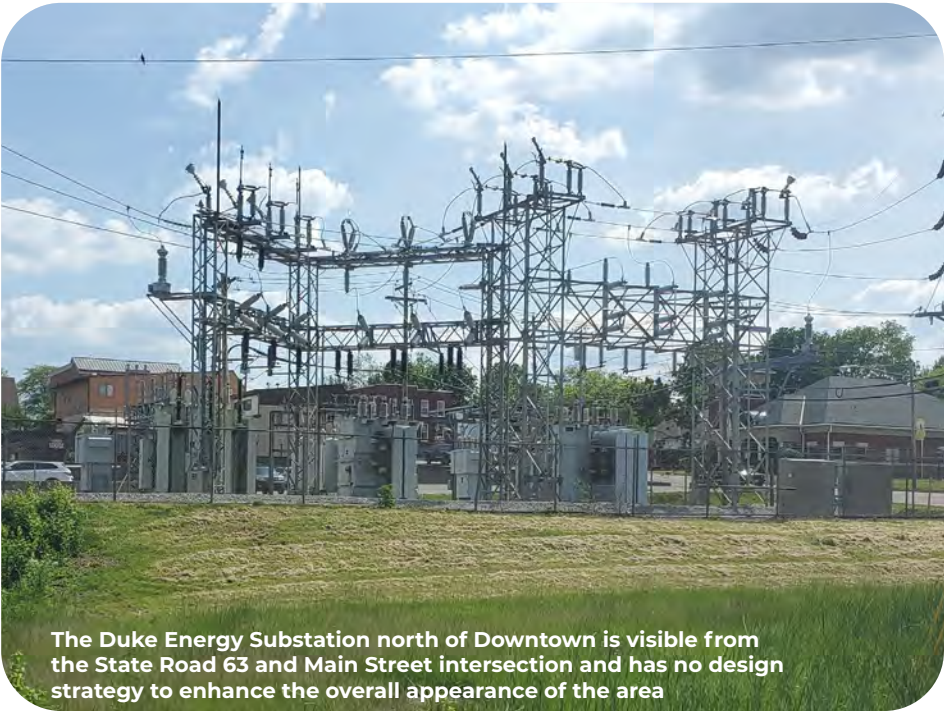
Steps for the City to Implement the Conceptual Design

1. Hire a professional landscape architecture or engineering firm to refine the design and proceed with detailed construction documentation. Note the typical design process involves several phases including Schematic Design (SD), Design Development (DD), Construction Documents (CD), Bidding, and Construction Administration.

2. Hire a professional survey company to complete a boundary and topographic survey for the project area. It is recommended that the design consultant be involved in determining the area of survey and reviewing the survey results.
3. Phase the project based on the City's ability to implement the improvements. Recommended phasing may include:
 - a. Improvements surrounding the Duke Energy Substation.
 - b. Improvements to Main Street and Ohio Avenue.
 - c. Construction of the Courtland Drive and Macready Avenue extensions.

**The design package should accommodate the future Courtland Drive in terms of elevation change, median design, and sidewalk alignment.*

4. Competitively bid the project and award a construction contract to the most qualified bidder. The City will receive sealed bids from contractors, provide a public opening of the bids, and award the contracts.



The Duke Energy Substation north of Downtown is visible from the State Road 63 and Main Street intersection and has no design strategy to enhance the overall appearance of the area

GOAL

To bridge the Butler Tech LeSourdsville Campus, Monroe Bicentennial Commons, and the surrounding community together through the development of a new hub on the west side complete with live and work opportunities for young adults and entertainment options for all young professionals, workers, and entrepreneurs, and create a stronger partnership between the Campus and City.

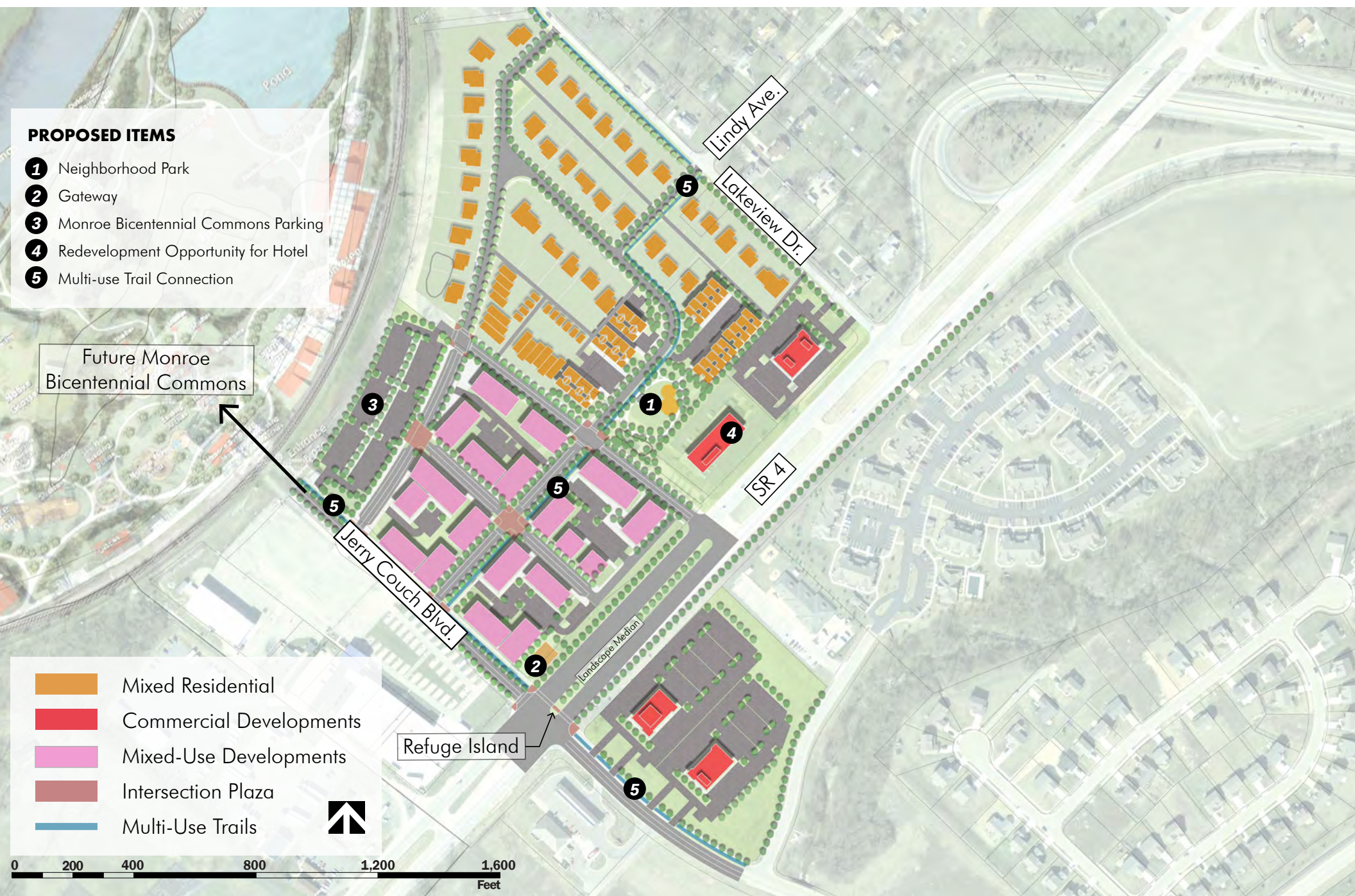
BUTLER TECH LESOURDSVILLE CAMPUS

The Butler Tech LeSourdsville Campus property on the west side of Monroe has the potential to become a vibrant district of residences, businesses, and gathering spaces organized around a new, walkable street framework. Uniquely situated between State Route 4 and the planned improvements to Monroe Bicentennial Commons, the property could create a destination in the area capable of supporting retail and restaurant businesses to serve nearby residents while also providing an appropriate location for both single family dwellings and multi-family living at a range of affordability levels.

Principles That Guided Development of the Butler Tech LeSourdsville Campus Recommendations

- The current housing market in Monroe is mainly for families and commuters who work out of town. It is important to provide housing and other supporting amenities for young professionals to help them establish their careers.
- With the expansion of the Butler Tech LeSourdsville Campus and the Monroe Bicentennial Commons Master Plan, there will be more demand for residential and retail development.
- It is important to create a supportive community for younger generations so they can build their life and stay in the community.
- The district should take advantage of the recreational value provided by future Monroe Bicentennial Commons and offer dining and shopping experiences to visitors.
- Incorporate walkability and livability into the developments, with higher dwelling density, convenient pedestrian connections, and sufficient parking.
- Provide a more welcoming gateway for the visitors to Monroe Bicentennial Commons.

CAMPUS FULL BUILD-OUT PLAN



Recommendations

- 1. Future development in the area should keep the small town feeling but tailor uses and amenities to the specific demographics in this area.
 - a. Encourage the use of new construction materials that are complimentary of the surrounding development in Monroe and the Butler Tech Campus.
- 2. Streets should be pedestrian friendly. Street trees, sidewalks of six feet or wider, and separated bicycle lanes should be incorporated into street design. Intersections should be designed in a pedestrian friendly way for better and safer crossings.
- 3. Bike parking should be provided for both businesses and housing developments in this area.
 - a. Enforce and encourage current development standards involving bike racks in this area.
 - b. See Quality of Life chapter for more trails development information.
- 4. Gateway structure(s) should highlight both the City and Campus areas.
- 5. A neighborhood park should provide recreational opportunities for local residents. It should contain a small gathering area, basic play elements for children, various plant species for diverse sensory experience, and a tree canopy. This will also act as a buffer between the hotel development and nearby residences.
 - a. See Quality of Life chapter for more parks development information.
- 6. Businesses should face the street and provide ample visual connection.
- 7. Off-street parking should be located to the rear of the building. Parking structures should provide leasable commercial space on the first floor facing the street.
- 8. Innovative building design should be encouraged in this area.



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IMPLEMENTATION

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Implementation is the process by which the Plan’s recommendations get translated into meaningful change within the community. The City of Monroe has been thoughtful in its approach, crafting its vision for the future carefully. The implementation section lays out the next steps necessary to achieve the goals and recommendations related to this vision. It is crucial that key stakeholders, including the Mayor, City Council, Planning Commission, City staff, business and community leaders, and not-for-profit organizations, play a pivotal role in implementing this Comprehensive Plan.

While the plan goals and objectives are organized under various framework topics, they are all interconnected, and implementation relies on treating each component as a part of a whole. Care was taken to ensure the Plan provides policies, programs, and recommendations within the context of that reality. While the Plan sets forth a defined vision, the Plan must be treated as a living document. This means the Plan should continue to evolve as physical, economic, and social conditions change and as resources become available. The City must consider the necessary staff and budget and prioritize the actions implementing the Plan successfully.

Extensive discussion has occurred to ensure the Plan reflects the desired land use pattern for the community and identifies improvements needed for undeveloped and targeted redevelopment areas over the next 20 years. This 20-year period allows adequate time to implement new development ordinances, adjust existing land use patterns where needed, and improve the transportation network. It also enables the City sufficient time to plan capital improvement strategies and identify funding sources to implement the recommendations and achieve the ultimate success of this planning effort. While the planning horizon spans 20 years, the Plan will need to be reviewed and updated before then. City leaders and staff must track progress in meeting the plan goals and recommendations, determine when an update is necessary, what changes are required, and how changes are incorporated. Any amendments should include evaluating the existing conditions, vision, goals, and recommendations.

Once the planning process is over, many communities struggle with what to do first. This section provides guidance on what needs to be completed and in what order.



Principles of Implementation

Flexible Approach

The Plan does not contain the Planning Commission or City Council's actual decisions regarding development. It is a guide for decision-making as the community's collective vision for future growth. The Plan reflects the community's values, and the spirit of the Plan should be adhered to ensure that community input is respected. City staff, Planning Commission, and City Council members should interpret the goals as pieces of that broad, long-term vision.

Action steps help direct the day-to-day decisions concerning specific task-oriented activities. Members of Planning Commission and City Council should use the action steps to help determine which of the recommendations they wish to achieve in the short-term, in the long-term and how to accomplish them.

The Plan is also a guide for future projects. The recommendations and implementation strategies in this Plan should not be the only priority and focus for the City to implement. This Plan cannot account for unknown future development projects that may be proposed over the next five to 20 years. The Plan is intentionally written with a bold vision and broad goals to give Planning Commission and City Council the latitude to make the best decision in approving or denying future development projects based on changing conditions and values of Monroe.

The City's collective vision for the future is not negotiable. While there will be petitions that request changes to different land uses, they should not be granted strictly because of a single hardship expressed by a property owner or group of property owners. Should Planning Commission recommend approval to the City Council for numerous rezoning requests inconsistent with the future land use map within the Plan, the Plan should be updated as this is an indication that the City's conditions, issues, or priorities have changed.

Fiscal Responsibility

The implementation of the Plan will require the City's financial commitment and support. Although the City intends to administer this Plan with the current financial resources available, money may need to be set aside in future budgets to carry out some recommendations. Additional funding resources from outside sources may become available and make sense for the City to consider. The City should seek funding resources through federal, state, or local grants, loans, and other resources.

Stakeholder Involvement / Engagement

Public engagement activities and participation was a vital part of the creation of the Comprehensive Plan. Several business owners, stakeholders, residents, and City officials were involved in bringing this Plan to fruition. For implementation to be successful, stakeholder involvement and public engagement must be maintained. Public meetings and hearing about changes to the land use and proposed development is not meant to be taken lightly or left to just the knowledge of the Planning Commission and City Council members. Input from the community about whether or not a project will achieve the vision and goals outlined in the Plan is a vital process. Although the Planning Commission and City Council members will have the final say, additional input from stakeholders and the public when making decisions that will affect the community must be taken seriously and utilized.

Collaboration & Partnerships

Several partners came together to provide input during this process. The implementation of this Plan requires on-going relationships between stakeholders, property owners, business owners, community leaders, the City, and State. Strong partnerships are needed to foster good communication, provide other alliances in implementing some recommendations and explore funding opportunities.

Open and Nimble to Opportunities

This Plan was created to represent the community's vision for the community's future, and it is unlikely that this Plan has accounted for all types of development. This Plan cannot account for the unknown opportunities that may present themselves to the City. City staff, the Planning Commission, and City Council must use their best judgment, experience, and along with the Plan, determine if that project would be beneficial to the community.

Accountability

The City is responsible for implementing the recommendations, reviewing and updating the Plan, and accomplishing the vision and goals in this Plan. As the needs of the community change, the Plan should be reviewed and updated regularly to align with those changing needs. Future changes in the local economy may affect what projects are the most important to address. It is recommended that this Plan is reviewed once a year to ensure that the vision, goals, and recommendations are still applicable. If they are not, an update should be done either internally by staff or with help from a consultant team.

Primary Initiatives

After taking into consideration the communicated needs of the City and the information and ideas discussed throughout the planning process, a list of five primary initiatives has been identified to help prioritize City projects and help create a working plan of next steps. These recommendations and associated action steps should be used as the first set of work plan items to be prioritized and completed. During plan review periods, the City should reassess current conditions and adjust this list appropriately. The top ten initiatives, in no particular order, are:

Form a Comprehensive Plan Implementation Committee. For the plan to be a living document, it must be used to define the City’s work plan and agenda for the physical, fiscal and policy implementation mechanisms. Therefore, the City Council should create an Implementation Committee to help guide City staff in preparing and prioritizing elements of the comprehensive plan. The Implementation Committee should develop an annual work plan by prioritizing the recommendations and actions steps for the fiscal year and develop a strategy for moving these items forward. This information should be shared and approved by the City Council, since they control the budget for the City. It will be important that this is completed prior to City budgeting time in order to ensure adequate funding is in place for those policies or programs that require financial resources. It is best to try to develop a work plan in two-year increments so that the Plan Commission, City Council, and supporting department staff can allocate budgetary resources to help implement the appropriate recommendations prioritized for the upcoming year. Implementation Recommendations.

Create a Three to Five-Year Capital Improvements Plan. The capital improvements plan (CIP) is a planning document that covers a time frame of three to five years and is updated annually. It aids in plan implementation by providing the necessary funding for short-range infrastructure and capital improvement projects. The document provides guidance and planning for capital improvements throughout the City and allocates financial resources to various community needs and requests. The document states the City Council’s prioritization of the financial resources available for capital project spending by identifying which projects should be included, when they should be constructed, and how they will be financed. This plan represents the City’s tentative commitment to comply with the plan unless circumstances or priorities change in the future. The commitment is more certain in the first year of the CIP and becomes increasingly more tenuous in subsequent years. Nevertheless, the CIP should be used as the City’s present plan

and priority over the next three to five years. Even though the CIP is a planning document, it should not be an automatic authorization of the construction of projects, given the procurement process and the allocation of resources.

Update the Planning and Zoning Code. Advance Monroe 2040 is a statement of policy and it is not a regulatory document. The most common regulatory means for implementing the plan is through the zoning and subdivision ordinances. Monroe’s Planning and Zoning Code regulates land use and development for land within the city. It controls the size, density, and character of development within a district through the use of developmental standards. Additionally, zoning classifications are broken into permitted and conditional land uses within each district. The permitted uses are allowed if all use conditions are met. If as a use is identified as a conditional use, additional review is required by the Planning Commission. In addition to restricting uses, zoning ordinances also dictate the bulk of development (typically through height requirements, floor-area ratios, maximum lot coverage, and/or minimum open space) and building placement on the site (typically through the use of building setbacks). The subdivision regulations control how parcels are subdivided to create smaller lots. This includes for residential purposes as well as commercial or industrial development. In addition to standards for lot creation, the subdivision regulations also control construction of infrastructure and utilities that will be dedicated to the City when complete.

Develop an Economic Development Plan. Improve Monroe’s strategic location has led to its prosperity. Each time the comprehensive plan has been updated, the economic vision has been refined. Since Monroe’s future growth potential is limited because it is landlocked this plan has examined redevelopment strategies, transitions of land use and changing of land use policy. One of the other initiatives that emerged was the shifting of the market due to the changes in technology, transportation, and COVID. What became clear is that Monroe needs an a more robust economic development plan that builds upon the strategies identified in the comprehensive plan, and charts a more diverse and refined strategy for economic growth. The Economic Development Plan would identify a more targeted growth program including targeted industries to attract, additional incentives the City might want to consider, identify key redevelopment opportunities and parcels that to target for shovel ready status, and other areas to strengthen like the talent pipeline and workforce development.

Develop a Recreation and Connectivity Master Plan. The existing conditions analysis uncovered the lack of connectivity within the City and the need for more pedestrian and bicycle facilities. While this plan contains a number of recommendations for sidewalk, trail, and street enhancements, the city needs to develop a more detailed and long term planning program to identify, fund, maintain, and construct quality of life program objectives. Specifically, a Recreation and Connectivity Master Plan would be the next logical step to pick up where the 2016 Parks and Recreation Master Plan left off and this comprehensive plan’s overall recommendations conclude. This study would be a more detailed evaluation to assess the capacity and needs of facilities to determine if new facilities (trail, improvements to a street, sidewalk, etc.) are needed. This plan would provide detailed cross sections, provide preliminary alignment options, etc.

Implementation Matrix
The following matrix lists each of the proposed recommendations under the comprehensive plan topics. For each recommendation, the respective action steps, relative timeline, cost magnitude, and parties necessary for implementation are identified. These time frames are intended only to serve as a guide for plan implementation and should be considered flexible. Implementation will depend on funding limitations, staff availability, citizen involvement, and other changing conditions.

Policy, Program, or Project

-  **Policy recommendations** will be low-cost and depend on staff availability. These recommendation types will involve amendments to existing codes and standards and have to go through an approval process.
-  **Program recommendations** will involve many more parties to help make the recommendation and reality.
-  **Project (construction) recommendations** involve the physical construction of an element that will work towards accomplishing the vision found in this plan.

Timeline Assumptions

-  Short-term: 0-3 years
-  Mid-term: 4-7 years
-  Long-term: 8+ years
-  On-going

Cost Estimates

-  Low Cost: \$0-\$149,999
-  Moderate Cost: \$150,000-\$499,999
-  High Cost: \$500,000+

Responsible Parties (primary and secondary)
There will be many parties identified on the following pages. They will be identified under primary and secondary responsibilities. A number of City groups, boards, and officials may be identified. State and local government entities, non-profits, private consultants, and public-private partnerships may be identified as well. These groups are identified to help City officials and board members know who holds responsibility in helping to accomplish the recommendation and bring it from this plan to reality.

LAND USE RECOMMENDATIONS

Land Use Recommendation 1

Update and ensure that the City Ordinances reflect the recommendations of the Comprehensive Plan.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission and City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- Determine if City staff or a consultant should take on updates of City ordinances. City staff will have to dedicate time to reviewing the Ordinances and drafting amendment text where needed if a consultant is not hired.
- A code audit of the Planning and Zoning Code should be completed. This is to be completed by a consultant who has completed zoning audits. They should review the zoning ordinance in light of the new goals and objectives. The code audit report should provide recommended changes based on national and regional trends that are consistent with the comprehensive plan.
 - Determine the level of digital accessibility the code should have (cross references, pop-up boxes, bookmarks, etc.)
 - Determine if any new zoning districts are needed, if any zoning districts should be combined
- Work with the City Council to determine if map amendments should be considered and whether they should be initiated by the City.
- The staff should provide supporting documents that Ordinances should be cross referenced with (i.e. parks master plans, transportation studies, housing studies, and the comprehensive plan).
- Draft ordinance amendments or draft a full update of text to replace existing text in the Ordinance.
- Send to Planning Commission and then the City Council for approval

Land Use Recommendation 2

Limit singularly focused commercial developments to smaller footprints located at key intersections or development focused corridors such as State Route 4.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission and City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- Identify key intersections and specific areas along key corridors, based on recommendations in the comprehensive plan, where commercial only development should occur, instead of mixed use.
- Develop an overlay district that targets key intersections or focused corridors where the City wants to limit singularly focused commercial developments.
 - Identify standards including building height, setback, size, parking lot location, parking standards, landscaping, and any other special regulations.
 - Include graphics and photos to depict the character of the type and style commercial development to be located in those areas.
- Draft standards as a text amendment to the zoning code.
- Adopt through the Planning Commission and City Council.

Land Use Recommendation 3

Encourage more mixed-use, commercial, and employment area development projects to boost Monroe’s economy.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission and Monroe Area Community Improvements Corporation (CIC)

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Review industrial standards in the Planning and Zoning Code to assess building size for industrial buildings and ensure that it promotes a diversity of building sizes and encourages buildings that are under 350,000 square feet.
- 2. Review architectural design standards for non-residential buildings to ensure that they limit the look of big boxes. This could include writing standards for wall length, wall/window transparency, building materials, other architectural features such as parapets, screening of loading docks, etc.
- 3. Review other aesthetic and character standards within the Planning and Zoning Code that impact development character including lighting, landscape, site and building orientation, and site access. Make changes where necessary.
- 4. Ensure that changes in standards are balanced toward boosting the economy while also protecting Monroe’s property values.

Land Use Recommendation 4

Ensure that the City can accommodate future growth while maintaining the existing level of community services.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission, City Manager, Public Works, Police, Fire and Emergency Services (EMS), and Monroe Local School District

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Working with the City Council and the City Manager, determine what municipal services to track for level of service.
 - a. Identify other departments or service providers who could be impacted by changes in development.
 - b. Present comprehensive plan to these entities and discuss a process for tracking impact of development on services.
- 2. Use the metrics set forth in this plan as the base to track future growth and development moving forward. This could include amount of park acreage per person, trail miles per person, police and fire response times, roadway level of service, and median home value.
- 3. As development continues, track metrics.
- 4. Annually review and report on metrics and make adjustments based on comprehensive plan goals.

Land Use Recommendation 5

Preserve the remaining large tracts of land along I-75 for targeted economic development that brings a more comprehensive economic value to the City.

Primary Responsibility

Monroe Development Department and Economic Development

Secondary Responsibility

Planning Commission and Monroe Area Community Improvements Corporation (CIC)

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Work with economic development staff and property owners to identify tracts of land along the I-75 corridor to be used for economic development.
- 2. Determine what mechanisms are the right tools to protect the land for economic development. These tools could include:
 - a. Preparing the site to be shovel ready. This would include assessing the site for utilities, access, zoning approvals, permit approvals, etc.
 - b. Proactively rezoning property.
 - c. Creating a site specific Tax Increment Financing (TIF) district.
 - d. Extending or building infrastructure connections.

Land Use Recommendation 6

Industrial uses should not be developed adjacent to single-family residential homes, and vice versa, unless there is significant buffering between the uses.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission and City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Identify areas on future land use map where there is potential for residential development to be located adjacent to industrial uses.
- 2. Identify if there is a possibility that additional support land uses make sense in those areas.
- 3. Review the zoning map to determine where the potential land use adjacencies exist.
- 4. Write a residential to industrial step down transition process for the Planning and Zoning Code that would allow the addition of lower intensity uses in industrial zoning classifications when used as part of a transition to buffer industrial buildings from single family residential development
- 5. Draft standards as a text amendment to the zoning code.
- 6. Adopt through the Planning Commission and City Council.

Land Use Recommendation 7

Ensure there is a mix of housing types and prices throughout Monroe so residents can have the option of different housing types and styles while remaining in the community.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission and City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Review residential districts to ensure that multiple housing types are permitted in each district.
- 2. Review residential districts to ensure that collectively, they permit a range of lot sizes, setbacks, and dwelling areas, as desired by the community.
- 3. Draft an update to the permitted uses list with different housing types if not allowed.
 - a. Review the Zoning Code to ensure that multiple housing types are permitted in various appropriate zoning districts. If they are not currently permitted but should be in the future, the zoning district will have to be updated to include those housing types.
- 4. Draft amendments to Planning and Zoning Code.
- 5. Adopt through the Planning Commission and City Council.

Land Use Recommendation 8

Land uses, aesthetic improvements, and access management should be enhanced around the I-75 and State Route 63 Interchange as a major gateway into the City.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission and City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Develop and Overlay District for this interchange area to manage land uses, additional character standards, sign standards, lighting, and landscape.
- 2. Draft amendments to Planning and Zoning Code.
- 3. Adopt through the Planning Commission and City Council.

Land Use Recommendation 9

Residential development should include supporting uses such as parks, schools, institutions, and community facilities.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

City Council, Planning Commission, City Manager, and Monroe Area Community Improvements Corporation (CIC)

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Review residential districts to ensure supporting uses such as parks, schools, institutions (churches, recreation facilities, boys and girls clubs, day care, etc.) are permitted in each district.
- 2. Draft an update to the permitted uses list with supporting uses in each residential district if not currently permitted in that residential district.
- 3. Adopt through the Planning Commission and City Council.

Land Use Recommendation 10

Encourage the development of non-residential land uses that offer strong economic benefits to the City while designing sites with sensitivity to the context of the surrounding area.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. The planning and development staff should work with the economic development staff to develop an economic plan that builds on the comprehensive plan's land use map and goals.
- 2. Conduct review of Planning and Zoning Code to ensure that processes are streamlined.
- 3. Ensure appropriate regulations are in the Planning and Zoning Code to protect sensitive lands such as steep slopes, wetlands, flood plain, and encourage green infrastructure, use of pervious pavements, on-site solar energy systems, etc.
- 4. Determine what mechanisms should be used to protect the land for economic development. These tools could include:
 - a. Preparing the site to be shovel ready. This would include assessing the site for utilities, access, zoning approvals, permit approvals, etc.
 - b. Proactively rezoning property.
 - c. Creating a site specific Tax Increment Financing (TIF) district.
 - d. Extending or building infrastructure connections.

Land Use Recommendation 11

Preserve the quality of existing and future residential neighborhoods through active ordinance enforcement and preventative maintenance programs.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Property owners and Police

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Conduct an information campaign about City codes and widespread code enforcement violations such as abandoned buildings, poorly maintained buildings, trash, tall grass and weeds, graffiti, and inoperable vehicles.
- 2. Explore the use of a ticketing system for code enforcement violations.
- 3. Consult with peer communities about successful efforts and explore recommendations of the American Association of Code Enforcement.
- 1. Consider creation of a code enforcement board or delegate such responsibility to the Planning Commission as part of the zoning ordinance and their official Rules of Procedure.
- 2. Develop a pilot program to target a specific issue within the City for a 6-month time frame to gauge how successful the program can be.
- 3. Seek approval from City Council on pilot program.
- 4. Implement pilot program and monitor results, including number of existing violations prior to start of program, number of owners/tenants/landlords contacted, number of violations remedied, and the number of citations issued.

Land Use Recommendation 12

Allow smaller lot development in mixed residential projects if the quality of materials and the development layout is creative and consistent with the character surrounding the adjacent area.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission and City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Determine the appropriate mechanism to implement this recommendation.
 - a. Review residential districts to determine if one of the residential zoning categories can be adjusted to allow for smaller lot sizes and multiple housing types. Character standards would have to be developed for the district. The advantage of this is that the district already exists on the zoning map.
 - b. A new zoning classification could be created to allow for smaller lot sizes and multiple housing types in the residential district. Character standards would have to be developed for the district. Since this would be a new zoning district, a rezoning would be required.
 - c. A set of standards could be created with incentives attached to them. For example if developers increase the quality of materials and provided a traditional, walkable neighborhood, the incentive could be smaller lot sizes, with increased densities, and different housing types such as apartments.
- 2. Draft the appropriate mechanism.
- 3. Send to Planning Commission and then the City Council for approval.

Land Use Recommendation 13

Infill development will be important to Monroe in the future as it is nearly landlocked with little opportunity to grow outward. The only other opportunity is to develop vacant land or redevelop within its boundaries. Monroe should create an infill policy that addresses a wide range of situations.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission and City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Identify in which residential districts infill development can occur.
- 2. Determine the standards for infill. Items to consider:
 - a. Should their be a maximize size? This is important if someone is combining two lots to create a larger parcel. Is the lot served by services? What are the adjacent uses?
 - b. Typical standards to include: driveways, setbacks, building width, lot width, landscaping, height, parking, access, garages, and main entrances.
- 3. Draft infill standards.
- 4. Send to the Planning Commission and then the City Council for approval.

Land Use Recommendation 14

Develop a series of criteria that provides guidance for appropriate transitions between different land use intensities.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Based on the infill standards, develop specific criteria for the Planning Commission to review petitions.
- 2. Ensure that criteria is cross referenced back to the goals and objectives of the comprehensive plan.
- 3. Incorporate into the application process to ensure the applicate provides the required information for the Planning Commission.
- 4. Planning Commission approves review criteria and application.

HOUSING RECOMMENDATIONS

Housing Recommendation 1

Where residential areas abut commercial and industrial land uses, ensure residential uses are well-protected by increasing buffering standards and screening, position loading docks and trash areas so they do not face residential areas, and ensure lighting doesn't shine onto residential properties.

Primary Responsibility

Monroe Planning and Development

Secondary Responsibility

City Manager, Planning Commission, City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

1. Review buffer, landscape, screening, loading, and access standards in the Planning and Zoning Code.
 - a. Pay particular attention to specific use standards for industrial uses and heavy commercial uses that might be adjacent to residential uses.
 - b. Review standards to understand how other communities implemented regulations for lighting, height, setback, fencing, landscape, building orientation, loading dock positioning, berming, buffers, access, and other standards.
2. Develop a series of standards based on different intensity land use scenarios.
3. Draft amendments to Planning and Zoning Code.
4. Adopt through the Planning Commission and City Council.

Housing Recommendation 2

Perform a sidewalk gap analysis to prioritize infill and improvement projects that will enhance pedestrian mobility throughout residential neighborhoods.

Primary Responsibility

Monroe Planning and Development, Monroe Public Works

Secondary Responsibility

City Manager, Planning Commission, City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

1. Determine if it is feasible for City staff to conduct the analysis or if a consultant is needed. Consider hiring a planning intern for the summer or a semester. This could be one of their projects.
2. Prior to starting the project some assumptions should be set:
 - a. Is it allowable to use aerial interpretation to complete sidewalk gap analysis and complete spot checks?
 - b. Should sidewalks be on one side or both sides of the road?
3. Use an up to date project aerial to identify current sidewalk access. Some fieldwork may also be required.
4. Create an up to date sidewalk map using GIS.
5. Using the centerlines of roadways, determine the gap lengths of missing sidewalk along the roadway.
6. If using only one side of the road, determine length of gap, if calculating for missing gaps on both sides of the road, then double calculations.
7. Develop recommendations based on outcome of gap analysis to fill in the gaps over time.

Housing Recommendation 3

New housing should be compatible with the existing character of adjacent neighborhoods. Housing should be of varying sizes and types supported by the market.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission and City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Identify where new housing and infill residential development can occur.
- 2. Draft standards to require similar lot sizes and/or building materials for proposed perimeter lots adjacent to existing neighborhoods.
- 3. Send to the Planning Commission and then the City Council for approval.

Housing Recommendation 4

Housing developments should strive to offer a variety of different design styles, housing types and densities, be built with a mixture of materials, incorporate common open space and gathering areas, and promote connectivity through sidewalks and trails.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission and City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Review residential districts to ensure that multiple housing types are permitted in each district.
- 2. Review character standards in the Planning and Zoning Code.
 - a. Update materials list and incorporate updated design character direction and images from comprehensive plan into zoning text.
 - b. Ensure standards for open space, public areas, plazas and gathering spaces meet the goals for quality of life and place set forth for the overall City, the downtown, and subareas like Butler Tech.
 - c. Update connectivity and access standards to promote walkability throughout neighborhoods and increase connectivity in the City.
- 3. Determine if incentives are an appropriate mechanism to offer. Items to consider:
 - a. Increased density.
 - b. Increased height.
 - c. Increased number of signage, increased signage height, increased signage area.
 - d. Expedited approvals.
- 4. Draft amendments to the code based on outcomes of discussion.
- 5. Send to Planning Commission and then the City Council for approval.

Housing Recommendation 5

Start a rental registration program to ensure landlords are registering property with the City. This allows the City to track essential information over time, inspect the property to ensure it is maintained in a safe condition and that there are no zoning violations.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Business owners, Property owners, and Police

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Complete research on best practices from other cities regarding a rental registration program. Some suggestions of communities that have rental registration programs include: City of Cincinnati; Renton, Louisville, KY; Rockford, IL; Bellingham, Washington; and South Bend, Indiana.
- 2. Develop program details.
 - a. Identify how to implement the program - digital or paper.
 - b. Identify department where program should be located.
 - c. Are there costs? Penalties?
 - d. Timeframes - length of registration.
- 3. Draft a rental registration ordinance based on outcomes of discussion.
- 4. Send to the City Council for approval.
- 5. Implement program.

Housing Recommendation 6

Recruit high-value housing and mixed-use developments that contain a mix of lot sizes and housing types.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission and City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Review residential districts to ensure that several districts allow multiple housing types and mixed-uses are permitted in some districts.
- 2. Develop a presentation roadshow, as well as a brochure about the vision, goals and development direction of the comprehensive plan. Meet with potential developers to provide an overview of development opportunities available in Monroe.
- 3. Continue to meet with large property owners to identify various development options and how the City might be able to support a development application that is consistent with the comprehensive plan.
- 4. If a key property becomes available, and it is consistent with the City's development vision, the City should consider purchasing it. If that situation occurs, the City could issue a developer RFP with the specifications for development.

Housing Recommendation 7

Encourage the development of a new neighborhood north of State Route 63 and east of Cincinnati-Dayton Road in the presently undeveloped area. It should have a walkable pattern of small blocks with sidewalks, and be connected to the existing neighborhoods.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission and City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Review zoning map and determine if the zoning classification on the map will allow desired development. Review residential district for property to ensure that multiple housing types are permitted in each district and standards would create desired development.
- 2. If zoning map and text do not meet objectives, meet with property owner to discuss development potential and potential city initiated rezone of property.
- 3. Discuss potential of a planned unit development (PUD) or rezone to another residential district, or the creation of a new traditional neighborhood district (TND). In any of these cases, new zoning standards would be written to create the desired neighborhood. Standards should address:
 - a. Design character direction including materials, building orientation, location on site, architectural standards, height, size, land uses, and images from comprehensive plan into zoning text.
 - b. Ensure standards for open space, public areas, plazas and gathering spaces meet the goals for quality of life as well as supportive uses like cafe, coffee shop, bakery, school, day care, church, etc.
 - c. Ensure there are connectivity and access standards to promote walkability throughout neighborhoods and increase connectivity in the City.
- 4. Draft zoning map and text change based on outcomes of discussion.
- 5. Send to Planning Commission and then the City Council for approval.

Housing Recommendation 8

Develop infill standards for the zoning ordinance for single family housing and mixed use developments that would contain housing.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission and City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Identify in which residential districts infill development can occur.
- 2. Determine the standards for infill. Items to consider
 - a. Should their be a maximize size? This is important if someone is combining two lots to create a larger parcel.
 - b. Is the lot served by municipal services?
 - c. What are the adjacent uses?
 - d. Typical standards to include: driveways, setbacks, building width, lot width, landscaping, height, parking, access, garages, and main entrances.
- 3. Draft infill standards.
- 4. Send to Planning Commission and then the City Council for approval.

Housing Recommendation 9

Consider working with developers, home builders, and property owners to incentivize the development of custom, large lot, single-family home sites.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission, City Council, and Board of Zoning Appeals

Action Steps

Policy, Program, Project



Timeframe



Cost Estimate



- Determine where Monroe wants to target large lot residential development.
- Review character standards in the Planning and Zoning Code in relation to what characteristics would be appropriate in large lot residential developments. This could include:
 - Higher design character: materials, architectural style, building orientation, etc.
 - Increase connectivity: sidewalks on both sides of the street; trail connections, two entrances, etc.
 - Greater aesthetics: uniform mailboxes, higher standard of landscape for individual yards, street trees, entry way landscape, etc.
 - Facilities: Pool, parks, golf course, shops, etc.
- Determine if incentives are an appropriate mechanism to offer. Items to consider:
 - Increased height.
 - Expedited approvals.
- Draft amendments to the code based on outcomes of discussion.
- Send to Planning Commission and then the City Council for approval.

Housing Recommendation 10

Preserve existing and future residential neighborhoods through active ordinance enforcement.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission and City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- Develop a pilot program to target a specific area or specific issue within the City for a 6-month time frame to gauge how successful the program can be.
- Seek approval from City Council on pilot program.
- Implement pilot program and monitor results, including number of existing violations prior to start of program, number of owners/tenants/landlords contacted, number of violations remedied, and the number of citations issued.
- If pilot program is successful, then implement through the larger City by breaking the City into different geographic regions where code officers would cover each region.
- Hire additional code officers to implement program to ensure success.
- Codify the program in the Planning and Zoning Code as an alternative process to code enforcement.
- Study the feasibility of creating a Neighborhood and Business Services Bureau that could create a quicker remedy process rather than the City using the court system.

Housing Recommendation 11

Utilize incentives to promote infill residential development in downtown.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission and City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Research best practice infill standards for downtowns and incentives used to encourage redevelopment within downtown.
- 2. As part of the residential infill discussion, write specific infill standards for downtown Monroe.
- 3. Review character standards in the Planning and Zoning Code.
 - a. Ensure that the materials list is consistent with the buildings that have been built downtown. Images and photo's of multi-story and mixed-use buildings will be critical for the downtown.
 - b. Lot standards, lot orientation, parking, and signage will all be critical standards for the downtown.
 - c. Ensure standards for open space, public areas, plaza's and gathering spaces meet the goals for quality of life and place set forth for the downtown.
 - d. Update connectivity and access standards to promote walkability throughout downtown, increase connectivity to the park, school, and adjacent neighborhoods.
- 4. Determine what incentives are an appropriate mechanism to offer. Items to consider:
 - a. Increased density.
 - b. Increased height.
 - c. City infrastructure investments.
 - d. Expedited approvals.
- 5. Draft amendments to the code based on outcomes of discussion.
- 6. Send to Planning Commission and then the City Council for approval.

Housing Recommendation 12

Encourage developers to build strong neighborhoods by incorporating amenities into new subdivision developments. Developers should consider adding other mixed-use amenities and community facilities into a node at the entrance of the development when located along key arterial roadways.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission and City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Update the subdivision standards to require additional amenities in new subdivisions.
- 2. Put together a subcommittee of developers, new residents, realtors, and City Council representatives to develop standards.
 - a. Potential standards could include: parks, plazas, public art, sidewalks on both sides of the street, trails, pool, community grills, community center, mixed-use amenities, etc.
 - b. Discuss if there is a way to provide incentives if more amenities are provided. Items to consider: increased height, expedited approvals, etc.
 - c. Determine if there is a special review process to evaluate amenities.
- 3. Draft amendment to the code based on outcomes of discussion.
- 4. Send to Planning Commission and then the City Council for approval.

Housing Recommendation 13

Single-family housing developments should be designed to promote walkability and encourage vehicular, bicycle, and pedestrian connectivity throughout the community. Prioritize residential areas that are within ¼ to ½ mile from Downtown, Monroe Community Park, and Monroe Bicentennial Commons.

Primary Responsibility

Monroe Development Department, Department of Public Works, City Manager

Secondary Responsibility

Planning Commission and City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Review the subdivision standards to assess whether changes should be made regarding vehicular, bicycle, and pedestrian connectivity.
- 2. Review the following standards.
 - a. Sidewalk design;
 - b. Street design;
 - c. Trail design;.
 - d. Crosswalk design;
 - e. Access management
- 3. Draft amendments to the code.
- 4. Send to Planning Commission and then the City Council for approval.

Housing Recommendation 14

Multi-Family housing developments should be designed to encourage walk-up entries, patios, and balconies to encourage active ground floor uses, walking, and socializing. Access to parking/loading should occur from alleys or side streets to minimize curb cuts to provide for more navigable pedestrian and bicycle experience.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission and City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Review use standards for multi-family housing in the Planning and Zoning Code.
- 2. Develop specific use standards for multi-family housing. This could include:
 - a. Design character standards: materials, architectural style, building orientation, entry design, patio design, height, balcony design, garage design, etc.
 - b. Connectivity, access, & parking standards: sidewalks; trail connections, entrances, emergency access, parking, loading, garage location, visitor parking, access management, etc.
 - c. Common Facilities: playground, mixed-use, clubhouse, pool, grills, trails, park, golf course, etc.
- 3. Draft amendments to the code.
- 4. Send to Planning Commission and then the City Council for approval.

Housing Recommendation 15
Update the Planning and Zoning Code to encourage more residential development and ensure that neighborhoods retain their property value and are well-connected within Monroe.

Primary Responsibility
Monroe Development Department

Secondary Responsibility
Planning Commission and City Council

- Action Steps**
- 1. Review residential districts to ensure that multiple housing types are permitted in each district.
 - 2. Draft an update to the permitted uses list with different housing types if not allowed.
 - 3. Send to Planning Commission and then the City Council for approval.

Policy, Program, Project



Timeframe



Cost Estimate



ECONOMIC DEVELOPMENT RECOMMENDATIONS

Economic Development Recommendation 1
Identify and embrace appropriate economic development opportunities for Monroe.

Primary Responsibility
City Manager, Economic Development

Secondary Responsibility
Monroe Development Department, Monroe Area Community Improvement Corp (CIC)

- Action Steps**
- 1. Develop an overall economic development plan for the City.
 - 2. Develop a coworking center focused on innovation and business incubation as part of a larger mixed-use redevelopment project in Downtown Monroe.
 - 3. Plan capital improvements with realistic implementation time frames and advertise those plans with nearby property owners.
 - 4. Evaluate the success of economic development incentives in achieving desired development and job creation goals.
 - 5. Refine economic development incentive offerings to better target desired development and job creation types.

Policy, Program, Project



Timeframe



Cost Estimate



Economic Development Recommendation 2

Balance business/talent recruitment with business/ talent retention.

Primary Responsibility

City Manager, Economic Development

Secondary Responsibility

Monroe Development Department, Monroe Area Community Improvement Corp (CIC)

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Promote a cooperative and joint workforce partnership between Monroe, Butler, and Warren Counties through regional economic development initiatives.
- 2. Identify an individual organization to spearhead this program.
- 3. Work with local businesses to identify skills and needs of workers.
- 4. Form partnerships with Butler Tech and local schools to develop skills programs and provide a local talent pipeline.
- 5. Devise a local workforce talent recruitment & retention strategy.
- 6. Identify metrics to monitor progress.

Economic Development Recommendation 3

Foster a collaborative design environment to ensure buildings are designed with changing industries in mind, compatibles land uses are adjacent, aesthetic standards drive quality development, and redevelopment sites or transitional areas are thoughtfully addressed.

Primary Responsibility

Monroe Development Department, City Manager

Secondary Responsibility

Planning Commission and City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. The planning and development staff should work with the economic development staff to develop an economic plan that builds on the comprehensive plan's land use map and goals.
- 2. Conduct review of Planning and Zoning Code to ensure that processes are streamlined.
- 3. Ensure appropriate regulations are in the Planning and Zoning Code to protect sensitive lands such as steep slopes, wetlands, flood plain, and encourage green infrastructure, use of pervious pavers, on-site solar energy systems, etc.
- 4. Determine what mechanisms should be used to protect the land for economic development. These tools could include:
 - a. Preparing the site to be shovel ready. This would include assessing the site for utilities, access, zoning approvals, permit approvals, etc.
 - b. Proactively rezoning property.
 - c. Creating a site specific Tax Increment Financing (TIF) district.
 - d. Extending or building infrastructure connections.

Economic Development Recommendation 4

Develop communication standards, internal and external review processes, and informational resources to provide concise, efficient services to existing and future businesses.

Primary Responsibility

Monroe Economic Development

Secondary Responsibility

City Manager, Monroe Development Department

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

1. Identify a City staff person to be the official liaison between the City of Monroe, the Monroe Area Community Improvement Corp (CIC), property owners, and brokers in desired development areas.
2. The Economic Development staff will work with the City Manager to develop communication standards and protocols.
3. Educate property owners about the value of targeted marketing campaigns and state and local incentives.
4. Develop marketing templates that can be completed for individual development sites.
5. Plan capital improvements with realistic implementation time frames and advertise those plans with nearby property owners.
6. Evaluate the success of economic development incentives in achieving desired development and job creation goals.
7. Refine economic development incentive offerings to better target desired development and job creation types.
8. Work with Monroe Planing and Development Department to communicate clear processes and ensure the official liaison initiative is working.

TRANSPORTATION RECOMMENDATIONS

Transportation Recommendation 1

Connectivity and access through sidewalks, trails, and streets should be the focus moving forward in all development, including the promotion of complete streets throughout the City.

Primary Responsibility

Monroe Public Works Department

Secondary Responsibility

City Manager, Public Works, City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

1. Develop a 5-year project list for inclusion into a Transportation and Capital improvement plan.
2. Determine if the City will complete certain projects in-house or hire a private consultant.
3. If hiring a private consultant, develop and issue a Request for Qualifications (RFQ) to select a consultant, or team of consultants, to assist in the development of the Transportation and Capital Improvements Plan.
4. Assemble an advisory group of City leaders and department heads to guide the planning process, analysis and development of recommendations.
5. Invite appropriate businesses, agencies, departments and stakeholders to participate in the planning process through a series of engagement meetings and activities.
6. Review Monroe's transportation and utility improvement needs by analyzing the existing condition of each system and the future needs based on the Future Land Use map.
7. Prioritize the needs of the transportation and utility systems and identity specific projects to improve safety and capacity for each.
8. Evaluate available funding options and determine appropriate phasing for each prioritized improvement.
9. Finalize and Adopt the Transportation and Capital Improvements Plan.
10. Review the Transportation and Capital Improvements Plan annually and preform a comprehensive update every five years.

Transportation Recommendation 2

All neighborhood streets should have sidewalks on both sides of the street with a minimum five-foot lawn strip for street trees to be planted and a minimum five foot sidewalk.

Primary Responsibility

Monroe Public Works Department, Monroe Planning and Zoning Department

Secondary Responsibility

City Manager, Public Works Board, Planning Commission, Town Council, OKI MPO, ODOT

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Form a local project committee to prioritize sidewalk and trail improvements.
- 2. Develop a program of preferred project elements (i.e. sidewalks, lighting, sidewalk/trail width, materials, curb ramps, etc.)
- 3. Draft updates to the Planning and Zoning Codes to implement changes to development.
- 4. Send updates to the Planning Commission and City Council to be approved.
- 5. Coordinate with OKI, ODOT on potential funding sources and plans for improvement along state routes.
- 6. Identify and procure funding including grants and available tax dollars.
- 7. For more complex projects, consult with a design professional for completion of design and construction documentation.
- 8. Bid and construct projects based on priority, as funds become available.

Transportation Recommendation 3

A City-wide trail system should be planned and built along Main Street, Todhunter Road, and State Route 63 to connect to the Great Miami River Regional Trail.

Primary Responsibility

Monroe Public Works Department, Monroe Planning and Zoning Department

Secondary Responsibility

City Manager, Public Works Board, Planning Commission, Town Council, OKI MPO, ODOT

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Identify what projects should be completed out of the Recreation and Connectivity Plan.
- 2. Determine if the City will complete in-house or hire a private consultant.
- 3. If hiring a private consultant, develop and issue a Request for Qualifications (RFQ) to select a consultant, or team of consultants, to assist in the development of each trail project.
- 4. Assemble an advisory group of City leaders and department heads to guide the planning process, analysis and development of recommendations.
- 5. Invite appropriate businesses, agencies, departments and stakeholders to participate in the planning process through a series of engagement meetings and activities.
- 6. Review Monroe's transportation, connectivity, and mobility needs by analyzing the existing condition of each system and the future needs based on the Future Land Use map.
- 7. Prioritize the needs of the transportation, connectivity, and mobility systems and identity specific projects to improve safety and capacity for each.
- 8. Evaluate available funding options and determine appropriate phasing for each prioritized improvement.
- 9. Finalize and Adopt the Transportation and Capital Improvements Plan.
- 10. Review the Transportation and Capital Improvements Plan annually and preform a comprehensive update every five years.

Transportation Recommendation 4

Future neighborhood design should limit the development of cul-de-sacs in order to promote connectivity throughout a neighborhood.

Primary Responsibility

Monroe Planning and Zoning Department, Monroe Public Works Department

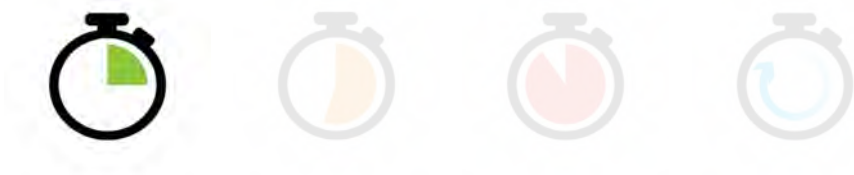
Secondary Responsibility

City Manager, Planning Commission, City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Review cul-de-sac standards in the subdivision ordinance. This includes cul-de-sac length, number of driveways permitted on a cul-de-sac, number of cul-de-sac's permitted in a subdivision, flag lots, etc.
- 2. Develop a work group of Planning Commission members, Board of Works members, residents, developers, and other interested citizens to work with the City Engineer and City planner to draft new standards that are consistent with comprehensive plan.
- 3. Send to Planning Commission and then the City Council for approval.

Transportation Recommendation 5

As streets are developed, connectivity should be a primary focus. Through streets should be considered as development opportunities in existing neighborhoods where they would be most beneficial and applicable if land were to be available in the future.

Primary Responsibility

Monroe Public Works Department

Secondary Responsibility

City Manager, City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Identify what through street projects should be completed out of the Connectivity Plan.
- 2. Ensure the project is budgeted in the Capital Improvement Plan.
- 3. Evaluate available funding options and determine appropriate phasing for each prioritized improvement.
- 4. Develop and issue a Request for Qualifications (RFQ) to select a consultant, or team of consultants, to assist in the development of each street project.
- 5. Work with consultant to design the project. Incorporate public outreach to the neighborhood and businesses into the design of the street project. Include any street enhancements including pedestrian features, crosswalks, public transportation, parking, drop-off zones, charging zones, etc.
- 6. Bid the project.
- 7. Construct.

Transportation Recommendation 6

Incorporating public transportation routes across Monroe might become necessary in the future. Routes will need to be designed and possible infrastructure improvements may be necessary including benches, bus shelters, and bumpouts. Depending on the location of these routes, a separate bus lane may be explored along Route 63, or designated bumpouts at key stop locations that are separate from the travel lanes to ensure continued traffic flow.

Policy, Program, Project



Timeframe



Cost Estimate



Primary Responsibility

Monroe Public Works Department

Secondary Responsibility

City Manager, City Council

Action Steps

1. During the Connectivity plan process, discuss possible public transit options. This could include a trolley, bus, driverless vehicle, rideshare, etc. It may be that a combination of options will serve the needs of the citizens of Monroe.
2. Identify potential routes for desired public transportation that will benefit the greatest number of people.
3. Identify needed improvements to route. Consider roadway improvements, parking, dropoff, idle/resting isles for vehicles, dedicated lanes, pedestrian amenities, etc.
4. Develop action plan including implementation steps, partners, funding, and time frame for implementation.
5. Make necessary policy and ordinance changes.
6. Incorporate into capital improvements.

Transportation Recommendation 7

Development of new roadway connections (see the transportation chapter for a list of these roadway connections).

Primary Responsibility

Monroe Public Works Department, Monroe Development Department

Secondary Responsibility

City Manager, City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

1. Identify what projects should be completed out of the Capital Improvements Plan given development or community needs.
2. Determine if the City will complete in-house or hire a private consultant.
3. If hiring a private consultant, develop and issue a Request for Qualifications (RFQ) to select a consultant, or team of consultants, to assist in the development of each roadway project.
4. Work with consultant to design the project. Incorporate public outreach to the neighborhood and businesses into the design of the street project. Include any street enhancements including pedestrian features, crosswalks, public transportation, parking, drop-off zones, charging zones, etc.
5. Bid the project.
6. Construct.

Transportation Recommendation 8

Address existing roadway improvement needs (see the transportation chapter for a list of roadway improvement locations).

Primary Responsibility

Monroe Public Works Department, Monroe Development Department

Secondary Responsibility

City Manager, City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Identify what projects should be completed out of the Capital Improvements Plan given development or community needs.
- 2. Determine if the City will complete in-house or hire a private consultant.
- 3. If hiring a private consultant, develop and issue a Request for Qualifications (RFQ) to select a consultant, or team of consultants, to assist in the development of each roadway project.
- 4. Work with consultant to design the project. Incorporate public outreach to the neighborhood and businesses into the design of the street project. Include any street enhancements including pedestrian features, crosswalks, public transportation, parking, drop-off zones, charging zones, etc.
- 5. Bid the project.
- 6. Construct.

Transportation Recommendation 9

Develop gateways along major corridors.

Primary Responsibility

Monroe Development Department, Monroe Department of Public Works, City Manager

Secondary Responsibility

Planning Commission, Public Works Board, City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Create a Monroe Gateway and Corridor Master Plan to contain very detailed recommendations for each gateway regarding design, access, aesthetic treatment, lighting, signage, and land use character.
- 2. Based on the Monroe Gateway and Corridor Master Plan, create a gateway overlay districts describing the intent and the desired development character.
- 3. After completion of the master plan, prepare design development level gateway plans for a gateway showing specific improvements including treatment of pavement, sidewalks, lighting, signage, landscape, art, and site amenities.
- 4. Coordinate with ODOT regarding access management on state routes and interchanges.
- 5. Work with the business community to develop champions for gateway initiatives.
- 6. Adhere to an aesthetic that is consistent with Monroe's brand in all aspects of design, development, and marketing.
- 7. Coordinate gateway locations design work with local and state transportation plans to ensure continuity and constructability.

Transportation Recommendation 10

Develop a trails system throughout Monroe (see the quality of life implementation portion of the recommendations).

Primary Responsibility

Monroe Public Works Department, Monroe Development Department

Secondary Responsibility

Public Works Board, City Manager, City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Develop Connectivity Plan. See Priority Initiatives at beginning of Implementation Chapter.
- 2. Identify what projects should be completed out of the Connectivity Plan.
- 3. Determine if the City will complete in-house or hire a private consultant.
- 4. If hiring a private consultant, develop and issue a Request for Qualifications (RFQ) to select a consultant, or team of consultants, to assist in the development of each trail project.
- 5. Work with consultant to design the project. Incorporate public outreach to the neighborhood and businesses into the design of the street project. Include any street enhancements including pedestrian features, crosswalks, public transportation, parking, drop-off zones, charging zones, etc.
- 6. Bid the project.
- 7. Construct.

Transportation Recommendation 11

Develop more sidewalks throughout Monroe (see the transportation chapter for more details).

Primary Responsibility

Monroe Public Works Department, Monroe Development Department

Secondary Responsibility

Public Works Board, City Manager

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Annually evaluate if and what projects to construct during that fiscal year. Facilities close to or connected with schools or parks should be given priority.
- 2. Review scheduled roadway improvements and incorporate bike and pedestrian improvements during roadway construction.
- 3. Incorporate all projects into a new capital improvements plan.
- 4. Determine if the City will complete in-house or hire a private consultant.
- 5. If hiring a private consultant, develop and issue a Request for Qualifications (RFQ) to select a consultant, or team of consultants, to assist in the development of each trail project.
- 6. Bid the project.
- 7. Construct.

Transportation Recommendation 12
Encourage the development of minor gateways at key locations.

Primary Responsibility
Monroe Public Works Department, Monroe Development Department

Secondary Responsibility
Public Works Board, City Manager, City Council

Policy, Program, Project



Timeframe



Cost Estimate



- Action Steps**
1. Identify the timing of improvements for minor gateways based on the Gateway and Corridor Master Plan.
 2. Determine if the City will complete in-house or hire a private consultant.
 3. If hiring a private consultant, develop and issue a Request for Qualifications (RFQ) to select a consultant, or team of consultants, to assist in the development of each gateway project.
 4. Prepare design level gateway plans for each minor gateway showing specific improvements including signs, treatment of pavement, sidewalks, lighting, landscape, art, etc.
 5. Bid the project.
 6. Construct.

Transportation Recommendation 13
Conduct a Traffic Impact Study (TIS) to help assess the future needs of the community and determine priority projects for roadway improvement, roadway development, and intersection improvement. Reference the Traffic Impact Section of the Planning and Zoning Code.

Policy, Program, Project



Timeframe



Cost Estimate



Primary Responsibility
Monroe Public Works Department, Monroe Development Department

Secondary Responsibility
OKI, City Manager, Planning Commission, City Council

- Action Steps**
1. Determine if the Traffic Impact Study will initially be a baseline for the entire City and then on a project by project basis as new development or redevelopment occurs.
 2. Develop policy that supports that decision.
 3. Determine if the City will complete in-house or hire a private consultant.
 4. If hiring a private consultant, develop and issue a Request for Qualifications (RFQ) to select a consultant, or team of consultants, to assist in the development of the TIS.
 5. Development the TIS. As part of that:
 - a. Work with OKI and build off their model.
 - b. Review Monroe’s transportation, connectivity, and mobility needs by analyzing the existing condition of each system and the future needs based on the Future Land Use and Transportation map.
 - c. Prioritize the needs of the transportation, connectivity, and mobility systems and identify specific projects to improve safety and capacity for each.
 6. Evaluate development projects against the TIS.

Transportation Recommendation 14
Encourage more options for parking as development expands, especially near the Downtown and Butler Tech LeSourdsville campus.

Primary Responsibility
Monroe Public Works Department, Monroe Development Department, City Manager

Secondary Responsibility
Public Works Board, Monroe Area Community Improvement Corp (CIC), City Council

Policy, Program, Project



Timeframe



Cost Estimate



- Action Steps**
1. Consider a public/private partnership to provide a parking garage.
 2. Retain a consultant to assist with various studies, funding, and design.
 3. Conduct a parking study.
 4. Develop a parking master plan.
 5. Select garage site.
 6. Develop budget/funding plan.
 7. Design parking garage.
 8. Bid.
 9. Construct.

Transportation Recommendation 15
Access to parking needs to be addressed as more areas within Monroe develop / redevelop, including the downtown, Butler Tech LeSourdsville campus, and other mixed-use areas.

Primary Responsibility
Monroe Development Department

Secondary Responsibility
City Manager, Planning Commission, City Council

Policy, Program, Project



Timeframe



Cost Estimate



- Action Steps**
1. Review parking standards in the Planning and Zoning Code.
 2. Modify standards. Consider changes including:
 - a. Shared parking
 - b. Reduced parking/maximum parking/no minimum or maximum
 - c. Provide half of parking spaces up front while reserving remaining parking area as green space in case more parking is needed later
 - d. Allow applicants to provide parking study to show amount of parking needed
 3. Draft amendments to the code based on outcomes of discussion.
 4. Send to the Planning Commission and then City Council for approval.

Transportation Recommendation 16

Complete Streets should be designed into the streetscape in key areas to encourage connectivity and access for all modes of transportation.

Primary Responsibility

Monroe Public Works Department, Monroe Development Department

Secondary Responsibility

Public Works Board, City Manager, City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Assemble an advisory group of City leaders and department heads to guide a planning process to review parking and street standards in the Planning and Zoning Code based on the direction in the transportation and subarea plans. This could be completed as part of the Connectivity Plan.
- 2. Invite appropriate businesses, agencies, departments and stakeholders to participate in the planning process through a series of engagement meetings and activities.
- 3. Develop updated or new policies and standards for every street type within Monroe.
- 4. Draft Complete Streets Ordinance and amendments to the Planning and Zoning Code based on outcomes of discussion.
- 5. Send to the Planning Commission and then the City Council for approval.

Transportation Recommendation 17

Encourage the development of multi-use trails along one side of the street on all collector and arterial streets.

Primary Responsibility

Monroe Public Works Department, Monroe Development Department

Secondary Responsibility

Public Works Board, City Manager, Planning Commission, City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Based on the recommendations of the comprehensive plan, annually evaluate if there are areas close to or connected with schools or parks that should be given priority for the construction of a trail.
- 2. Review scheduled roadway improvements and incorporate bike and pedestrian improvements during roadway construction.
- 3. Incorporate all projects into a new capital improvements plan.
- 4. Identify and place amenities along the City’s significant trails (i.e., lighting, benches, trash cans, water fountains, help call buttons, etc.).
- 5. Determine if the City will complete in-house or hire a private consultant.
- 6. If hiring a private consultant, develop and issue a Request for Qualifications (RFQ) to select a consultant, or team of consultants, to assist in the development of each trail project.
- 7. Bid the project.
- 8. Construct.
- 9. Update the Planning and Zoning Code to ensure that new developments have trails on at least one side of the street.
- 10. Update the Planning and Zoning Code to ensure that new development does one of the following: constructs trail connections through development; provides fees in lieu of construction; or dedicates easements to the City to continue proposed trails.

Transportation Recommendation 18
Explore creating a “Fee-in-lieu of Construction” requirement for trail and sidewalk infrastructure in order to fund future mobility projects.

Primary Responsibility
Monroe Public Works Department, Monroe Development Department

Secondary Responsibility
Public Works Board, City Manager, City Council

Policy, Program, Project



Timeframe



Cost Estimate



- Action Steps**
1. Determine support from Council in order to explore an “Fee-in-lieu of Construction”.
 2. Identify key persons to serve on committee including builders, developers, realtors, business owners, etc. These individuals would become the Fee-in-lieu of Advisory Committee.
 3. Research other communities who have Fee-in-lieu Construction programs. Identify best practices.
 4. Identify the parameters of projects that could qualify under the Fee-in-lieu of Construction Program.
 5. Develop report that outlines program.
 6. Present report to City Council.
 7. Based on City Council decision, write ordinance and Implement program.

QUALITY OF LIFE RECOMMENDATIONS

QoL Trail Recommendation 1
The recreational quality of life map shows proposed trail routes. Loops are created to not only increase access but provide a way for people to measure their activity, if desired. Filling in sidewalk gaps will also help bridge the divide and provide additional pedestrian infrastructure for multiple modes of transportation. From sidewalks throughout a neighborhood to sidewalks that serve as connections to additional trails, providing a safe space away from roadway traffic will increase quality of life for residents.

Policy, Program, Project



Timeframe



Cost Estimate



Primary Responsibility
Monroe Development Department

Secondary Responsibility
Planning Commission, City Council, Monroe Area Community Improvements Corporation (CIC), and Monroe Public Works

- Action Steps**
1. Evaluate existing sidewalk infrastructure and determine where priority gaps are located in the City.
 - a. Determine areas that have no access to sidewalks.
 - b. Determine the locations of where existing sidewalks end and infrastructure needs to be extended.
 2. Develop a plan to extend and construct new infrastructure that shows an implementation strategy for the development of sidewalks.
 - a. Review the right-of-way along the identified roadways where sidewalks and trail connections may be constructed.
 - b. Identify which projects are highest and lowest priorities.
 - c. Determine if coordination between the State or property owners will be necessary for specific projects.
 - d. Provide a cost estimate for projects and determine additional funding sources for completion of the projects.
 3. Send to the Planning Commission and City Council for approval.

QoL Trail Recommendation 2

Develop a multi-use separated trails system along roadways that have enough existing right-of-way. Creating separation adds a protective space between the user of the trail or path and the driving lane, thereby opening the facility to a broader range of potential users. Low maintenance landscaping and street trees should also be incorporated to increase this protective barrier, and also beautify the streetscape.

Policy, Program, Project



Timeframe



Cost Estimate



Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission, City Council, Monroe Area Community Improvements Corporation (CIC), and Monroe Public Works

Action Steps

1. Evaluate existing trail infrastructure and determine where priority gaps are located in the City.
2. Develop a Trails Plan that creates a trail network across the City and shows an implementation strategy for the development of trails.
 - a. Review the right-of-way along the identified roadways where trails may be constructed.
 - b. Identify which projects are highest and lowest priorities.
 - c. Determine if coordination between the State or property owners will be necessary for specific projects.
 - d. Provide a cost estimate for projects and determine additional funding sources for completion of the projects.
3. Send to the Planning Commission and City Council for approval.

QoL Trail Recommendation 3

Trails should be made of concrete or asphalt, but if desired can be made of other materials to give them a distinct look. For example, the Downtown may use pavers to improve aesthetics or reinforce placemaking.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Monroe Public Works

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

1. Trail locations and landscape elements must be approved by the Planning Commission and City Council.
2. As trails are constructed, materials should have been approved early on and determined by the Monroe Development Department in partnership with the Public Works Department.
3. Monroe Public Works will be responsible for maintenance after trails are constructed.

QoL Trail Recommendation 4

Coordinate transportation, trail, and sidewalk improvement projects. When dedicating funding to these projects, it is best to try and pair roadway construction with trail development to reduce construction time and potential street closures. Pedestrian scaled lighting, wayfinding signage, and landscaping costs should be included in the construction cost of the roads and trails.

Policy, Program, Project



Timeframe



Cost Estimate



Primary Responsibility

Monroe Development Department

Secondary Responsibility

City Manager, City Council, and Monroe Public Works

Action Steps

1. Determine when construction will start for a roadway improvements or infrastructure upgrades/extensions.
2. Review additional construction projects relating to sidewalk extension, sidewalk development, trail development, or new road construction.
3. Coordinate projects to be constructed at the same time to reduce road closure times and provide overall cost savings.
 - a. Construction time periods may have to be extended depending on the amount of work to be done.
 - b. Construction of multiple projects in the same construction period should only be done if the funds are available to accomplish the work.

QoL Trail Recommendation 5

Design a trail system to connect multiple neighborhoods and destinations across Monroe such as the schools, both Butler Tech locations, the Downtown, and local parks. Trails should be at least 12 feet wide with asphalt pavement. A wider trail and/or separated trail should be considered in areas with higher demand. Pavers should be used in more developed areas.

Policy, Program, Project



Timeframe



Cost Estimate



Primary Responsibility

Monroe Development Department

Secondary Responsibility

Monroe Public Works

Action Steps

1. Develop a Trails Plan that creates a trail network that connect to major destinations, schools, neighborhoods, and parks across the City.
2. Trail locations must be approved by the Planning Commission and City Council.
3. As trails are constructed, materials should have been approved early on and determined by the Monroe Development Department in partnership with the Public Works Department.
4. Monroe Public Works will be responsible for maintenance after trails are constructed.

QoL Trail Recommendation 6

Create a continuous pedestrian and bicycle network throughout Monroe. Support the extension of sidewalks, greenways, trails, and bike paths that contribute to a connected network. Prioritize equity and safety in the location of new connections or improvements to existing and future neighborhoods, commercial areas, parks, schools, and downtown.

Policy, Program, Project



Timeframe



Cost Estimate



Primary Responsibility

Monroe Development Department

Secondary Responsibility

City Manager, City Council, and Monroe Public Works

Action Steps

1. Develop a Trails Plan that has multiple points of access and is safe for people to use along all roadways.
2. Trail locations must be approved by the Planning Commission and City Council.
3. As trails are constructed, they must be designed with ADA accessibility, be easily accessible from neighborhoods and key destinations within the City, and developed so that safety is a top priority for anyone using the trail.
 - a. Separate the trail from the roadway by using a green strip and/or curb with a height difference.
 - b. Utilize paint and bollards to create separation in more dense locations.
4. Monroe Public Works will be responsible for maintenance after trails are constructed.

QoL Trail Recommendation 7

Expand bikeway facilities within the public right-of-way as recommended in the Transportation chapter.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission and City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

1. Review the right-of-way along the identified roadways where bike lanes may be recommended.
 - a. Coordinate with property and business owners who are directly adjacent to the proposed bike lane.
2. Ensure that bike lanes are safe by using paint and bollards to help separate vehicle travel lanes and bike lanes.
3. Send to the Planning Commission and City Council for approval.

QoL Trail Recommendation 8

Create an integrated network of green spaces, parks, rivers, streams, and natural areas throughout Monroe to create a connected public amenity infrastructure system.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission, City Council, and Monroe Public Works

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Conduct a parks need analysis for the City.
 - a. Determine where in the community there is little to no access to parks based on the nationally accepted park standards of National Recreation and Park Association (NRPA).
 - b. Review existing parks to determine what upgrades each need.
- 2. Identify appropriate locations for new parks, open spaces, sports facilities, and other recreational opportunities in the City.
 - a. Future development of neighborhoods may require the development of a neighborhood park.
 - b. The City may incentivize developers to develop a park or leave open space in their design by allowing an increase in density, setback reduction, etc. and approved by the Board of Zoning Appeals in some cases.
 - c. Must be approved by the Planning Commission and City Council.
- 3. As parks are developed, they must be easily accessible.
- 4. Monroe Public Works will be responsible for maintenance after the parks are constructed.

QoL Park Recommendation 1

Encourage developers to include parks and open space into neighborhood designs.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Monroe Public Works

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Future development of neighborhoods may require the development of a neighborhood park.
 - a. The City may incentivize developers to develop a park or leave open space in their design by allowing an increase in density, setback reduction, etc.
- 2. Parks must be easily accessible for residents.
- 3. Monroe Public Works will be responsible for maintenance after parks if parks are dedicated to the City. Parks or open spaces that remain under private ownership will be maintained by the Homeowner’s Association or other neighborhood group.

QoL Park Recommendation 2
Upgrade existing park facilities as funding becomes available.

Primary Responsibility
Monroe Public Works

Secondary Responsibility
Monroe Development Department

Policy, Program, Project



Timeframe



Cost Estimate



- Action Steps**
1. Review existing parks to determine what upgrades each need.
 - a. Create a list on all upgrades needed.
 - b. Determine which issues are a top priority and safety concern if not addressed quickly.
 2. Determine if there is available funding from the City to upgrade the facilities.
 - a. Identify additional funding sources as to not rely on City funding for these upgrades.
 3. Upgrade the facilities that need immediate attention or work with the Development Department to redevelop the park entirely.

QoL Park Recommendation 3
Establish a yearly maintenance schedule to routinely maintain parks system including renewal of mulch and routine repairs needed for safety.

Primary Responsibility
Monroe Development Department

Secondary Responsibility
Monroe Public Works

Policy, Program, Project



Timeframe



Cost Estimate



- Action Steps**
1. Create a program for the Public Works Department to manage maintenance of parks across the City.
 - a. Replace mulch.
 - b. Replace any plantings that have died.
 - c. Examine all furnishings including benches, tables, chairs, and play equipment to determine if there are any immediate repairs that are safety concerns.

QoL Park Recommendation 4

Encourage property owners to preserve land that is difficult to develop due to topography, utility lines as open space and natural areas.

Primary Responsibility

Property Owners and Monroe Development Department

Secondary Responsibility

Planning Commission and City Council

Action Steps

Policy, Program, Project



Timeframe



Cost Estimate



- 1. Establish a conservation easement template to permanently preserve sensitive lands, and be recorded against the property by the owner.
- 2. Promote the template and assist property owners in completing and recording the easement for their individual properties.

QoL Park Recommendation 5

Preservation of high-quality land for parks, trail, or public spaces should be a priority for the City..

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission and City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. The City should identify appropriate locations for new parks, open spaces, sports facilities, trail locations and other public spaces.
- 2. The identified land should not developed unless compatible uses are proposed and will not prohibit the development of any park and recreation elements.
- 3. The City should explore purchase of these properties, or require dedication as part of development approval for the remainder of the parcels.
- 4. The Planning Commission and City Council will have to approve or deny any future development proposals in order to preserve land and maintain a high quality of place.

QoL Park Recommendation 6
Update the 2018 Parks and Recreation Master Plan.

Primary Responsibility
Monroe Development Department and Public Works

Secondary Responsibility
Planning Commission and City Council

Policy, Program, Project



Timeframe



Cost Estimate



- Action Steps**
1. Review the existing plan to determine if any goals and recommendations are still applicable.
 2. Perform a parks analysis and identify the gaps and needs of the community.
 3. Develop an updated plan with the full analysis.
 - a. Identify all existing parks.
 - b. Identify future park locations and expansions.
 - c. Determine funding needs and sources.
 - d. Create a development strategy for upgrading park equipment and the construction of new parks and park amenities.
 4. Present a draft plan to the Park Board and City Council for approval.

QoL Park Recommendation 7
Coordinate with and support the Park Board while updating the 2018 Parks and Recreation Master Plan.

Primary Responsibility
Monroe Development Department and Monroe Public Works

Secondary Responsibility
Planning Commission and City Council

Policy, Program, Project



Timeframe



Cost Estimate



- Action Steps**
1. A staff member of the Development Department as well as the Planning Commission should serve on the steering committee to develop the plan.
 2. The Monroe Development Department should assist in the review of the existing plan to determine if any goals and recommendations are still applicable based on the updated Comprehensive Plan.
 3. The Development Department should assist in the development of the updated plan by identifying goals and needs based on housing projections, future residential development locations, redevelopment opportunities, and identifying future park locations based off the recommendations in the comprehensive plan.
 4. Once the Parks Master plan is updated and adopted by the Park Board, Planning and Development staff should initiative an amendment to the Comprehensive Plan so the Parks and Recreation Master Plan is used as another policy guide.

QoL Park Recommendation 8

Ensure that Monroe has adequate park space to serve its residents and visitors recreational activities by adopting the nationally accepted park standards of National Recreation and Park Association (NRPA). Parks should be easy to access and can be of various sizes depending on location.

Policy, Program, Project



Timeframe



Cost Estimate



Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission, City Council, and Monroe Public Works

Action Steps

1. Conduct a parks need analysis for the City.
 - a. Determine where in the community there is little to no access to parks based on the nationally accepted park standards of National Recreation and Park Association (NRPA).
 - b. Review existing parks to determine what upgrades each need.
2. Identify appropriate locations for new parks, open spaces, sports facilities, and other recreational opportunities in the City.
 - a. Future new development of neighborhoods may require the development of a neighborhood park.
 - b. The City may incentivize developers to develop a park or leave open space in their design by allowing an increase in density, setback reduction, etc.
3. As parks are developed, they must be easily accessible.
4. Monroe Public Works will be responsible for maintenance after the parks are constructed.

QoL Connectivity Recommendation 1

Explore creating a pedestrian bridge over State Route 63 at Main Street to allow pedestrians and cyclists to safely cross State Route 63 into the revitalized downtown.

Primary Responsibility

Monroe Development Department and Public Works

Secondary Responsibility

Planning Commission and City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

1. Retain the services of an engineering consultant to conduct a study to determine the best placement and cost estimate of a pedestrian bridge to connect pedestrians to Downtown Monroe.
2. Determine funding needs to construct the bridge.
 - a. Review City funds and determine how much can be dedicated towards construction costs.
 - b. Look into additional funding sources for infrastructure improvements from local, state, and federal grants.
 - i. Some grants may require a plan in order to obtain funding.
 - ii. Some grants may require the funding be used within a given timeframe.
3. Create a development plan for the construction of the bridge and have the Planning Commission and City Council approve it.

QoL Connectivity Recommendation 2

Since State Route 4 and State Route 63 have higher speed limits and service a larger number of trips, it is important to avoid putting pedestrians near those roadways without some type of protective barrier or separation from the main road. With these two thoroughfares being a source of access across the community, a deeper analysis of the roadways and adjacent development will need to be done to determine the plausibility of trail development along those roadways.

Policy, Program, Project



Timeframe



Cost Estimate



Primary Responsibility

Monroe Development Department and Public Works

Secondary Responsibility

Planning Commission and City Council

Action Steps

- 1. Conduct a traffic study and utilize the information to determine what precautions need to be taken for trail development.
- 2. Develop a Trails Plan for the City.
 - a. Include the location of trails and how they will be designed into the streetscape or nearby into the Plan.
- 3. Present the plan to the Planning Commission and City Council for approval.
- 4. If necessary, the City will have to work with the State to integrate trails along State Routes 63 and 4.

QoL Connectivity Recommendation 3

All trail development will need to be a part of a larger study and may be done simultaneously with any roadway studies done in the future. Connectivity is a large part of developing a transportation network and roadway development should be partnered with trail development when possible.

Primary Responsibility

Monroe Development Department and Public Works

Secondary Responsibility

Planning Commission and City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Develop a Trails Plan for the City.
 - a. Include the location of all future trails in the Plan.
 - i. Supporting images include precedent imagery, renderings, and cross sections with measurements should be included.
 - ii. Additional roadway improvements may be discussed in this plan.
 - b. Create a phasing strategy of the development of the trails.
 - c. Determine the cost of the projects and include potential funding sources including local, state, and federal grants.
- 2. Determine if the Trails Plan can be a part of a larger connectivity study that includes sidewalks and additional transportation improvements and development.
- 3. Send plan to the Planning Commission and City Council for approval.

QoL Other Recommendation 1

Encourage the development of a private recreation center complete with sports facilities and practice fields, a gym, and additional physical therapy uses, to attract jobs and encourage physical health opportunities year-round for all residents, student athletes, and physical therapy patients. Potential locations could be near the Butler Tech LeSourdsville Campus property across from Monroe Crossings or north of State Route 63 and west of Cincinnati-Dayton Road.

Policy, Program, Project



Timeframe



Cost Estimate



Primary Responsibility

Consultants (architects, civil engineers, landscape architects) and Developers

Secondary Responsibility

The Development Department, Planning Commission, City Council, City Manager, and Public Works

Action Steps

- 1. Market Monroe and potential sites to developers/operators of recreation facilities that match the City's goals for the project.
- 2. Explore the use of City incentives to better attract potential developers. Incentives could include City-led infrastructure improvements or cost share for public parking to serve the development.

QoL Other Recommendation 2

Create a public gathering place within downtown.

Primary Responsibility

Monroe Development Department and City Manager

Secondary Responsibility

Monroe Public Works

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Determine a location for a public space within the downtown.
 - a. City-owned land will be the easiest to redevelop.
 - b. The area should be easy to access for pedestrians, bicyclists, and drivers.
 - i. Additional improvements to increase accessibility may be addressed when a site plan is developed.
- 2. Hire a consultant to develop a master plan and design.
 - a. Landscape architect, civil engineer, and/or architect will develop the plan.
 - b. The plan should include schematic design, design development, and construction documents for the space.
- 3. Present the plan to the Planning Commission and City Council for approval.
- 4. Obtain funding and begin construction.
 - a. Allow for minor changes in materials and design features as needed. Funds may have to move around to accommodate for unknown pricing variables and result in buying different materials or changing the design.

QoL Other Recommendation 3

Develop building design standards for the downtown and development standards along the key corridors of State Route 4, State Route 63, and Cincinnati-Dayton Road.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission and City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Determine if City staff or a consultant should take on the creation of an overlay district. The City staff will have to dedicate time to reviewing the Building and Design Standards and drafting the overlay district text if a consultant is not hired.
 - a. Review of the Building and Design Standards will help determine what standards should be kept under the base zoning district and what standards should be added in addition to the base zoning district under the overlay.
- 2. Draft the overlay district to be amended into the zoning ordinance.
 - a. Include the boundaries of the overlay zone in the district to determine what properties will be impacted.
 - i. Existing properties that do not comply with the new standards do not have to be renovated immediately. This will only impact new developments and for those who plan to remodel their property.
- 3. Send to Planning Commission and then the City Council for approval.

QoL Other Recommendation 4

Support institutional and nonprofit City partners as they promote and enhance the quality of life in Monroe.

Primary Responsibility

City Manager

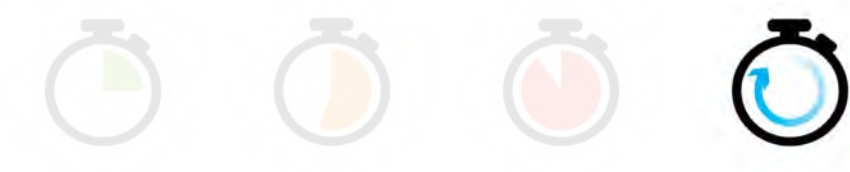
Secondary Responsibility

The Mayor and City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Identify groups and partners the City can work with to better realize comprehensive plan goals related to quality of life.
 - a. Determine what groups the City can promote based on community need, message, and how these groups may help the community.
 - b. Ask what these partners need and determine how a partnership with Monroe will benefit them either through marketing, fundraisers, or employment opportunities.
- 2. Encourage other local organizations or groups such as schools and businesses to partner with groups for additional events or educational opportunities.

QoL Other Recommendation 5
Monroe must continue to foster an environment where all persons feel welcome and are able to fully participate in civic life. Encourage economic diversity at all levels, support all races and ethnic groups, ages, and physical and mental abilities.

Policy, Program, Project



Timeframe



Cost Estimate



Primary Responsibility
City Manager

Secondary Responsibility
Mayor, Planning Commission, City Council, Monroe Development Department, Monroe Area Community Improvements Corporation (CIC), Monroe Local Schools District, Public Works, Police, Fire and Emergency Services, Property owners, and Business owners

- Action Steps**
- 1. The City should continue hosting community wide events.
 - 2. The City should expand events as the community grows including project completion celebrations, holiday events, historical events, and other national day themes (i.e. national coffee day).
 - a. Encourage local businesses to participate in community-wide events to get residents and visitors involved.

FOCUS AREAS RECOMMENDATIONS

FA Downtown Recommendation 1
Improve the streetscape in downtown (see the downtown recommendations for more details).

Primary Responsibility
Monroe Development Department, Public Works

Secondary Responsibility
Planning Commission, City Council, City Manager, Property owners, and Business owners

Policy, Program, Project



Timeframe



Cost Estimate



- Action Steps**
- 1. Perform an infrastructure analysis of the streets, sidewalks, crosswalks, and measure the right-of-way of all roadways within the downtown.
 - 2. Determine if any signage, lighting, utility poles, or streetlights need to be updated or replaced.
 - 3. Create a plan for streetscape improvements.
 - a. Include a detailed schematic design plan with roadway extensions, lane adjustments, medians, sidewalk extensions, utility line or water and sewer updates, need for additional streetlights and cross walks, and trails or bike lanes.
 - b. Identify the need for additional amenity improvements including signage updates, landscape design, benches, pedestrian scaled lighting and bike parking.
 - 4. Draft a plan to be presented to the Planning Commission and City Council for approval.
 - 5. Obtain funds and begin construction as funding is available.

FA Downtown Recommendation 2

Enhance access to and from downtown by extending existing streets and constructing shared-use trails, sidewalk improvements, and additional street connections.

Primary Responsibility

Monroe Development Department, Public Works

Secondary Responsibility

Planning Commission, City Council, City Manager, Property owners, and Business owners

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Work with the Public Works Department to extend streets and sidewalks throughout the downtown to increase connectivity.
 - a. Conduct a street and sidewalk analysis of the downtown and plan for future expansion projects.
 - b. Identify crosswalks and sidewalks that need improved and upgrade them to be ADA compliant.
 - c. Identify sidewalks that will be expanded into the existing street lanes, or if a trail or bike lane will be developed.
- 2. Require street or additional right-of-way dedication during the development review process for proposed projects in areas where streets, sidewalks, and/or trails are to be extended.
- 3. Draft a plan to be presented to the Planning Commission and City Council for approval.
- 4. Obtain funds and begin construction as funding is available.

FA Downtown Recommendation 3

Create gathering and event spaces.

Primary Responsibility

The Development Department and City Manager

Secondary Responsibility

Monroe Public Works

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Determine a location for a public event and gathering space within the downtown.
 - a. City-owned land will be the easiest to redevelop.
 - b. The area should be easy to access for pedestrians, bicyclists, and drivers.
 - i. Additional improvements to increase accessibility may be addressed when a site plan is developed.
- 2. Hire a consultant to develop a site plan.
 - a. Landscape architect, civil engineer, and/or architect will develop the plan.
 - b. The plan should include schematic design, design development, and construction documents for the space.
- 3. Present the plan to the Planning Commission and City Council for approval.
- 4. Obtain funding and begin construction.
 - a. Allow for minor changes in materials and design features as needed. Funds may have to move around to accommodate for unknown pricing variables and result in buying different materials or changing the design.

FA Downtown Recommendation 4
Update infrastructure to serve a more active and pedestrian friendly downtown.

Primary Responsibility
Monroe Development Department and Public Works

Secondary Responsibility
Planning Commission, City Council, City Manager, Property owners, and Business owners

Policy, Program, Project



Timeframe



Cost Estimate



- Action Steps**
1. Work with the Public Works Department to update existing infrastructure.
 - a. Conduct a street and sidewalk analysis of the downtown and plan for future expansion projects.
 - b. Identify crosswalks and sidewalks that need improved and upgrade them to be ADA compliant.
 - c. Identify sidewalks that will be expanded into the existing street lanes, or if a trail or bike lane will be developed.
 - d. Identify signage, lighting, and additional utilities that need to be replaced.
 - e. Conduct an inventory analysis of benches, trash cans, and bicycle parking to determine what need to be upgraded and where the gaps are to include more of these items throughout the downtown.
 2. Regularly share timeline and project updates with nearby property and business owners.
 3. Draft a plan to be presented to the Planning Commission and City Council for approval.
 4. Obtain funds and begin construction as funding is available.

FA Downtown Recommendation 5
Improve the visual look of the downtown (see the downtown recommendations for more details).

Primary Responsibility
Monroe Development Department

Secondary Responsibility
Monroe Public Works

Policy, Program, Project



Timeframe



Cost Estimate



- Action Steps**
1. Perform an analysis of the existing landscaping elements throughout the downtown and determine what needs to be replaced.
 2. Review any plans for the downtown and development nearby that may impact the streetscape design.
 3. Create a plan for landscape treatments and improvements in the downtown.
 - a. Include a detailed list of the landscape plantings and design elements to be incorporated in a number of ways throughout the downtown and along the streetscape.
 - i. This will include types of trees, shrubs, and flowers for hanging and ground planters, medians, vegetative buffers, and green strips.
 4. Present a draft plan to the Planning Commission and City Council for approval.
 5. Obtain funds and begin construction as funding is available.
 - a. Landscape treatments are recommended to be done after major reconstruction of the roadway to prevent the destruction of landscape plantings.
 - b. Landscaping may be done in areas where little to no major construction will affect the lifespan of various plants, such as near the Duke Energy Substation.

FA Downtown Recommendation 6

Increase new and infill developments within the downtown, and renovate existing buildings as necessary.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Property owners, Business owners, Planning Commission, City Council, and City Manager

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Utilizing the Downtown Plan in the Comprehensive Plan, hire a consultant to create a more detailed Master Plan with schematic design, cost analysis, and construction phasing.
 - a. Complete an inventory analysis of existing buildings and vacant lots to be redeveloped or renovated.
 - b. Identify streetscape improvements and changes within the plan.
 - c. Identify design standards for buildings.
 - i. This may lead to the development of an overlay district for the downtown.
 - d. Create a list of incentives for property owners, business owners, and redevelopers.
- 2. Present a draft plan to the Planning Commission and City Council for approval.
- 3. Once the plan is approved, the City should work with property owners, business owners, and redevelopers to create a plan that incentivizes renovation and redevelopment.

FA Downtown Recommendation 7

Develop criteria for the use of incentives to encourage local businesses to open in Monroe.

Primary Responsibility

Monroe Development Department and Monroe Area Community Improvements Corporation (CIC)

Secondary Responsibility

The Development Department and City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. The Development Department should create a list of incentives for developers.
 - a. Incentives may include reduction in required green space, reduction in setback, fee waivers, increased density, height exemptions, or decreased parking requirements.
- 2. Create a draft of incentives to be presented to and approved by the Planning Commission and City Council.
- 3. Work with developers to design and build attractive buildings while offering incentives that add to the development and overall look of the community.

FA Downtown Recommendation 8

Commercial buildings should follow the design guidelines in the Zoning Code. If the building is a mixed-use development, the first floor should have a high amount of window transparency.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Property owners and Business owners, Planning Commission, and City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Review and amend Building and Design Standards for commercial development types.
 - a. Include an increase in the first floor window transparency requirement in buildings that are two stories or higher.
- 2. Adopt these amendments and enforce the new design standards for all new commercial developments.

FA Downtown Recommendation 9

While businesses on adjacent lots should share parking spaces in accordance with Section 1211.03(1) (4) of the Planning and Zoning Code, the City should explore reducing the number of parking spaces required if drop off zones for ride sharing or driverless vehicles is accommodated.

Primary Responsibility

Monroe Development Department and Public Works

Secondary Responsibility

Planning Commission and City Council

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. The existing parking standards should be reviewed and amended to explore reducing parking standards, designating locations for drop off and loading zones for commercial and mixed-use development, and designated spaces for ride sharing and driverless vehicle accommodation in the future..
 - a. Parking standards may be adjusted within an overlay zone. This will require an amendment to the Zoning Ordinance.
- 2. Draft the new standards or overlay zone and present it to the Planning Commission and City Council for approval.

FA Downtown Recommendation 10
Update the Zoning Code to allow for increased density in the downtown area.

Primary Responsibility
Monroe Development Department

Secondary Responsibility
Planning Commission and City Council

Policy, Program, Project



Timeframe



Cost Estimate



- Action Steps**
1. Review and amend the existing Zoning Ordinance.
 - a. Determine if an overlay district should be created for the downtown.
 - b. Allow for increased densities (larger amounts of dwelling units per acre for residential uses).
 - c. May increase height limits for buildings.
 - d. Allow for increase in total lot coverage of buildings.
 2. Draft the recommended changes and present them to the Planning Commission and City Council for approval.
 3. Amend the Zoning Ordinance once the new standards are approved.

FA Downtown Recommendation 11
Encourage bicycle parking across the downtown; refer to Planning and Zoning Code Section 1211.03(H).

Primary Responsibility
Monroe Development Department

Secondary Responsibility
Planning Commission, City Council, and Public Works

Policy, Program, Project



Timeframe



Cost Estimate



- Action Steps**
1. Review the existing parking standards in the Zoning Ordinance to determine if any amendments needs to be made for bicycle parking.
 - a. If amendments are needed, draft the new standards and present them to the Planning Commission and City Council for approval. Amend the existing code to include the new standards.
 2. Work with the Public Works Department to determine installation locations of more bicycle parking racks throughout the downtown.

FA Downtown Recommendation 12

Consider the use of incentives, such as Tax Increment Financing (TIF), façade grant programs, business improvement districts (BIDs), fee waivers, and/or rental assistance programs, to catalyze development and reinvestment in the downtown.

Primary Responsibility

Monroe Development Department and Monroe Area Community Improvements Corporation (CIC)

Policy, Program, Project



Timeframe



Cost Estimate



Secondary Responsibility

Planning Commission, City Council, City Manager, Property owners, and Business owners

Action Steps

- 1. The Development Department should create a list of financial incentives for developers.
 - a. Financial incentives may include using Tax Increment Financing (TIF), facade grant programs, fee waivers, and/or rental assistance programs.
 - b. If the City determines that these programs will be used as incentives and does not have the program in place currently, the City will have to create it.
 - i. A TIF district will have to be created in order to generate money to be used towards reinvestment within that TIF area.
 - 1. Ohio State law may have additional requirements for an area to be classified as a TIF district.
 - ii. A facade grant program will have to be created to put funding towards facade improvements.
 - iii. A rental assistance program will have to be created in order to help business owners pay less per month for developing and renovating in the downtown. Criteria should accompany this program that states longevity of rental assistance and what can be done that qualifies for a lower rent rate.
 - 1. All of these programs will require the approval of the Planning Commission and City Council. Additionally, the City will have to determine who is in charge of the programs, if a new group must be created, and how many new hires will need to be brought in to maintain the programs and keep records.
- 2. Create a draft of the programs to be presented to and approved by the Planning Commission and City Council.
- 3. Work with property owners, business owners, and developers to offer these incentives and reinvent the downtown.

FA Downtown Recommendation 13

As redevelopment occurs, ensure that it is pedestrian-scale. Fundamental to downtown redevelopment, architectural characteristics and pedestrian amenities are critical to making people feel comfortable navigating downtown streets.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission, City Council, Property owners, and Business owners

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. Review and amend the existing Zoning Ordinance.
 - a. Determine if an overlay district should be created for the downtown.
 - b. Allow for increase in total lot coverage of buildings.
 - c. Buildings should be built to the front, and on a corner lot front and side, lot line so that the building and sidewalk meet.
- 2. Review and amend the Building and Design Standards.
 - a. Review of the Building and Design Standards will help determine what standards should be used for future development and renovations.
- 3. Draft the recommended changes and present them to the Planning Commission and City Council for approval.
- 4. Amend the Zoning Ordinance once the new standards are approved.

FA Duke Energy Recommendation 1
Provide vegetated screening and enhanced landscape plantings surrounding the Duke Energy substation.

Primary Responsibility
Monroe Development Department

Secondary Responsibility
Planning Commission, City Council, and Public Works

Policy, Program, Project

Timeframe

Cost Estimate

- Action Steps**
1. Utilizing the Duke Energy Substation Plan found in this document, consult with a landscape architect to help determine what vegetative landscape planting can be used for screening and beautification purposes.
 2. The landscape architect may create a schematic design based off the plan found in this document and identify where and what plantings should be planted where.
 - a. This may extend past the immediate perimeter of the substation to include plantings along Main Street and the proposed roadway extensions of Macready Avenue and Courtland Drive.
 3. The plans must be approved and grant funding will be utilized to redesign the area surrounding the substation.

FA Duke Energy Recommendation 2
Implement streetscape improvements to Main Street, including a landscaped median, on-street parking, stormwater planters, sidewalks, and multi-use trails.

Primary Responsibility
Monroe Development Department and Public Works

Secondary Responsibility
Planning Commission, City Council, City Manager, Property owners, and Business owners

Policy, Program, Project

Timeframe

Cost Estimate

- Action Steps**
1. Perform an infrastructure analysis of the streets, sidewalks, crosswalks, and measure the right-of-way of all roadways within the downtown.
 2. Determine if any signage, lighting, utility poles, or streetlights need to be updated or replaced.
 3. Create a plan for streetscape improvements.
 - a. Include a detailed schematic design plan with roadway extensions, lane adjustments, medians, sidewalk extensions, utility line or water and sewer updates, need for additional streetlights and cross walks, and trails or bike lanes.
 - b. Identify the need for additional amenity improvements including signage updates, landscape design, benches, pedestrian scaled lighting and bike parking.
 4. Draft a plan to be presented to the Planning Commission and City Council for approval.
 5. Obtain funds and begin construction as funding is available.

FA Duke Energy Recommendation 3

Provide intersection plazas and decorative pedestrian crossings at the intersections.

Primary Responsibility

Monroe Development Department, Public Works

Secondary Responsibility

Planning Commission, City Council, City Manager

Policy, Program, Project

Timeframe

Cost Estimate

Action Steps

- 1. The City should work with members of the community to determine a design approach to creating unique intersection plazas and decorative crosswalks along Main Street.
 - a. A landscape architect may be hired to help bring design ideas to life and identify the materials used for the plaza and/or crosswalks.
 - b. School students may be involved in helping with design ideas and in the construction of it depending on the materials that have been approved for use.
 - i. Water-proof and pavement friendly paints may be easier for students to work with than laying pavers.
 - ii. A team of contractors may be hired to bring the design to life if bricks or pavers are incorporated into the design.
- 2. The overall plan and design must be approved by the City.
- 3. The Public Works Department will be responsible for maintenance.

FA Duke Energy Recommendation 4

Extend the Courtland Drive right-of-way to Main Street and provide a smooth intersection transition to Ohio Avenue.

Primary Responsibility

Developers, Public Works

Secondary Responsibility

The Monroe Development Department, Planning Commission, City Council, City Manager

Policy, Program, Project

Timeframe

Cost Estimate

Action Steps

- 1. In alignment with the Duke Energy Substation Plan found in this document, continue planning for the extension of Courtland Drive to Main Street.
- 2. Develop design alternatives and conduct preliminary engineering.
- 3. Require dedication of necessary right-of-way if adjacent properties are redeveloped.
- 4. In conjunction with redevelopment, the City could require road construction per preliminary engineering plans. As an alternative and incentive to redevelopment, the City could fund and construct the roadway extension.
- 5. If the City leads the construction effort:
 - a. Conduct public outreach regarding overall project goals and alternatives.
 - b. Finalize design recommendations.
 - c. Identify and acquire funding for construction.
 - d. Advertise for bids and select contractor.
 - e. Construct new roadway segment.

FA Duke Energy Recommendation 5
Extend the Macready Avenue right-of-way to Main Street.

Primary Responsibility
Developers, Public Works

Secondary Responsibility
The Monroe Development Department, Planning Commission, City Council, City Manager

Policy, Program, Project



Timeframe



Cost Estimate



- Action Steps**
1. In alignment with the Duke Energy Substation Plan found in this document, continue planning for the extension of Courtland Drive to Main Street.
 2. Develop design alternatives and conduct preliminary engineering.
 3. Require dedication of necessary right-of-way if adjacent properties are redeveloped.
 4. In conjunction with redevelopment, the City could require road construction per preliminary engineering plans. As an alternative and incentive to redevelopment, the City could fund and construct the roadway extension.
 5. If the City leads the construction effort:
 - a. Conduct public outreach regarding overall project goals and alternatives.
 - b. Finalize design recommendations.
 - c. Identify and acquire funding for construction.
 - d. Advertise for bids and select contractor.
 - e. Construct new roadway segment.

FA Duke Energy Recommendation 6
Construct the Main Street trail according to the downtown plan. Special pavements are recommended for trail to establish a unique identity.

Primary Responsibility
Monroe Development Department, Developers, Public Works

Secondary Responsibility
Planning Commission, City Council, City Manager

Policy, Program, Project



Timeframe



Cost Estimate



- Action Steps**
1. Utilizing the Duke Energy Substation Plan and Downtown Plan found in this document, consult with a civil engineer and landscape architect to plan for a trail along Main Street
 - a. Hire a professional survey company to complete a boundary and topographic survey for the project area. It is recommended that the design consultant be involved in determining the area of survey and reviewing the survey results.
 - b. Perform an infrastructure analysis of the streets, sidewalks, crosswalks, and measure the right-of-way of Main Street.
 - i. Identify if the right-of-way will have to be extended to accommodate trail development.
 - c. Determine if any signage, lighting, utility poles, or streetlights need to be updated or replaced.
 - d. Create a plan for trail development.
 - i. This plan will be a part of a larger Master Plan for the Downtown that includes a detailed schematic design of the roadway and streetscape.
 - ii. Include the materials the trail should be constructed with in this plan.
 - e. Identify any change of access or enhancements to the access point to the substation from Main Street.
 2. Draft a plan to be presented to the Planning Commission and City Council for approval.
 3. The construction of this trail may be done in unison with the plans to increase buffering and overall beautification of the landscape near the substation.
 - a. The City should apply for grants that are funded by Duke Energy for the enhancement of their substations and use that funding towards this project and buffering enhancements.
 - b. The City should apply for grants that are focused on downtown revitalization, roadway redevelopment, and quality of life improvements and use the funds towards this project.

FA Duke Energy Recommendation 7
Provide attractive, low maintenance, and native landscape design surrounding the intersection plazas and throughout the corridor.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission, City Council, and Public Works

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

1. Utilizing the Duke Energy Substation Plan found in this document, consult with a landscape architect to help determine what vegetative landscape planting can be used for beautification purposes.
2. The landscape architect may create a schematic design based off the plan found in this document and identify where and what plantings should be planted where.
 - a. This may include plantings along Main Street and the proposed roadway extensions of Macready Avenue and Courtland Drive.
 - b. Various design options may include plantings within medians, along green strips, and within planters.
 - i. Trees, shrubs, and flowers may be identified
3. The plans need to be presented to the Planning Commission and City Council for approval.
4. Landscapers may be hired to plant the various plantings throughout the area.
5. The Public Works Department will be responsible for maintenance.

FA Butler Tech Recommendation 1

Future development in the area should keep the small town feeling but tailor uses and amenities to the specific demographics in this area.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission, City Council, Property owners, Business owners, and Butler Tech

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

1. The City should work with Butler Tech Staff to review and amend the existing Zoning Ordinance.
 - a. Determine if an overlay district should be created for the undeveloped area near Butler Tech LeSoursdville Campus and the Campus.
 - b. Allow for increase in total lot coverage of buildings.
 - c. Commercial and mixed-use buildings should be built to the front, and on a corner lot front and side, lot line so that the building and sidewalk meet.
 - d. Housing may have reduced setbacks.
 - e. Parking garage entrances should have access from the side or rear of the house and are strongly discouraged from having front facing garages.
2. Review and amend the Building and Design Standards.
 - a. Review of the Building and Design Standards will help determine what standards should be used for future development and renovations.
3. Draft the recommended changes and present them to the Planning Commission and City Council for approval.
4. Amend the Zoning Ordinance once the new standards are approved.

FA Butler Tech Recommendation 2

Streets should be pedestrian friendly. Where right-of-way allows, street trees, sidewalks of six feet or wider, and separated bicycle lanes should be incorporated into street design. Intersections should be designed in a pedestrian friendly way for better and safer crossings.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission, City Council, Public Works, and Butler Tech

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

1. The City should work with Butler Tech staff to determine future development strategies of the undeveloped land nearby. It is recommended that the Butler Tech LeSourdsville Campus Plan is utilized as a reference.
2. Streets should be designed to incorporate various streetscape amenities within the designated right-of-way.
 - a. Green strips, street trees, pedestrian-scaled lighting, signage, sidewalks, trails, bike lanes, center medians, on-street parking, and crosswalks should be designed into the overall streetscape.
 - b. Utilities may have to be expanded to this area to service future development.
3. Review and amend the existing Zoning Ordinance.
 - a. Determine if an overlay district should be created for the area near Butler Tech for future development.
 - b. Allow for increase in total lot coverage of commercial, mixed-use, and residential buildings.
 - c. Commercial and mixed-use buildings should be built to the front, and on a corner lot front and side, lot line(s) so that the building and sidewalk meet.
 - d. Review parking standards to reflect the appropriate design of on-street parking, shared parking, and private parking
4. Draft a plan to be presented to the Planning Commission and City Council for approval.
5. Obtain funds and begin construction as funding is available.

FA Butler Tech Recommendation 3

Bike parking should be provided for both businesses and housing developments in this area.

Primary Responsibility

Monroe Development Department and Public Works

Secondary Responsibility

Planning Commission, City Council, and Butler Tech

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

1. Review the existing parking standards in the Zoning Ordinance to determine if any amendments needs to be made for bicycle parking.
 - a. If amendments are needed, draft the new standards and present them to the Planning Commission and City Council for approval. Amend the existing code to include the new standards.
2. Work with the Public Works Department to determine installation locations of more bicycle parking racks throughout the area.

FA Butler Tech Recommendation 4

Gateway structure(s) should serve both the City and Campus areas.

Primary Responsibility

Monroe Development Department and Public Works

Secondary Responsibility

Planning Commission, City Council, and Butler Tech

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. The City should work with a landscape architect to design a gateway.
 - a. Butler Tech staff may be involved in the overall design process.
 - b. The gateway should represent both the City of Monroe and Butler Tech LeSourdsville Campus.
- 2. The gateway design will have to be approved by the Planning Commission and City Council.
- 3. A contractor will have to be hired to construct and assemble the gateway.

FA Butler Tech Recommendation 5

A neighborhood park should provide recreational opportunities for local residents. It should contain a small gathering area, basic play elements for children, various plant species for diverse sensory experience, and a tree canopy. This will also act as a buffer between the hotel development and nearby residences.

Policy, Program, Project



Timeframe



Cost Estimate



Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission and City Council

Action Steps

- 1. Review the subdivision standards and amend as necessary.
 - a. Include or revise the requirements for open space within a development.
 - i. Open space may include conservation land, neighborhood parks, parklets (mini-parks), or reserved open space.
- 2. Draft changes to the standards and present to the Planning Commission and City Council for approval.
- 3. Work with developers to include parks or recreational opportunities within new neighborhoods to provide access to the amenity for future residents.

FA Butler Tech Recommendation 6

Businesses should face the street and provide ample visual connection.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission, City Council, Property owners, Business owners, and Butler Tech

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. The City should consult with Butler Tech Staff regarding potential amendments to the Zoning Ordinance.
 - a. Determine if an overlay district should be created for the undeveloped area near Butler Tech LeSoursdville Campus and the Campus.
 - b. Allow for increase in total lot coverage of buildings.
 - c. Commercial and mixed-use buildings should be built to the front, and on a corner lot front and side, lot line so that the building and sidewalk meet.
 - d. Housing may have reduced setbacks.
 - e. Amend the parking standards and requirements.
- 2. Review and amend the Building and Design Standards.
 - a. Review of the Building and Design Standards will help determine what standards should be used for future development and renovations.
- 3. Draft the recommended changes and present them to the Planning Commission and City Council for approval.
- 4. Amend the Zoning Ordinance once the new standards are approved.

FA Butler Tech Recommendation 7

Off-street parking should be located to the rear of the building. Parking structures should provide leasable commercial space on the first floor facing the street.

Primary Responsibility

Monroe Development Department

Secondary Responsibility

Planning Commission, City Council, Property owners, and Business owners

Policy, Program, Project



Timeframe



Cost Estimate



Action Steps

- 1. The City should consult with Butler Tech Staff regarding potential amendments to the Zoning Ordinance.
 - a. On-street parking directly along a roadway in front of a business or multifamily development is encouraged to be metered.
 - b. Private parking garage entrances should have access from the side or rear of the house, using an alley, and are strongly discouraged from having front facing garages.
 - c. Shared parking for any commercial or recreational use is strongly encouraged.
 - i. Enforce the existing shared parking standards or review and revise them. Shared parking for businesses will allow for denser development without having an excess of parking.
 - d. Add standards for enclosed parking garages.
 - i. The structure must be enclosed on at least 75% of the sides.
 - ii. May be used for private and public parking.
 - 1. Parking passes may be sold for residents living nearby or within an apartment or condominium development for long-term, over night parking.
 - e. Consider off-site surface park that may be free or metered for popular destinations across the City including near Butler Tech LeSoursdville and Monroe Bicentennial Commons.
- 2. Draft the standards and present them to the Planning Commission and City Council for approval.
- 3. Amend the Zoning Ordinance once the new standards are approved.
- 4. Work with developers and enforce these standards.

FA Butler Tech Recommendation 8
Innovative building design should be encouraged in this area.

Primary Responsibility
Monroe Development Department

Secondary Responsibility
Planning Commission, City Council, and Butler Tech

Policy, Program, Project



Timeframe



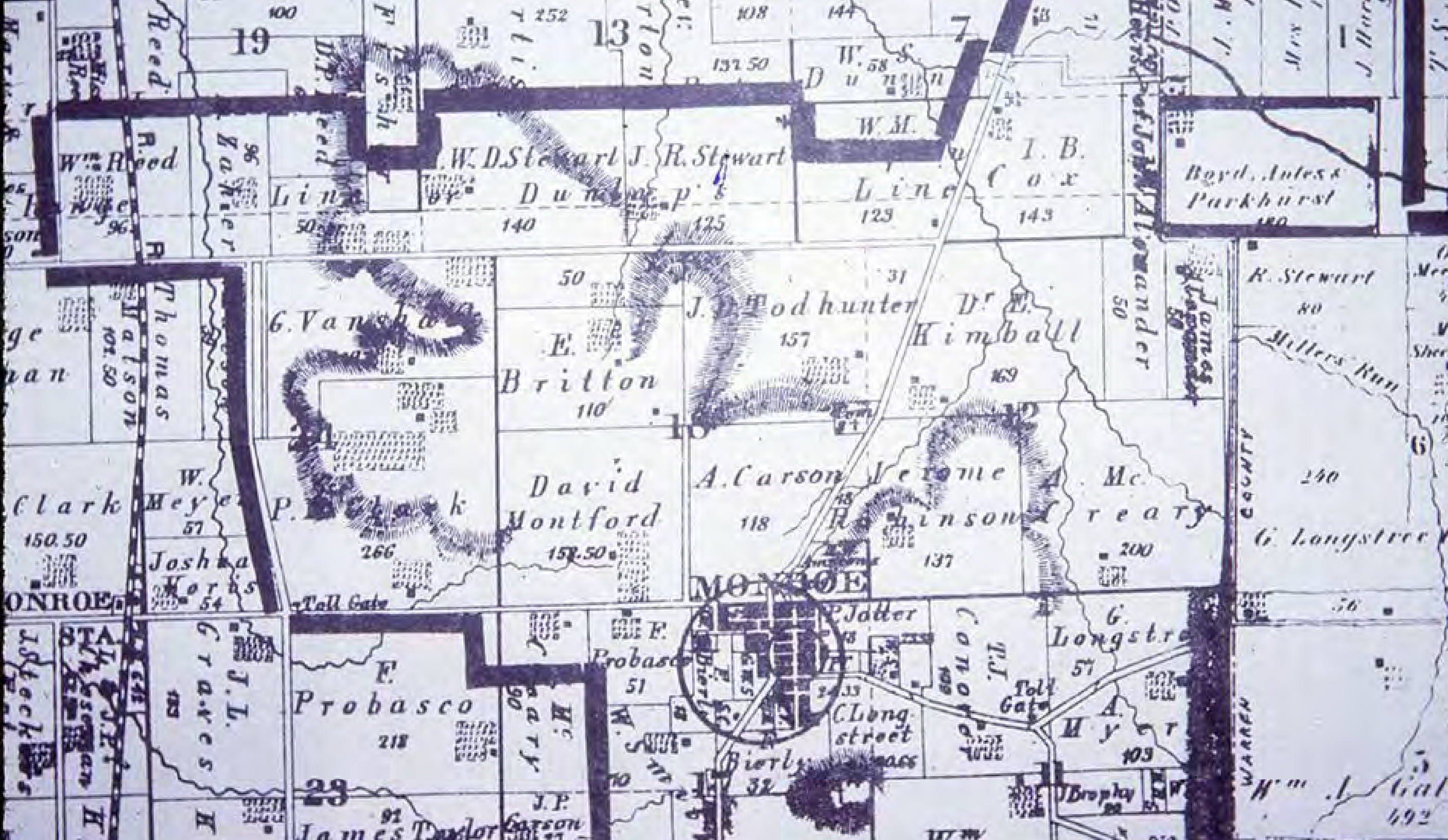
Cost Estimate



Action Steps

1. The City should consult with Butler Tech Staff regarding potential amendments to the Zoning Ordinance.
 - a. Determine if an overlay district should be created for the undeveloped area near Butler Tech LeSoursdville Campus and the Campus.
 - b. Allow for increase in total lot coverage of buildings.
 - c. Commercial and mixed-use buildings should be built to the front, and on a corner lot front and side, lot line so that the building and sidewalk meet.
 - d. Housing may have reduced setbacks.
 - e. Amend the parking standards and requirements.
2. Review and amend the Building and Design Standards.
 - a. Review of the Building and Design Standards will help determine what standards should be used for future development and renovations.
3. Draft the recommended changes and present them to the Planning Commission and City Council for approval.
4. Amend the Zoning Ordinance once the new standards are approved.
5. The City should approve variance requests on a case-by-case basis for development in this area.

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APPENDIX

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BACKGROUND

History

Monroe, Ohio was established in 1817 in the Great Miami River Valley. Up until the early 1900s, Monroe had a population of about 300, two general stores, a handful of churches, a few equipment manufacturing facilities, and residential dwellings. As automobiles became increasingly popular, Cincinnati-Dayton Road became the primary route between Cincinnati and Dayton, Ohio, and sparked Monroe's downtown.

In 1969, Monroe was hit by a tornado which went through the downtown damaging many structures that had been around for generations. Some buildings were rebuilt, but the downtown never returned to its original state. Today, the downtown is home to City Hall, the fire station, housing, and limited retail and restaurant options.

Lemon Monroe High School, which was built in 1925, went through many renovations and expansions before being demolished in 2016. A new elementary and high school, Monroe Elementary & Monroe Junior Senior High School, was constructed off Yankee Road to accommodate for the growing student population. Lemon Monroe High School was located west of the downtown, near City Hall. Monroe Primary School is also near the downtown on Macready Avenue. The former site of Lemon Monroe High School is vacant, and the City has been exploring options for future use. The School Board may use the land for a future expansion project as they address the district's future enrollment growth and upgrade their current facilities. This land may also be used for part of a future downtown expansion plan to increase access to school facilities for the public.

All historical photos shown have been obtained from the Monroe, Ohio Historical Society Facebook page.



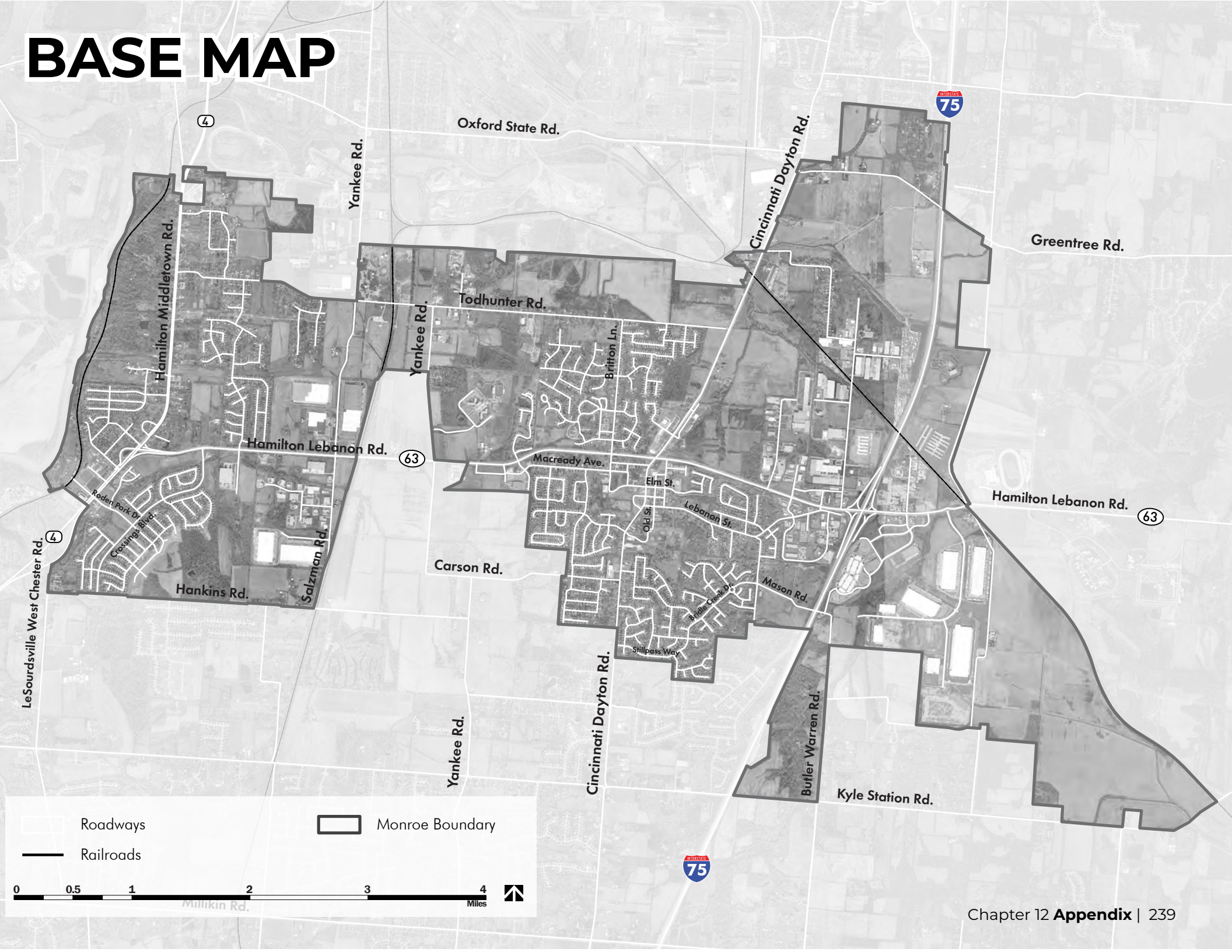
Study Area and Surrounding Context

The City of Monroe, Ohio is located in the Miami River Valley between the Great Miami River and Interstate 75, halfway between Cincinnati and Dayton, Ohio. Originally, Monroe was located entirely within Butler County, but eventually expanded into Warren County. The City also crosses multiple townships including Lemon, Liberty, and Turtle Creek. The City has three major thoroughfares which connect it to the rest of the region, Interstate 75 to the east, Hamilton-Middletown Road (State Route 4) to the west, and State Route 63 which bisects the community and is the main east-west corridor. Since Monroe is located between two major metropolitan regions, it creates a unique opportunity for development which services both cities.

Monroe is a diverse community but with little mixing of uses. To the east, around the I-75 interchange, are found auto-oriented commercial shopping opportunities and a number of industrial uses. There is also a centrally locations node of industrial development down State Route 63 along Salzman Road, a north-south corridor. Just west of I-75 is the downtown along the historic main street, Cincinnati-Dayton Road. The remainder of the City is primarily residential development with some commercial development located on major roadways.

Monroe is known for its industry warehousing, but still manages to keep the “small-town” feel for residents and visitors. Monroe is primarily a single-family residential community, known as a bedroom community, with access to multiple highways and nearby metro areas. Commercial development near the I-75 interchange serves Monroe residents and visitors with fast food options, gas stations, and access to the outlet mall, which serves the greater region between Cincinnati and Dayton. Cincinnati Premium Outlets and development east of the interchange, along State Road 63, is where most of the commercial development, such as retail shopping and restaurant options, are located.

BASE MAP



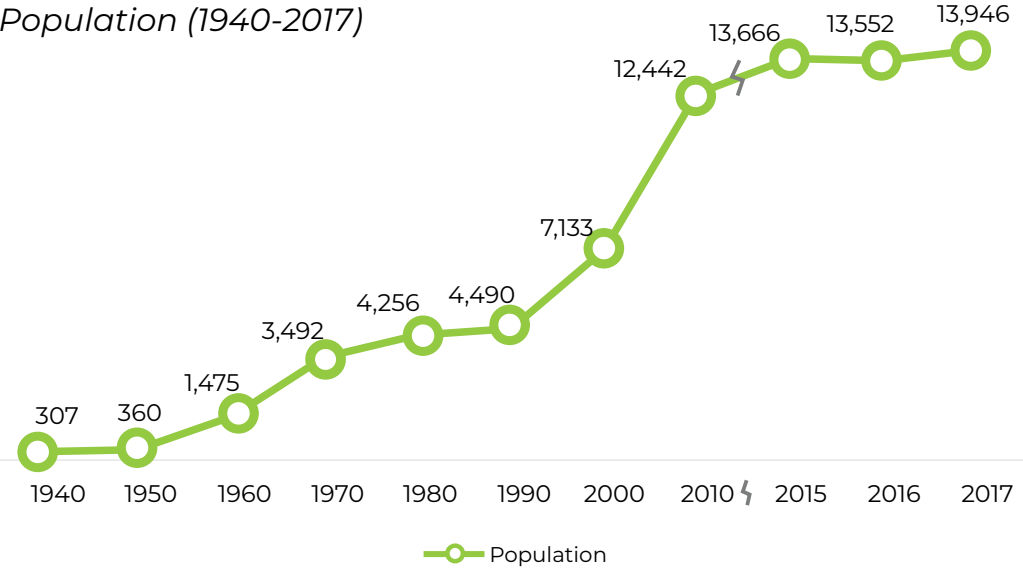
DEMOGRAPHICS

Population

Since Monroe's establishment in 1817, the previous town, now City, has grown significantly from its original population of 300. Monroe experienced decades of gradual population increase before an influx of development between 1990 and 2010. In 2017, the US Census said that Monroe had 13,946 residents and has continued to grow over the past few years. This growth pattern is like several of its neighboring communities in the region. Monroe, Lebanon, and Springboro have seen similar growth between 2000 and 2016. In comparison, some other communities have slowed in their population growth. Franklin and Miamisburg have retained their residents while Kettering has seen some decline over the same years. In comparison to other neighboring communities, Monroe and Sharonville have nearly the same population, with Franklin being the next closest in population.

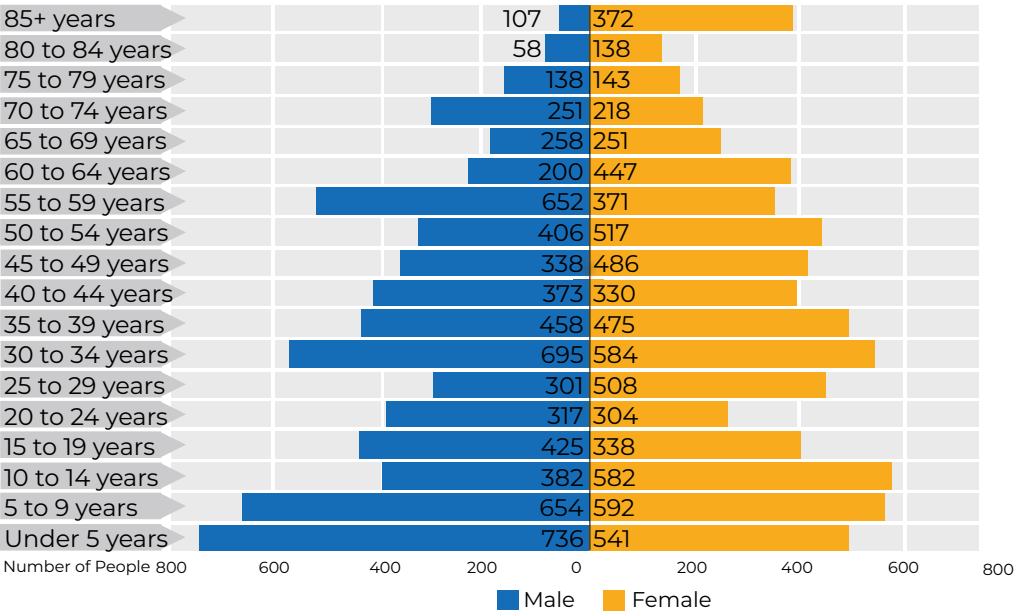
Examining the age breakdown by age group and sex reveals several trends. The lower population amongst 20-29 year-olds suggests high school graduates may be leaving Monroe to pursue post-secondary education and initial employment opportunities. The larger populations in the 30-39 and 0-9 year-old groups supports the family-friendly, bedroom community status of the City. Also noteworthy is the significantly greater female population in the 85+ age group, when compared to males of the same age.

Population (1940-2017)



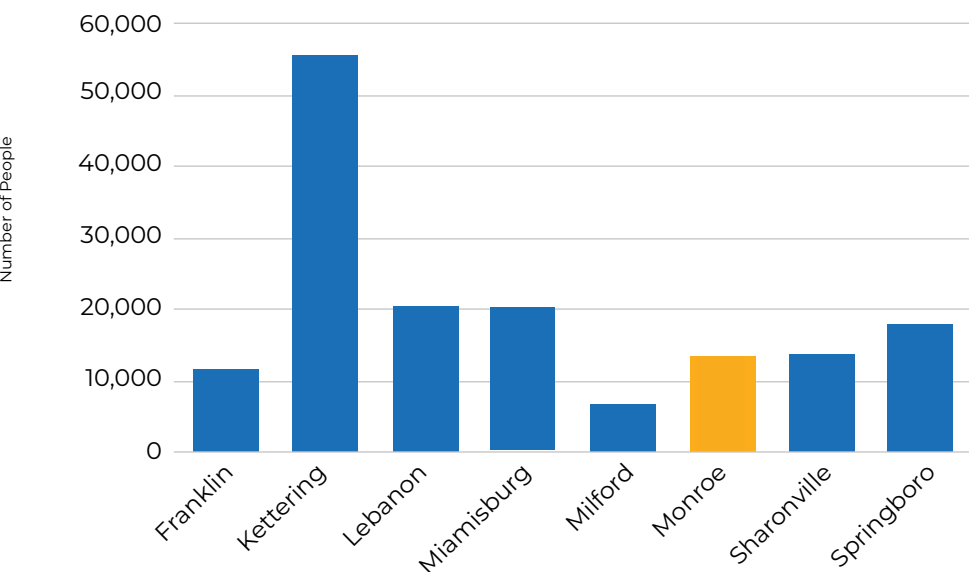
Source: ACS 5-Year Estimates 2017

Population (1940-2017)



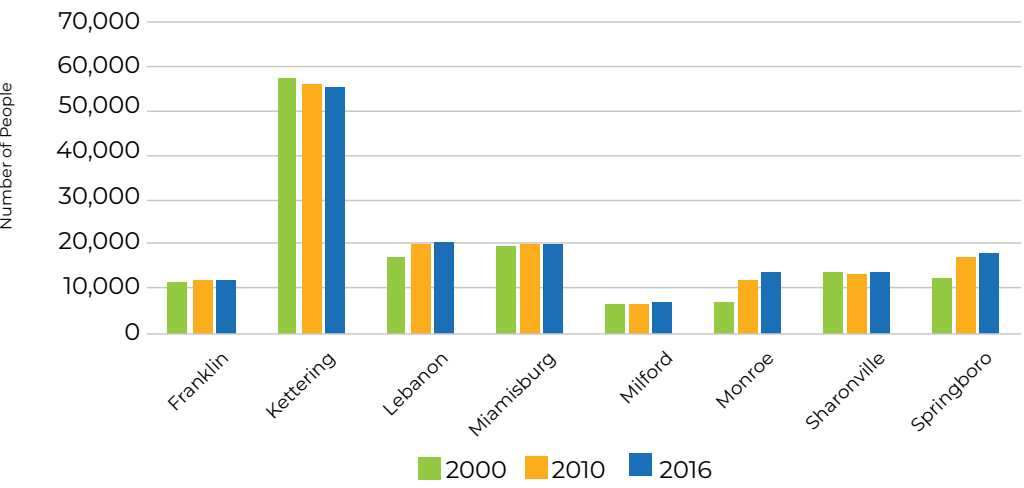
Source: ACS 5-Year Estimates 2017

Population Compared (2016)



Sources: Decennial Census of Population, 1900 to 2000, by place; ACS 5-Year Estimates 2016

Population Growth Patterns

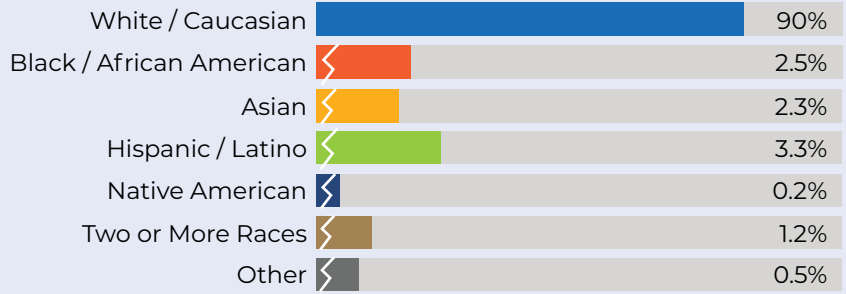


Sources: Decennial Census of Population, 1900 to 2000, by place; ACS 5-Year Estimates 2010; ACS 5-Year Estimates 2016

Ethnicity / Race

Monroe's current population is predominately Caucasian at 90%. Hispanic / Latinx is the next largest population group at 3.3%. Asian and African Americans are the next largest groups at roughly 2.5% each. Monroe has historically had limited diversity but in recent years the number of residents of other races and ethnicities has been on the rise, almost doubling since 2010.

Ethnicity / Race Breakdown of Monroe



Source: ACS 5-Year Estimates 2017

Income

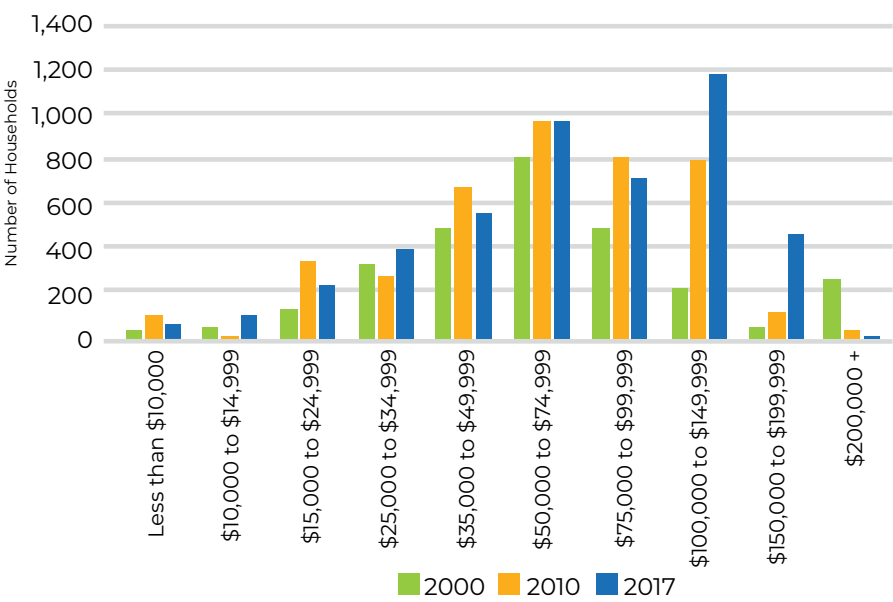
Household income is a defining characteristic for communities because it demonstrates the purchasing power of residents. In 2017, the largest income bracket for household income fell in the \$100,000-\$149,999 range. This has dramatically increased since 2010. The next leading household income bracket are those earning \$50,000-\$74,999, which has remained static since 2010, but increased slightly from 2000. The \$150,000-\$199,999 household income category has seen one of the most dramatic increase since 2000.

These changes in household income could be from several causes. Changes in employment and new residents moving to Monroe are two reasons why these shifts are happening, along with changes in the economy. Although these changes seem to indicate that Monroe's median household income is increasing, in reality it has decreased by three percent since 2000. This is not a significant shift in comparison to other communities like Hamilton and Westchester which saw a decline of 15% and Middletown which saw a decrease of 24% in household income since 2000. A more in-depth analysis can be found within the [Monroe Housing Study](#) (2019) on page 16.

Housing

The number of housing units within Monroe has been steadily growing since 2000, with a major jump between 2000 and 2010. This increase in housing development is a characteristic of the region during that time. Since 2010, Monroe's housing growth has slowed dramatically from a 55% growth to 12%.

Household Income Changes (2000-2017)



Sources: Decennial Census of Population, 1900 to 2000, by place; ACS 5-Year Estimates 2010; ACS 5-Year Estimates 2016

Median Household Income, 2000-2016 (2016)

	Median Household Income			Change		
	2000	2010	2016	2000-2010	2010-2016	2000-2016
Butler County	\$64,335	\$59,546	\$59,652	-7%	0%	-7%
Hamilton	\$47,514	\$41,509	\$40,401	-13%	-3%	-15%
Middletown	\$48,656	\$40,694	\$36,898	-16%	-9%	-24%
Monroe	\$75,253	\$74,618	\$72,982	-1%	-2%	-3%
Trenton	\$68,430	\$62,656	\$63,618	-8%	2%	-7%
West Chester	\$96,000	\$87,239	\$81,378	-9%	-7%	-15%
Warren County	\$77,860	\$77,464	\$76,200	-1%	-2%	-2%
Lebanon	\$62,949	\$66,748	\$61,669	6%	-8%	-2%
Mason	\$88,630	\$90,218	\$92,819	2%	3%	5%
Springboro	\$97,154	\$100,957	\$99,364	4%	-2%	2%
Hamilton County	\$55,036	\$52,423	\$50,399	-5%	-4%	-8%

Source: Economics Center analysis using data from the US Census Bureau (2000-2016); found in the Monroe Housing Study (2019) on page 16.

Total Housing Units, 2000-2016

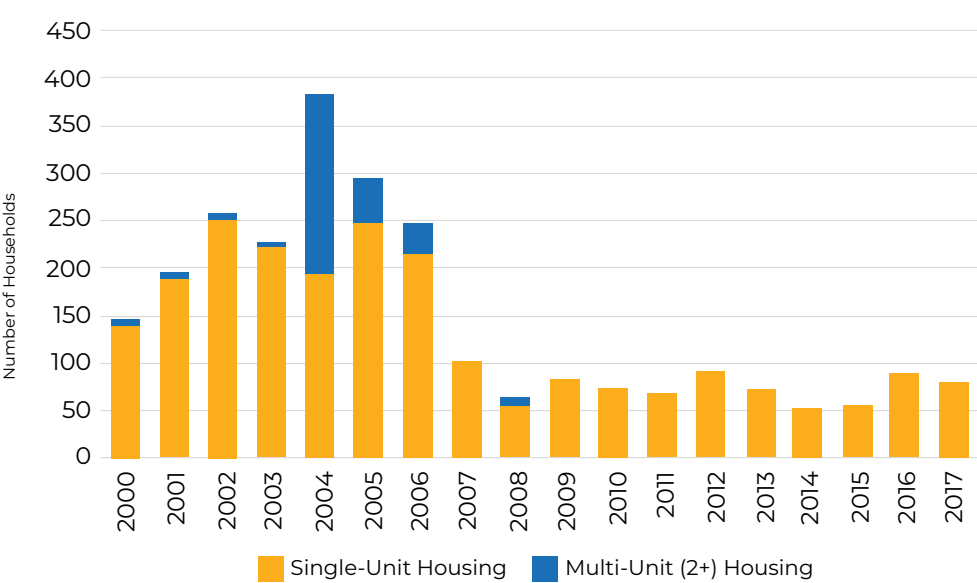
	Number of Housing Units			Change		
	2000	2010	2016	2000-2010	2010-2016	2000-2016
Butler County	129,793	146,804	149,418	13%	2%	15%
Hamilton	25,932	28,522	28,355	10%	-1%	9%
Middletown	23,174	23,641	22,985	2%	-3%	-1%
Monroe	2,848	4,421	4,930	55%	12%	73%
Trenton	3,385	4,325	4,349	28%	1%	28%
West Chester	20,398	22,927	23,765	12%	4%	17%
Warren County	58,692	78,879	83,747	34%	6%	43%
Lebanon	6,218	7,652	7,793	23%	2%	25%
Mason	8,127	10,898	12,337	34%	13%	52%
Springboro	4,423	6,280	6,509	42%	4%	47%
Hamilton County	373,393	378,914	377,268	1%	0%	1%

Source: Economics Center analysis using data from the US Census Bureau (2000-2016); found in the Monroe Housing Study (2019) on page 35.

Between 2000 and 2010, Monroe saw growth rates that were higher than any other nearby community. Monroe's number of housing units almost doubled in 16 years. Mason and Springboro were the only comparable communities in percentage change in housing units. Uniquely, Monroe is one of the few communities which saw the highest percentage change in single-family housing units (85% increase). This major growth in housing peaked from 2000 to 2004. 2004 was also the year Monroe constructed the most multi-family residential in its recent history. Following 2004's boom in development, multi-family residential units quickly tapered off and there have been no new projects since 2008. Single-family housing also began to slow in 2007, however, the City has been developing roughly 50 units per year since then.

Of the built housing typologies, Monroe has a disproportionate amount of single-family housing compared to other offerings. Single-family housing makes up 88% of the housing stock in Monroe, while other housing types containing five or more units (multiplexes and apartments) make up 3% of the housing stock. This indicates a strong representation of homeowners. The most comparable community is Springboro with 90% single-family units, Mason with 82%, and Trenton with 83%.

Total Housing Units, 2000-2016



Source: Economics Center analysis using data from the US Census Bureau (2000-2016); found in the Monroe Housing Study (2019) on page 35.

Occupancy

Of the existing housing units within Monroe, over 90% have been occupied since 2000. The majority of housing units within Monroe have been owner occupied since 2000. The fluctuation in ownership between 2010 and 2016 could be due to the economy over those years and a shift in the rentable properties throughout the City. For a more detailed analysis of the housing stock, please see the [Monroe Housing Study](#) adopted in 2019.

Education

The residents of Monroe are well educated. Those who have earned either an Associates Degree, or have some college background, make up 33% of the population. Those with Bachelor’s Degrees make up 23%, while those who went on to pursue higher education beyond their undergraduate degrees make up 9%.

On average, people who have a Bachelor’s Degree in Monroe have the highest income in comparison to those with only some college education or an Associates Degree. The difference is large, with about a \$25,000 difference between the two categories. Those who went to further their education and get either a Graduate or Professional Degree, on average, make about \$3,000 less than those with a Bachelor’s Degrees.

There could be several reasons for this difference in education and income. Residents who commute from Monroe to either Dayton or Cincinnati for work may be earning higher incomes due to working in a larger metropolitan area and holding office jobs. Monroe does not offer many professional job options for residents to utilize their college degrees if they specialized in a specific area of study. Commuting to nearby communities or big cities with more specialized jobs could affect the pay rates someone is offered compared to what Monroe is available in Monroe.

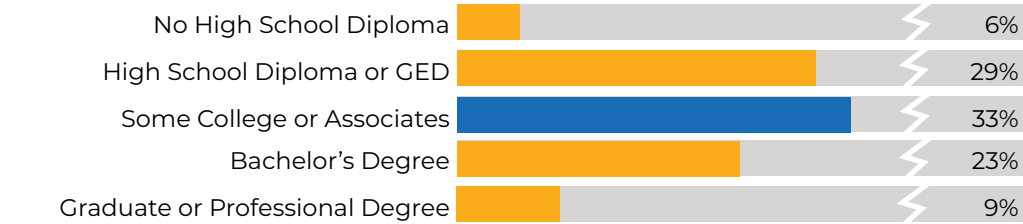
Residents who commute for work have chosen to live in Monroe for any number of reasons. One reason could be the family-oriented nature of the community. Monroe could also be an affordable alternative to living in a nearby suburb of Cincinnati or Dayton with more affordable housing options for families. Safety and security are factors that may also play into the decision-making of moving to a community or neighborhood. These reasons could contribute to the trade-off that is commuting for

Housing Units by Type and Community in 2016, 2000-2016

	Housing Units in 2016				Change, 2000-2016			
	1 Unit	2 to 4 Units	5 to 19 Units	20+ Units	1 Unit	2 to 4 Units	5 to 19 Units	20+ Units
Butler County	114,075	10,333	16,794	3,876	19%	-2%	16%	-8%
Hamilton	21,198	3,268	2,680	979	13%	-11%	20%	1%
Middletown	16,897	2,126	2,845	763	9%	-34%	-4%	-13%
Monroe	4,323	175	273	159	85%	-34%	91%	46%
Trenton	3,592	377	355	25	34%	39%	5%	-67%
West Chester	17,311	1,097	3,890	727	12%	76%	44%	15%
Warren County	69,799	4,211	7,216	1,697	46%	3%	63%	20%
Lebanon	5,783	1,007	802	172	51%	-25%	29%	-52%
Mason	10,170	639	1,139	197	48%	57%	94%	-1%
Springboro	5,880	317	180	132	47%	183%	18%	57%
Hamilton County	235,011	50,357	56,831	31,827	6%	-12%	-5%	0%

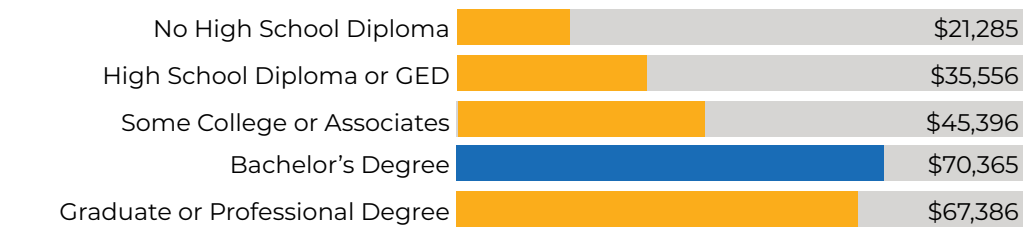
Source: Economics Center analysis using data from the US Census Bureau (2000-2016); found in the Monroe Housing Study (2019) on page 37.

Education Attainment



Source: ACS 5-Year Estimates 2017

Income by Educational Attainment



Source: ACS 5-Year Estimates 2017

Occupied Housing Units and Occupancy Rates, 2000-2016

	Occupied Housing Units			Change			Occupancy Rate, All Units		
	2000	2010	2016	2000-2010	2010-2016	2000-2016	2000	2010	2016
Butler County	123,082	134,287	135,100	9%	1%	10%	95%	91%	91%
Hamilton	24,188	25,358	24,325	5%	-4%	1%	93%	89%	88%
Middletown	21,469	20,271	19,584	-6%	-3v	-9%	93%	86%	85%
Monroe	2,685	4,206	4,751	57%	13%	77%	94%	95%	93%
Trenton	3,189	4,144	4,209	30%	2%	32%	94%	96%	95%
West Chester	19,588	21,809	22,630	11%	4%	16%	96%	95%	96%
Warren County	55,966	74,144	79,466	32%	7%	42%	95%	94%	94%
Lebanon	5,887	7,096	7,279	21%	3%	24%	95%	93%	93%
Mason	7,789	10,656	12,009	37%	13%	54%	96%	98%	97%
Springboro	4,261	5,859	6,192	38%	6%	45%	95%	93%	95%
Hamilton County	346,790	327,864	335,334	-5%	2%	-3%	93%	87%	86%

Source: Economics Center analysis using data from the US Census Bureau (2000-2016); found in the Monroe Housing Study (2019) on page 39.

Owner-Occupied Housing Units as a Percentage of all Occupied Units, 2000-2016

	% Owner-Occupied			Change		
	2000	2010	2016	2000-2010	2010-2016	2000-2016
Butler County	69%	71%	69%	3%	-3%	-1%
Hamilton	59%	57%	56%	-5%	-1%	-6%
Middletown	58%	60%	53%	3%	-12%	-9%
Monroe	79%	82%	75%	4%	-8%	-5%
Trenton	74%	71%	64%	-4%	-9%	-13%
West Chester	81%	79%	78%	-3%	-1%	-4%
Warren County	77%	80%	77%	4%	-4%	0%
Lebanon	54%	65%	60%	19%	-7%	11%
Mason	83%	85%	81%	1%	-4%	-2%
Springboro	83%	87%	85%	5%	-2%	3%
Hamilton County	57%	61%	58%	7%	-6%	1%

Source: Economics Center analysis using data from the US Census Bureau (2000-2016); found in the Monroe Housing Study (2019) on page 44.

work, especially in a safe community with access to highways and the interstate for faster travel.

The population of low-income earners and those who have no high school diploma is relatively low in Monroe, which could be due to cost of living. This could include workers still in high school with a starter job, too, but this data shows a successful community of educated residents.

Schools and Enrollment

Monroe's local school system consists of four total schools: Monroe Primary, Monroe Elementary, Monroe Junior High, and Monroe Senior High (referred to as Monroe Junior/Senior High School due to being within the same structure).

The primary school has approximately 600 students and educates children from kindergarten through first grade. There is also a preschool program through the primary school for children ages three to five. Monroe Elementary houses students in grades two through six and has approximately 1,100 students. Monroe Junior High serves students in seventh and eighth grades, while the Senior High School focuses on grades nine through twelve. Combined, the Junior/Senior High School had an enrollment of 1,220 students from 2016-2017.

Monroe's local school system operates out of two school buildings. Monroe Primary School is located on Macready Avenue west of the downtown. The next school building is on the corner of Yankee Road and Hamilton Lebanon Road (State Route 63), just off Hornet Drive, and serves all grades second and above. The elementary school is on the west half of the building while the Junior/Senior high school is on the east side.

Other school opportunities for furthering education include the Butler Tech locations. Butler Tech Monroe Campus Natural Science Center is adjacent to Monroe Junior/Senior High School just south of the building. The Butler Tech LeSourdsville Campus is on the far west side of the City, across from the Monroe Crossings neighborhood, and next to Monroe Bicentennial Commons off State Route 4.

MARKET ANALYSIS

Introduction

A market analysis observes trends in a community or market area. These observations are analyzed and potential opportunities or limitations are identified for various industries. This study focuses on Monroe, Ohio’s retail and industrial markets. This analysis offers some insight on possible development pressures and was used to help inform the future land use plan.

Data Sources

To better understand Monroe’s economic conditions, several sources were explored. A number of ESRI Market Reports – Retail Marketplace Profile, Retail Goods and Services Expenditures, and Business Summary – were used to analyze the retail market within the community and determine where Monroe is seeing the most success in capturing retail business activity. Additionally, retail potential that is leaking to other communities is identified.

Surplus in an area shows where actual retail spending exceeds what would be anticipated in the market area based on population and demographics, whereas leakage shows where the spending is less than expected. This means that any industry that is categorized as a “surplus” industry is bringing in more consumers and supporting the market demand for residents of other communities. If the industry is “leaking,” Monroe does not have enough of those businesses or industry type to meet the needs to satisfy the population of the City, and residents must go to other communities to meet that need.

Other data sources used to complete the market analysis include two studies the City had already conducted; these include the Housing Study Report and the Labor Market Assessment.

Methodology

Commercial

The commercial analysis utilized ESRI retail marketplace profile, retail goods and services expenditures, and business summary for designated market sectors to provide insight on retail in the City. The data for each report was aggregated and analyzed to illustrate the existing community needs.

Industrial

The industrial analysis utilizes various reports including the US Census, Monroe Housing Study, Colliers International Knowledge Reports, and the CBRE Greater Cincinnati Industrial Marketing Information for quarter two of 2019. The data collected from each of the reports was used to summarize the local economic conditions and gaps in Monroe.

City of Monroe Largest Employers, 2017

Company Name	Number of Employees	County	Industry
Cincinnati Premium Outlets	1,000	Warren	Family Clothing Store
Baker Concrete	802	Butler	Manufacturing
Home Depot USA, Inc.	432	Warren	Home Improvement

Source: Butler and Warren County’s Largest Employers Report, 2017

Employment by Industry, 2017



Source: Bureau of Labor Statistics, Department of Labor, Occupational Employment Statistics (OES) Survey, 2018

Economics and Demographics

Industry Distribution

Monroe contains a variety of industries offering residents and neighbors diverse employment opportunities. In 2017, according to the US Census Bureau, the largest sectors were Manufacturing; Education, Healthcare Services, and Social Assistance; Retail Trade; and Professional, Scientific, Management, Administrative, and Wastewater. Among the many businesses, three major employers stood out in Monroe and Butler and Warren Counties in 2017. Of the three, the Cincinnati Premium Outlets likely represent a large proportion of all retail trade employment in Monroe, supplemented by nearby restaurants and other food services. These top three employers represent one-third of Monroe’s employed residents.

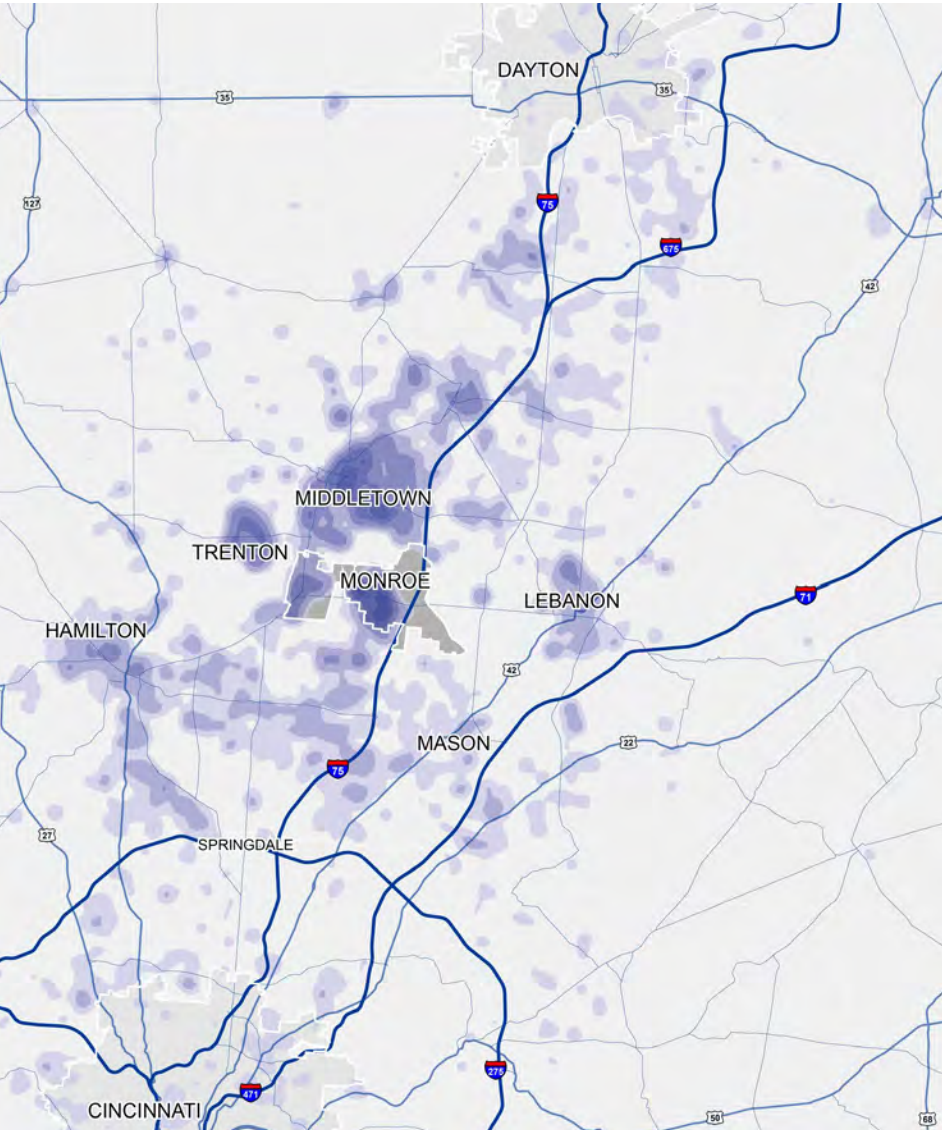
Employment Distribution

Monroe is located between two large metropolitan areas, which means many of its residents may not work in the City, but rather commute to these nearby communities. Interstate 75 increases their access to the region. To better illustrate this fact, spatial data from the US Census was gathered to depict where residents of Monroe work and where Monroe’s employees reside (see next page for maps).

Monroe residents are split between the two metropolitan areas; 91% of all jobs held by residents are located outside of the City. Monroe residents’ places of work are scattered along I-75 in communities like West Chester Township, Wetherington, Middletown, Springboro, and others seen on the map on the next page titled *Commuting Patterns: Job Location of Monroe Residents*. Because of this, Monroe is forced to import workers. Employees of Monroe businesses are found in Hamilton, Fairfield, Middleton, Warren and a few others seen on the map on the second page titled *Commuting Patterns: Home Location of People who Work in Monroe*. In 2015, only about 500 people lived and worked within the City. (US Census)

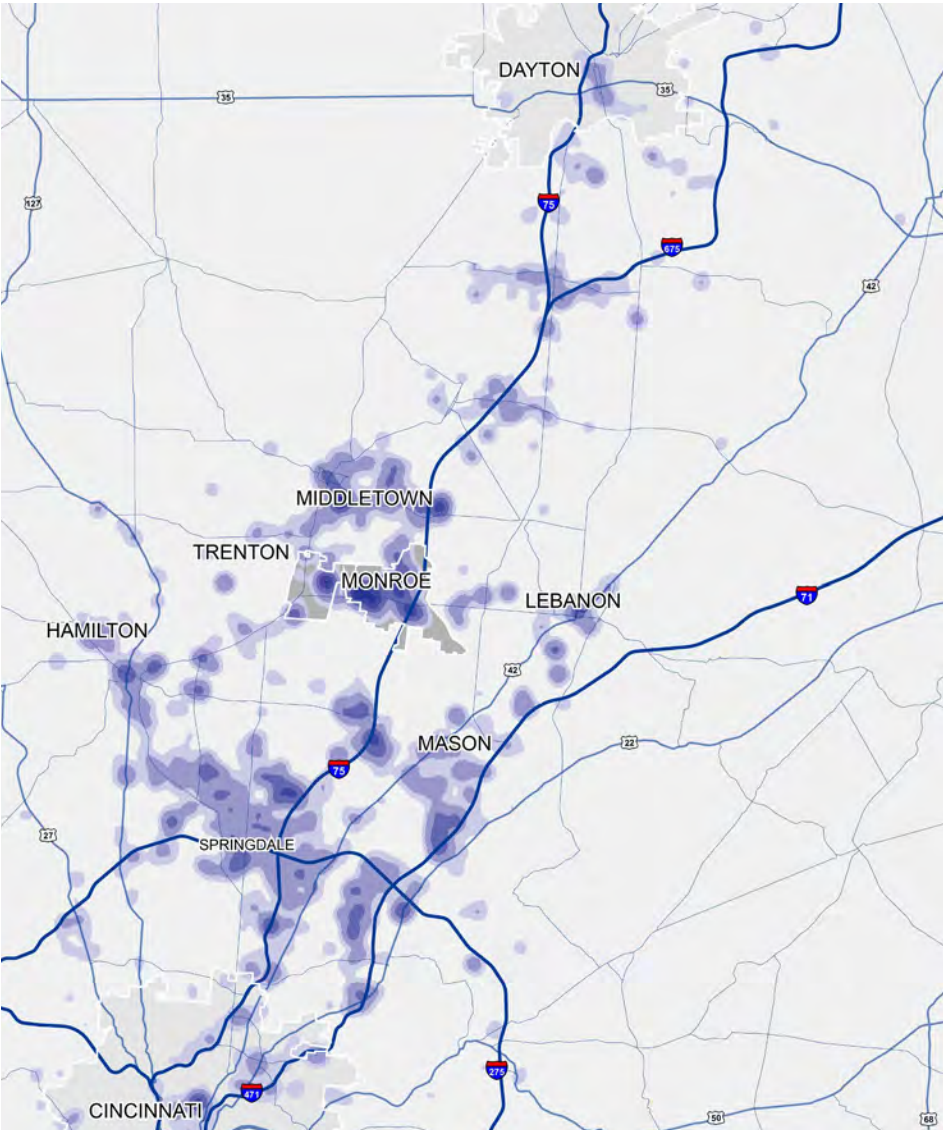
This data indicates that Monroe is a community of commuters and does not support the majority of residents’ employment needs. The City has focused on creating jobs but mostly in the retail trade and manufacturing sectors. These sectors do employ several residents in Monroe, but because of the limited housing products in the city that cater to these types of workers, many people who fill these jobs do not live in Monroe. This gap

Commuting Patterns: Job Location of Monroe Residents



Source: onthemap.ces.census.gov

Commuting Patterns: Home Location of People who Work in Monroe



Source: onthemap.ces.census.gov

Table 1: Projected Employment within a 15-Minute and 30-Minute Commute of the City of Monroe, 2017-2028

	15-Minute Commute		30-Minute Commute	
Sector	2017	Growth by 2028	2017	Growth by 2028
Accommodation & Food Services	16,707	1,708	55,089	3,635
Construction	7,009	1,048	28,853	3,967
Manufacturing	27,225	2,460	76,671	274
Wholesale Trade	12,611	918	37,368	204
Retail Trade	22,725	3,069	68,528	-572
Transportation & Warehousing	6,979	437	19,792	733
Finance & Insurance	5,743	-195	29,652	1,083
Prof., Sci., & Tech. Services	6,656	1,950	33,286	3,782
Management of Companies	6,382	2,840	19,333	1,032
Admin, Support & Waste Mgmt.	10,669	867	42,678	658
Healthcare and Social Assistance	19,017	5,822	90,025	17,507
Government	16,503	579	62,265	334
Other	15,239	2,089	66,827	3,827
Total Jobs	173,465	23,602	630,367	36,464

Source: Monroe Housing Study (2019), summary from pages 28 and 29

in employment is filled by exported employees from other nearby communities. Most of Monroe's residents are employed in sectors like education, healthcare, and social services (1,335); manufacturing (1,174); and professional, sciences, management, administration, and waste management (898). Monroe does capture several of these employees; however, there are some larger industry sectors which Monroe captures a very small proportion of employment. Some of these industry sectors include finance, insurance, real estate, and rental/leasing; and arts, entertainment, recreation, accommodation, and food services. Monroe can try to attract some new development of these industries to better retain Monroe residents as employees in the community. See the Monroe Housing Study report, page 23, for a full breakdown of the employment of Monroe residents (table 9 in the Housing Study).

As Monroe continues to develop, they should consider focusing attention on the sectors where their residents are employed. They should also consider observing where other nearby communities are projected to grow in order to understand competition they could face. Depicted in Table 1 is the projected employment growth from 2017 to 2028 for communities 15 and 30 minutes from Monroe. This helps to indicate what sectors are expected to grow and how close competition could exist. The sectors which indicate the largest growth potential within 15 minutes of Monroe are healthcare and social assistance; retail trade; management companies; manufacturing; and professional, sciences, and technology services. Within 30 minutes of Monroe, sectors that are likely to grow substantially are healthcare and social assistance; construction; professional, science, and technology services; accommodation and food services; finance and insurance; and management of companies (Monroe Housing Study pages 28 and 29).

Commercial
Projected Regional Growth

When projecting the potential growth of a community, the surrounding region should also be looked at to determine if a market or sector is growing. Seeing the regional market for a specific sector can offer insight to which sectors could offer more potential for growth in Monroe. Of the major NAICS categories, southwest Ohio is predicting greater growth in motor vehicle & parts dealers, general merchandise stores, miscellaneous store retailers, and food services & drinking places. Even if other communities build businesses in these sectors, Monroe can capture some of the growth and focus on serving residents.

Projected Regional Employment Changes, 2014-2024

By NAICS Codes	Projected Change in Employment 2014-2024
Motor Vehicle & Parts Dealers	6.5%
Furniture & Home Furnishings Stores	-10.3%
Electronics and Appliance Stores	1.6%
Building Material & Garden Equipment & Supplies Dealers	2.1%
Food & Beverage Stores	2.4%
Health & Personal Care Stores	0%
Gasoline Stations	3.2%
Clothing and Clothing Accessories Stores	-3.1%
Sport Goods, Hobby, Book, & Music Stores	0%
General Merchandise Stores	37.0%
Miscellaneous Store Retailers	6.5%
Nonstore Retailers	-10.3%
Food Services & Drinking Places	5.9%

Source: Cincinnati-Middletown Metropolitan Statistical Area, Industry Employment Projection Report: 2014-2024; Ohio Department of Job and Family Services, Bureau of Labor Market Information, 2017

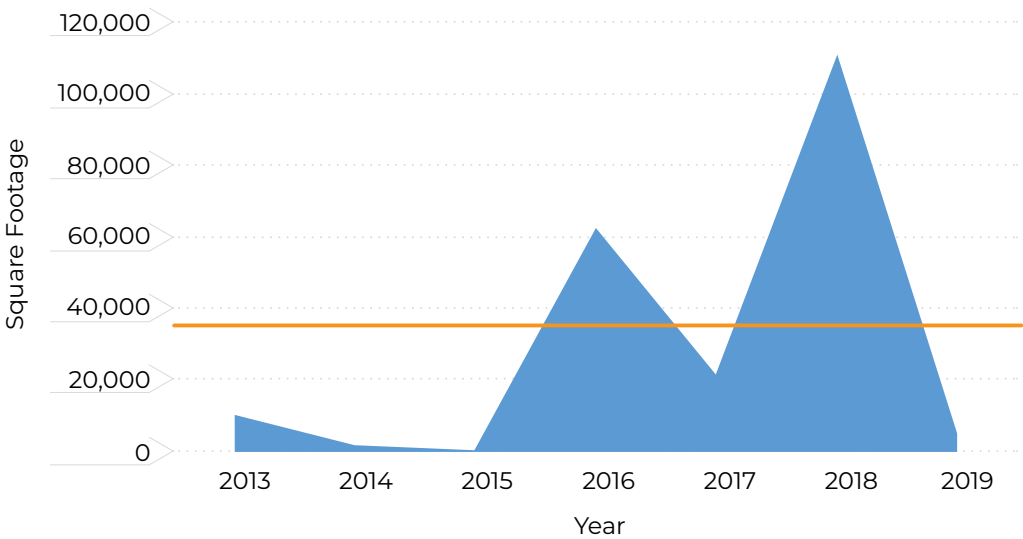
Retail Market Summary for Monroe, 2019

By NAICS Codes	Businesses by Total Percent *	Employees by Total Percent *
Motor Vehicle & Parts Dealers	1.7%	1.8%
Furniture & Home Furnishings Stores	1.3%	0.8%
Electronics and Appliance Stores	0.4%	0.2%
Building Material & Garden Equipment & Supplies Dealers	0.9%	4.7%
Food & Beverage Stores	1.3%	2.0%
Health & Personal Care Stores	1.7%	0.8%
Gasoline Stations	0%	0%
Clothing and Clothing Accessories Stores	4.9%	3.9%
Sport Goods, Hobby, Book, & Music Stores	0.8%	0.2%
General Merchandise Stores	0.9%	1.5%
Miscellaneous Store Retailers	9.8%	8.4%
Nonstore Retailers	0.4%	0.1%
Food Services & Drinking Places	7.5%	8.1%

* This data represents Retail Trade and Miscellaneous Stores and those employed in these businesses for the City of Monroe.

Source: 2019 Infogroup; Esri Total Residential Population forecasts for 2019, Business Summary Report

Commercial Square Footage Built by Year



Source: City of Monroe

Monroe Retail Market

The City of Monroe has a variety of businesses within its limits. Most retail establishments are located along the major corridors: Interstate 75, State Route 63, and Route 4. Some local establishments can also be found along Cincinnati Dayton Road. The most prevalent retail businesses in Monroe are apparel and accessory stores; eating and drinking places; and miscellaneous retail. Between these, they make up a fifth of all the jobs in the City. Most of this retail is concentrated around the intersection of Interstate 75 and Route 63. The outlet mall and the surrounding businesses likely contain most of the retail sales in the area, as well as employing a large number of these industry jobs in the region.

Within the last seven years, Monroe has seen a substantial commercial build out. Most of this growth has occurred between 2016 and 2018. Since 2013, Monroe, on average, experienced 35,000 square feet of commercial development each year. This comes to an average of \$2.2 million in constructed value. This growth in development slowed in 2019, but has the potential to improve in the near future.

Retail Spending Patterns

Monroe has a variety of businesses that supply residents with many of their shopping needs. However, Monroe does not contain all the necessary retail needs for its residents, so they are forced to travel to other communities to meet these needs. The top figure (right) depicts the retail sectors and whether the City has a surplus of sales or is leaking sales to other communities. Retail sales within the community are strong and support a large portion of the community; however, it is specialized in the clothing and accessories and miscellaneous stores. There are markets where there is significant leakage or spending outside of Monroe on specific products. Several retail sectors which are leaking sales to other communities are electronics, appliances, sporting goods, hobby, book, music and others. Some of these sectors where retail purchases are leaking to other communities or have a low surplus value have potential for growth within Monroe.

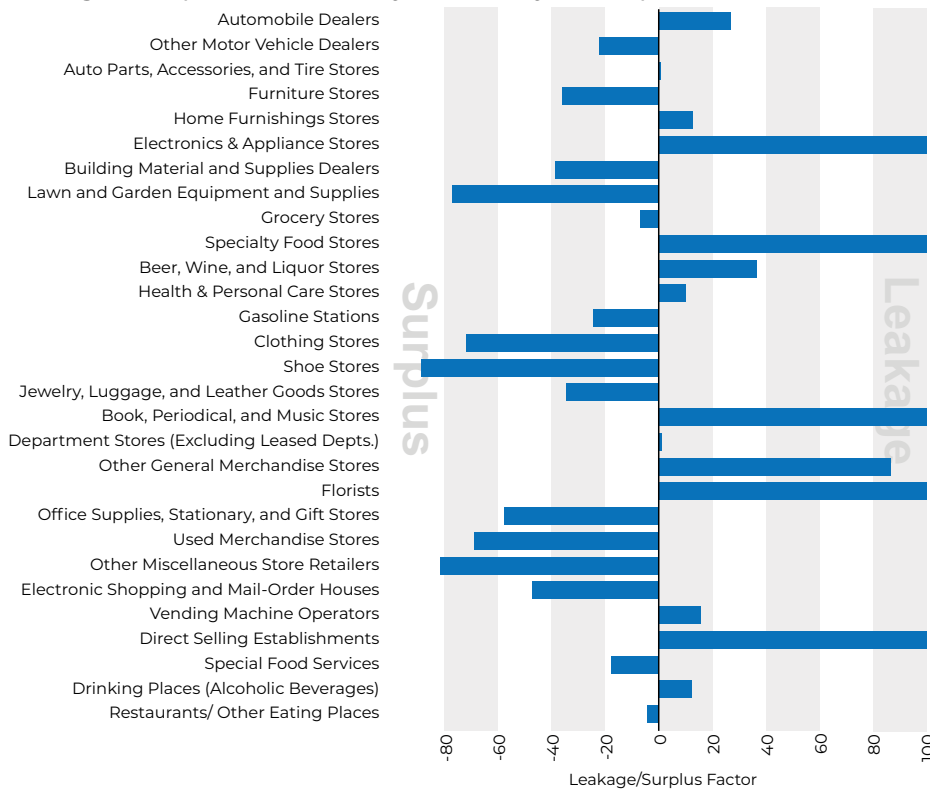
According to ESRI's Retail Goods and Services Expenditures, Monroe residents on average spend more money on childcare; children's apparel and toys; recreational expenses and equipment; electronics for entertainment; and expenditures for home repair and remodeling than the average American. This indicates Monroe residents value their families and children; their assets like home and vehicles; and recreation and entertainment. New businesses may capitalize on these values by focusing on these goods and services if they are not already present in the community.

2017 Leakage/Surplus Factor by Industry Subsector



Source: Esri 2019 Updated Demographics; Infogroup; Esri 2017 Retail MarketPlace

2017 Leakage/Surplus Factor by Industry Group



Source: Esri 2019 Updated Demographics; Infogroup; Esri 2017 Retail MarketPlace

Projected Employment Changes by Industry, 2014-2024

Industrial Employment Projections 2014-2024 by NAICS Codes	Projected Change in Employment	
	Number	Percent
Manufacturing	-3,700	-4.3%
Food Manufacturing	-100	-1.2%
Beverage and Tobacco Product Manufacturing	-100	-4.8%
Textile Mills	-200	-28.6%
Textile Product Manufacturing	-300	-50.0%
Wood Product Manufacturing	0	0%
Paper Manufacturing	-400	-11.4%
Petroleum and Coal Product Manufacturing	0	0%
Chemical Manufacturing	300	3.2%
Plastics and Rubber Products Manufacturing	-400	-11.1%
Nonmetallic Mineral Product Manufacturing	-100	-6.3%
Primary Metal Manufacturing	-200	-4.8%
Fabricated Metal Product Manufacturing	0	0%
Machinery Manufacturing	-500	-6.6%
Electrical Equipment, Appliance, and Component Manufacturing	-200	-6.5%
Transportation Equipment Manufacturing	-500	-3.0%
Furniture and Related Product Manufacturing	0	0%
Miscellaneous Manufacturing	-300	-12.0%
Air Transportation	0	0%
Transit and Ground Passenger Transportation	200	6.5%
Support Activities for Transportation	100	3.6%
Couriers and Messengers	-100	-3.1%
Warehousing and Storage	200	4.4%

Source: Cincinnati-Middletown Metropolitan Statistical Area, Industry Employment Projection Report: 2014-2024; Ohio Department of Job and Family Services, Bureau of Labor Market Information, 2017

Industrial

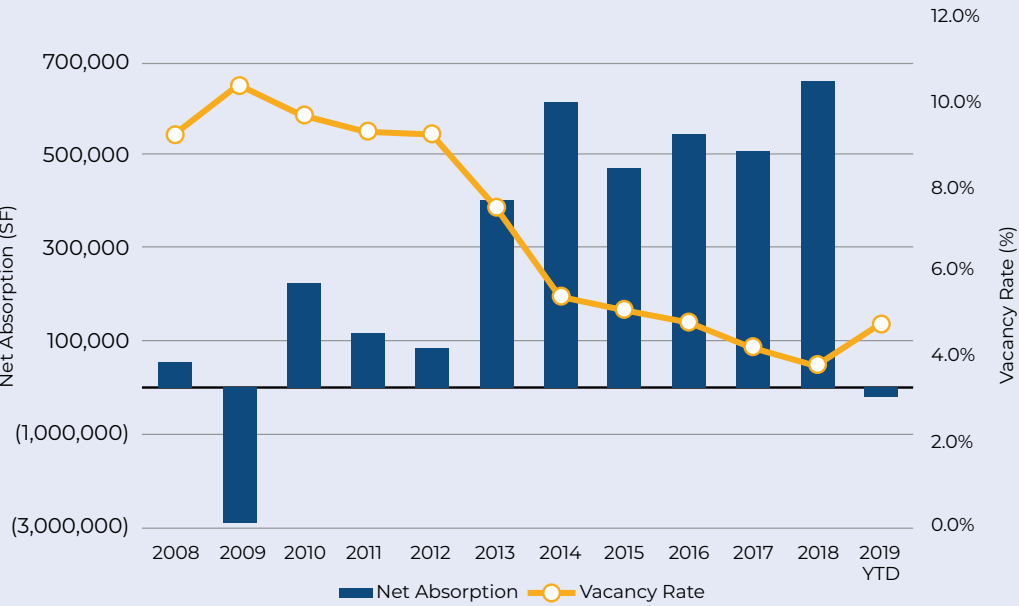
Regional Market

To better understand the industrial market of Monroe, it is important to observe the regional market and how it is performing. The regional market's performance can show trends which can influence Monroe and demonstrate potential sectors that could be developed in the City. Monroe is located within the Southwest Ohio region. This region is predicting growth in chemical manufacturing; warehousing and storage; transit and ground passenger transportation; and support activities for transportation seen in the table on this page (left). A majority of other sectors predict a decline in employment by 2024 across the region. This speculation could be in relation to the increase in automation and decrease in manpower needs.

This is contradicted by the Colliers Research indicating a continued lowering of the unemployment rate since 2009 to a low of just over 3% and a stable employment pattern over the last 10 years. This stable employment pattern could be independent of the employment change by sector. The region could simply be shifting away from some industries and becoming more specialized.

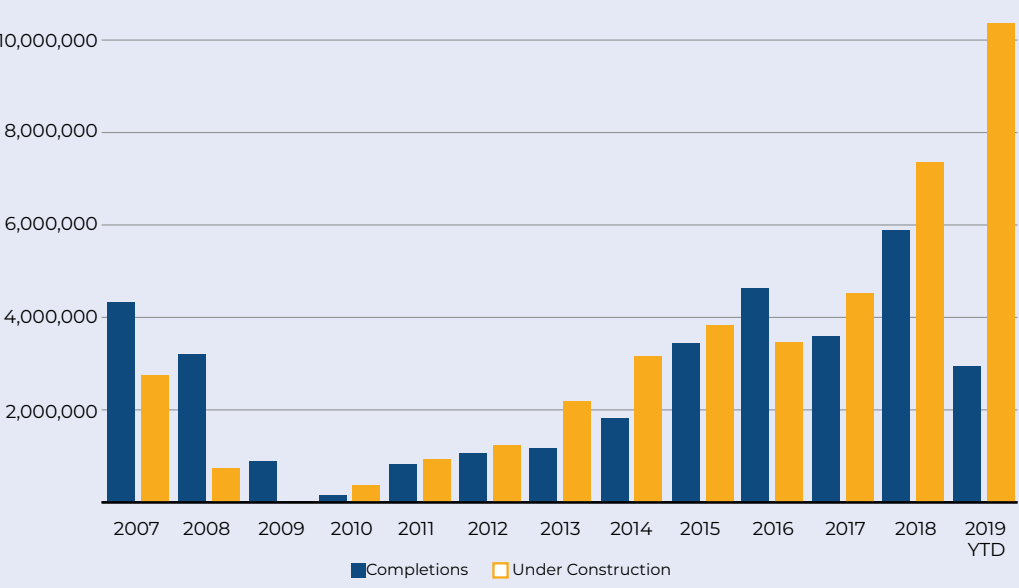
Within the Cincinnati Regional Market, construction of new industrial structures has steadily increased since the market crash in 2008 – a trend that is continuing today. However, by quarter two of 2019, the net absorption for the region is low at -192,235 square feet and a vacancy rate of 4.7%. Both of which are worse off than they were the previous year. Demand for industrial properties has fluctuated between the last quarter of 2018 and the present. If demand does not increase in the next year, the vacancy and absorption rate will test the markets ability to absorb the 6.2 million square feet that is projected to be ready for use by 2020 (Colliers, Knowledge Report, see graphics on next page).

Industrial Vacancy/Absorption



Source: Colliers, Knowledge Report, Q2 2019 Industrial Market Outlook

Construction History



Source: Colliers, Knowledge Report, Q2 2019 Industrial Market Outlook

Monroe Industrial Market

Monroe's industrial market experienced similar trends to that of the region, with little growth in May 2019. There were projects underway, but this could simply be due to a minor boom in development. Monroe saw a major spike in construction between 2017 and 2018 in comparison to prior years. This greatly skews the perspective of construction of industrial square footage. Prior to 2017, Monroe only saw 500,000 square feet or less of construction each year. So, if 2019 returned to this pattern it would not be uncharacteristic of prior years. This is depicted in the top graphic to the left, showing the industrial square footage approved by building permits in each year. Actual construction completion dates vary.

Monroe's industrial businesses comprise 37% of the total land within City limits and 18% of all jobs in Monroe. Most industrial development is clustered along Interstate 75 or just off State Route 63 on the west side of the City. Both zones have great access to major thoroughfares to link them to larger metropolitan regions like Dayton and Cincinnati.

Of the existing industrial properties within the Monroe/Middletown Region, the majority are manufacturing – 6.6 million square feet – and bulk warehousing – 8.8 million square feet. However, there are more light industrial buildings in Monroe which occupies 131 of the total 188 manufacturing structures in the City. Of these existing industrial buildings, 7.9% are currently vacant. The Cincinnati region's vacancy rate is at 4.96 % (CBRE), which indicates a higher rate of vacancy and potentially lower demand in Monroe for industrial development or that what is present is the wrong product for the area. When compared to other regions, the Monroe/Middleton area has a higher vacancy than many regions closer to the City of Cincinnati. This proximity to the city and airport could drive some of this demand. The Monroe/Middletown region does outperform its neighbor, the Hamilton region, with lower vacancies, more businesses, and almost three times the number of square feet of industrial space.

Recommendations

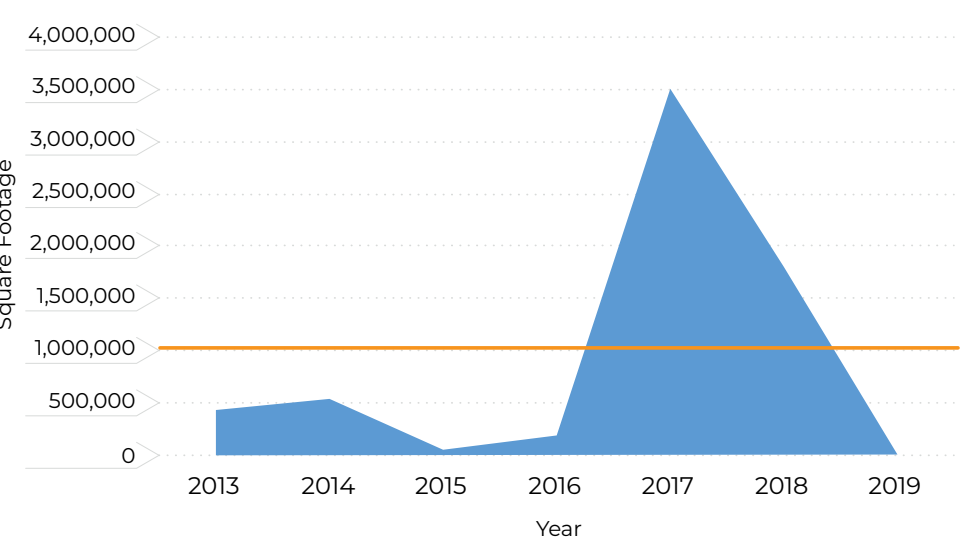
Monroe is clearly situated in a unique location to easily serve both Cincinnati and Dayton metropolitan regions. This location facilitates easy commuting, allows businesses to service those traveling along I-75, and industries which require access to major transportation systems. The City desires to continue to improve its community and quality of life for residents. These

Industrial Submarket Data, Q2 2019

Market - Q2	# of Buildings	Inventory (SF)	Total Available/ Vacant (SF)	Total Vacancy Rate	Quarterly Net Available (SF)	YTD Net Absorption (SF)	Average WTD Asking Rates (NNN)
Monroe / Middletown	188	20,765,541	1,640,237	7.9%	61,144	284,869	\$4.04
Bulk Warehouse	14	8,868,595	1,563,321	17.6%	0	0	\$3.97
Warehouse-Distribution	11	1,225,009	0	0%	0	20,000	-
Flex / R&D	3	46,900	0	0%	0	0	-
Light Industrial	131	4,019,060	76,916	1.9%	61,144	110,869	\$5.98
Manu- facturing	29	6,605,977	0	0%	0	154,000	-

Source: Colliers, Knowledge Report, Q2 2019 Industrial Market Outlook; CBRE, Greater Cincinnati Industrial Market Information, Q2 2019

Industrial Square Footage Built by Year



Source: City of Monroe

recommendations hope to offer insight from observing the market trends for Monroe and the surrounding region to help them achieve this goal.

Commercial

Commercial development within Monroe in recent years has been focused around the interstate interchange, with smaller growth around the historic downtown region and along Route 4 near Butler Tech. The City is heavily invested in clothing and accessories, and home improvement products and gardening. Many other industries have a smaller presence within Monroe, or these retail needs are being met by other communities.

Monroe could pursue some of these industries and attempt to capture some of this commercial spending. Areas where they could focus include general merchandise stores; grocery; electronics and appliances; auto-related sales; and restaurants – likely of a different variety than what is present around I-75. An emphasis could be placed on areas which Monroe residents purchase more than the average American such as childcare, toys, and other child products; recreational equipment; electronics and entertainment; and home improvement products. As Monroe continues to pursue new retail opportunities it is important to observe other communities and their retail options. Monroe should attempt to avoid recreating retail options which are present within a short drive of the City to limit potential competition.

Industrial

Industrial development within Monroe in recent years has been continuing to grow within the City, especially southeast of the I-75 interchange. This location is quite advantageous as most of the projected industrial sectors which are predicted to continue growing are transportation related, which include transit and ground passenger transportation; support activities for transportation; chemical manufacturing; and warehousing and storage.

Monroe may be uniquely located to serve multiple metropolitan areas, but it could also hinder it by being so far from a major city. Many communities or market regions closer to Cincinnati have lower vacancy rates in comparison to the Monroe/Middletown region. Monroe itself could have a lower vacancy rate moving through Quarter three of 2019; there was only a single property currently on the market for lease. This could be an indication that the market was picking back up and the low absorption rate of the first two quarters of 2019 was just a lull in demand for industrial properties.

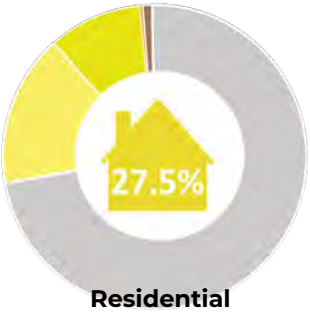
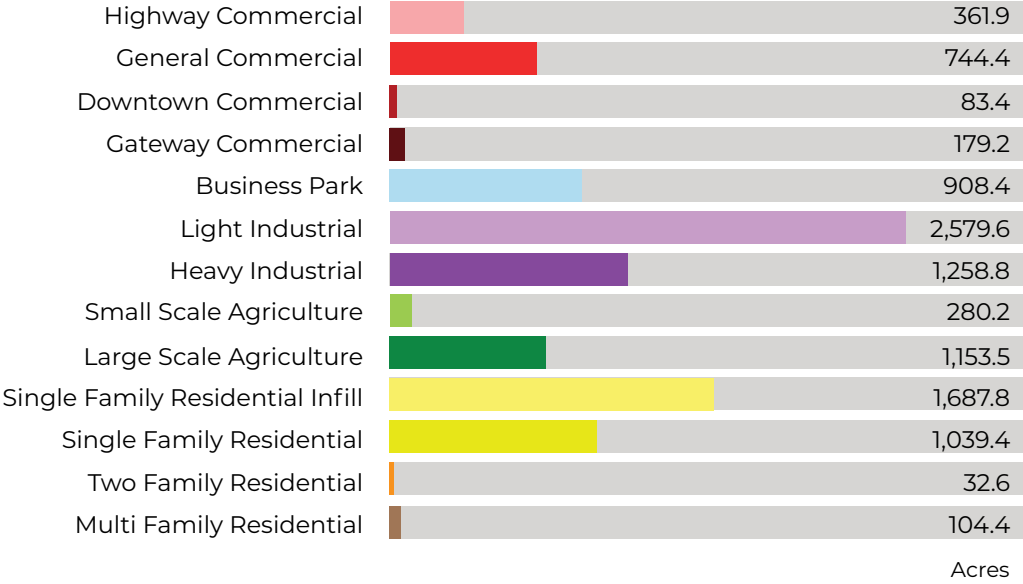
COMMUNITY FORM

Zoning

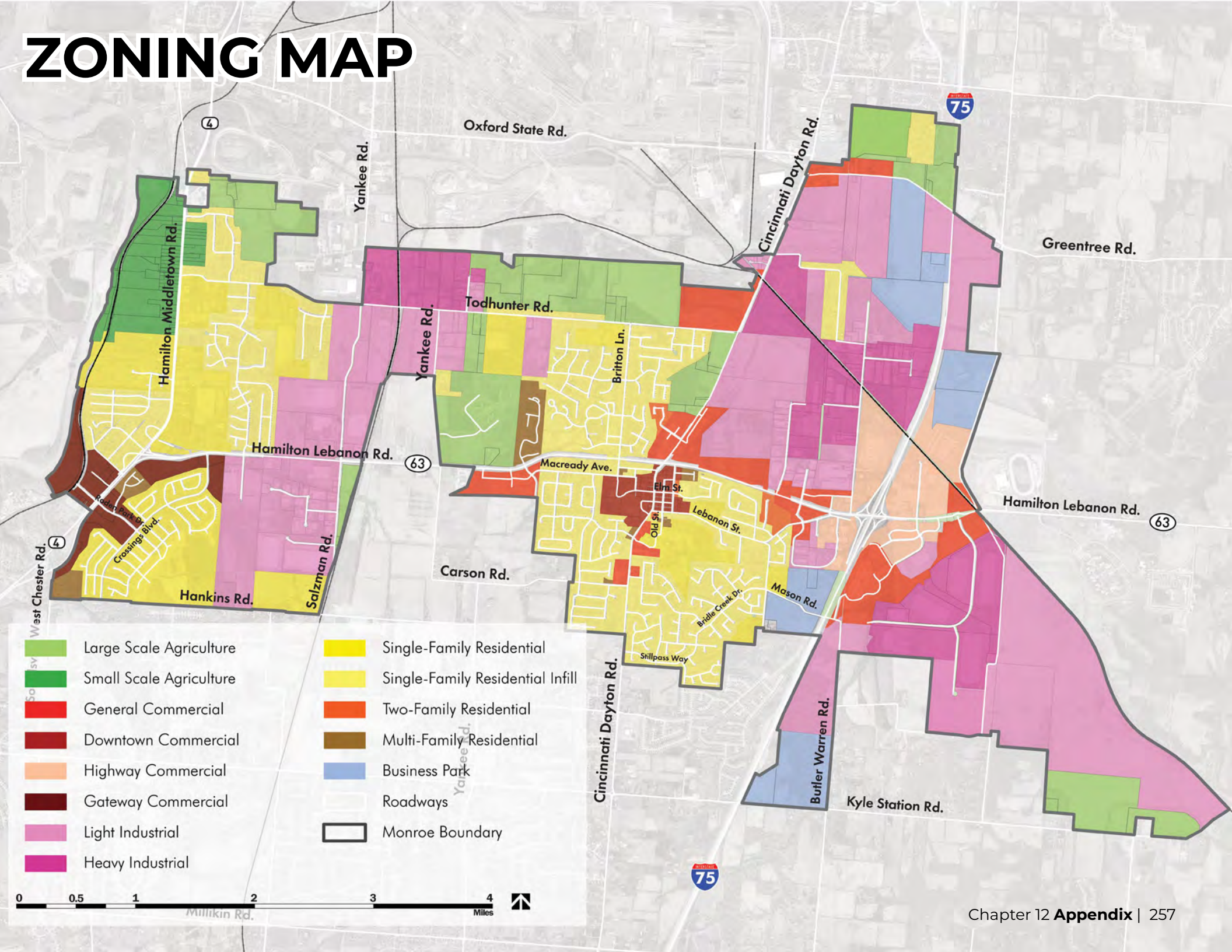
Zoning is used to regulate development on a site. Land is divided into parcels (property lines) and each parcel is classified within a zoning district. Monroe has 13 zoning districts that it uses to designate appropriate development types and locations across the city:

- A-1 Large Scale Agriculture,
- A-2 Small Scale Agriculture,
- R-1 Single Family Residential Infill,
- R-2 Single Family Residential,
- R-3 Two Family Residential,
- R-4 Multi Family Residential,
- B-P Business Park,
- C-1 Highway Commercial,
- C-2 General Commercial,
- C-3 Downtown Commercial,
- C-4 Gateway Commercial,
- L-I Light Industrial, and
- H-I Heavy Industrial.

The highest percentage of land is zoned for industrial development, in correlation to the 2010 Comprehensive Plan Update goal of having more industrial uses than residential areas to boost the economy. Residential development in the western portion of the City has increased the amount of residentially zoned lands as well, making it the second highest zoned use out of four generalized categories (commercial and business, agricultural, industrial, and residential). Park spaces and institutional uses are zoned within the residential and agricultural classifications.



ZONING MAP



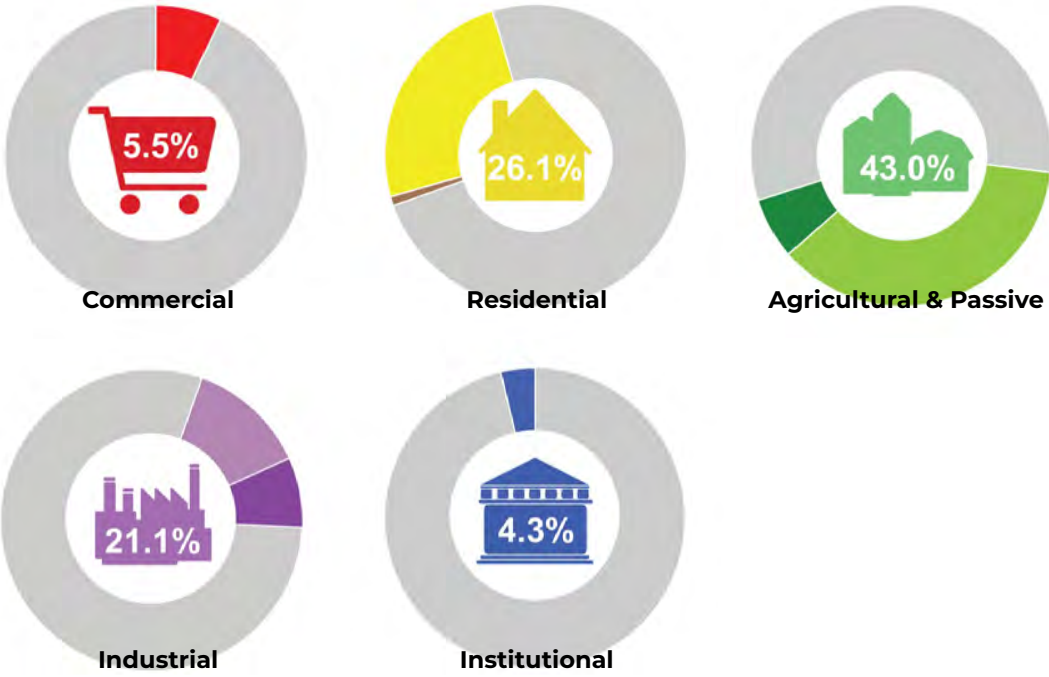
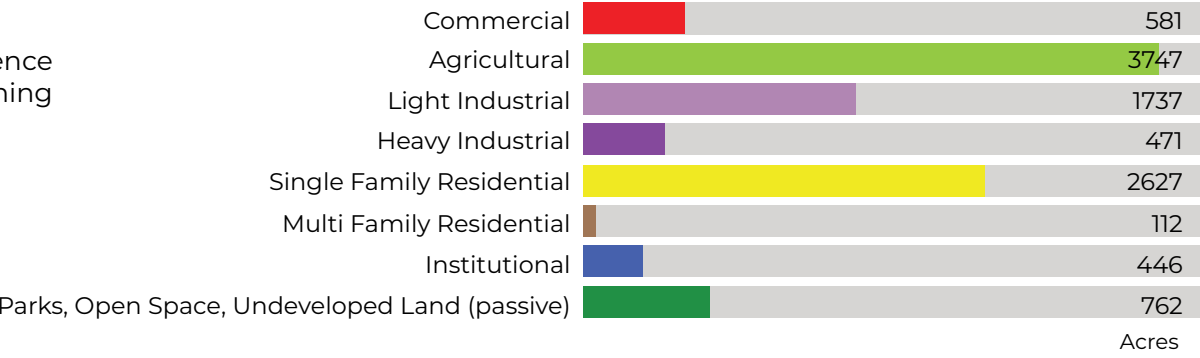
Land Use

Examining existing land use, there is a large difference between the current uses of the land and the zoning designations. There are nine land use categories:

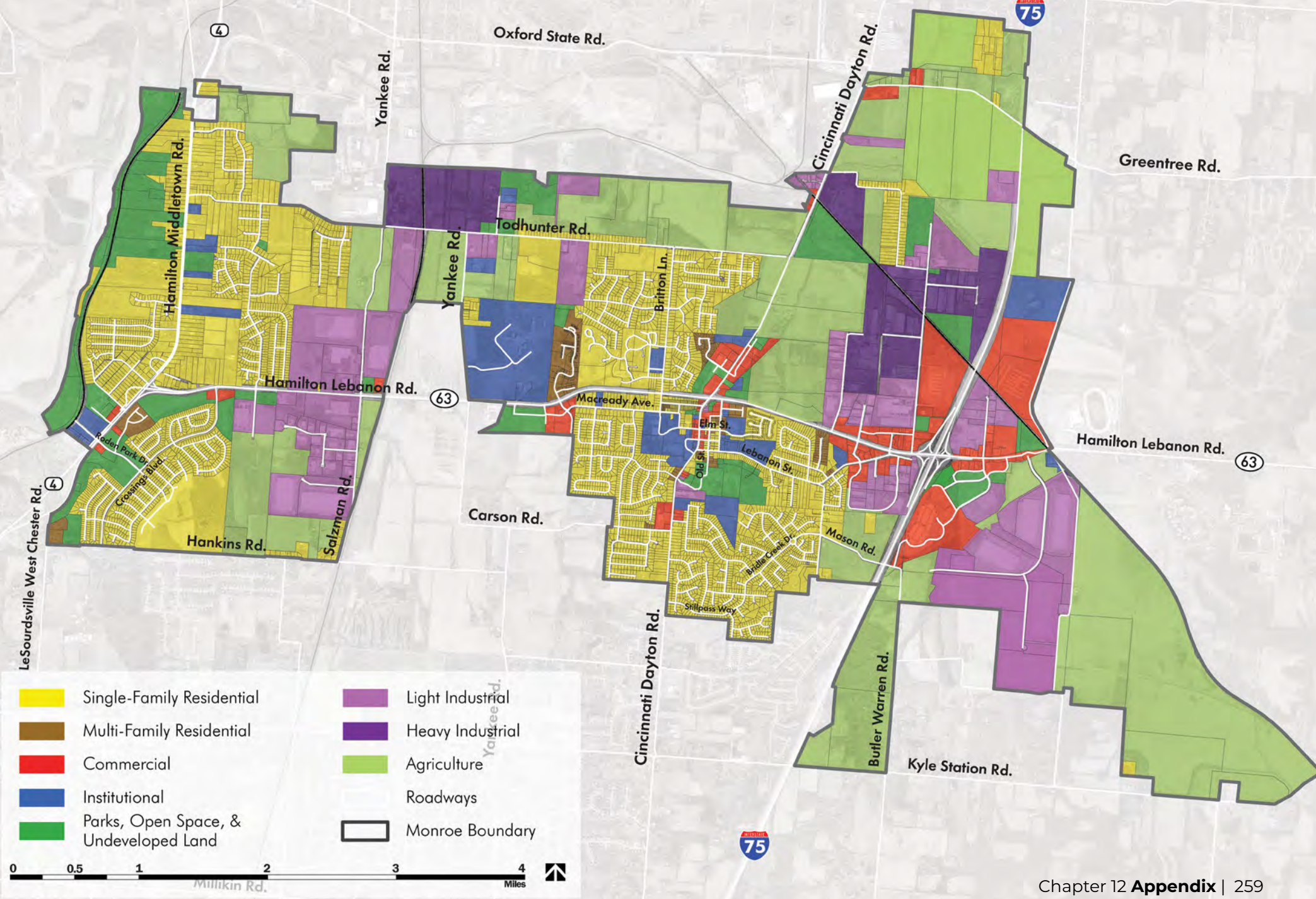
- Agricultural,
- Single Family Residential,
- Multi-Family Residential,
- Two Family Residential,
- Commercial,
- Institutional,
- Light Industrial,
- Heavy Industrial, and
- Parks/ Open Space/ Undeveloped Land.

Two categories have been added; parks, open space and undeveloped land and institutional. Others have been simplified such as single-family and multi-family residential to show distinction between development types.

Overall,agriculture is the most common land use in Monroe. It covers over 35 percent of the land within Monroe’s jurisdiction. Following that is residential use, where just over a quarter of the land (26 percent) is used for housing. The leading housing type is single-family development; multi-family development is very sparse throughout the community. Industrial development makes up over 20 percent of the total land use. Commercial and business uses make up 5 percent, while institutional uses are about 4 percent of the total land use.



EXISTING LAND USE MAP



Environmental

Monroe’s floodplain areas will likely limit future development southeast of I-75. Much of the land is currently agriculture in use due to the massive floodplain covering the majority of that area. Development would be best advised to avoid this area, or floodplain mitigation strategies will need to be implemented to reduce potential impacts (see Land Use Chapter 5 for more information).

Other flood hazard areas to be aware of are located north along the I-75 route and east and west of I-75 surrounding the creeks and industrial sites. With the location of these industrial sites in the floodplain, pollution is a concern for the surrounding area. The Great Miami River does not pose much of a threat for the residents of Monroe living on the west side of the City or along SR 4. There is likely either enough of a buffer on the east side of the river to prevent flooding, such as a steep slope, or much of the flooding from the river flows west towards Trenton in Butler County and avoids Monroe.

Utilities

Water and Sewer

Monroe’s wastewater is serviced by the LeSourdsville Regional Water Reclamation Facility (Butler County Environmental Services) located just south, outside of Monroe’s incorporated boundary. The facility treats an area of approximately 50,000 people including Monroe and the towns of Hamilton, Trenton, and Fairfield, and Madison, Lemon, and Liberty townships.

The facility started expansions in 2010 to increase capacity from 12 million gallons per day to 15 million gallons per day and improve the wet weather hydraulic capacity from 32 to 70 million gallons per day. Currently, the facility treats about 8 million gallons per day. It is expected that by 2030, only 12 million gallons per day will be used. (Source: des.butlercountyohio.org/html/wastewater/LeSourdsville.cfm)

The Monroe Water Utility has three water towers, 790 fire hydrants, and 502,000 feet of water main. The Water Division is responsible for the operation and maintenance of all the infrastructure. (Source: <http://www.monroeohio.org/180/Water-Maintenance>)

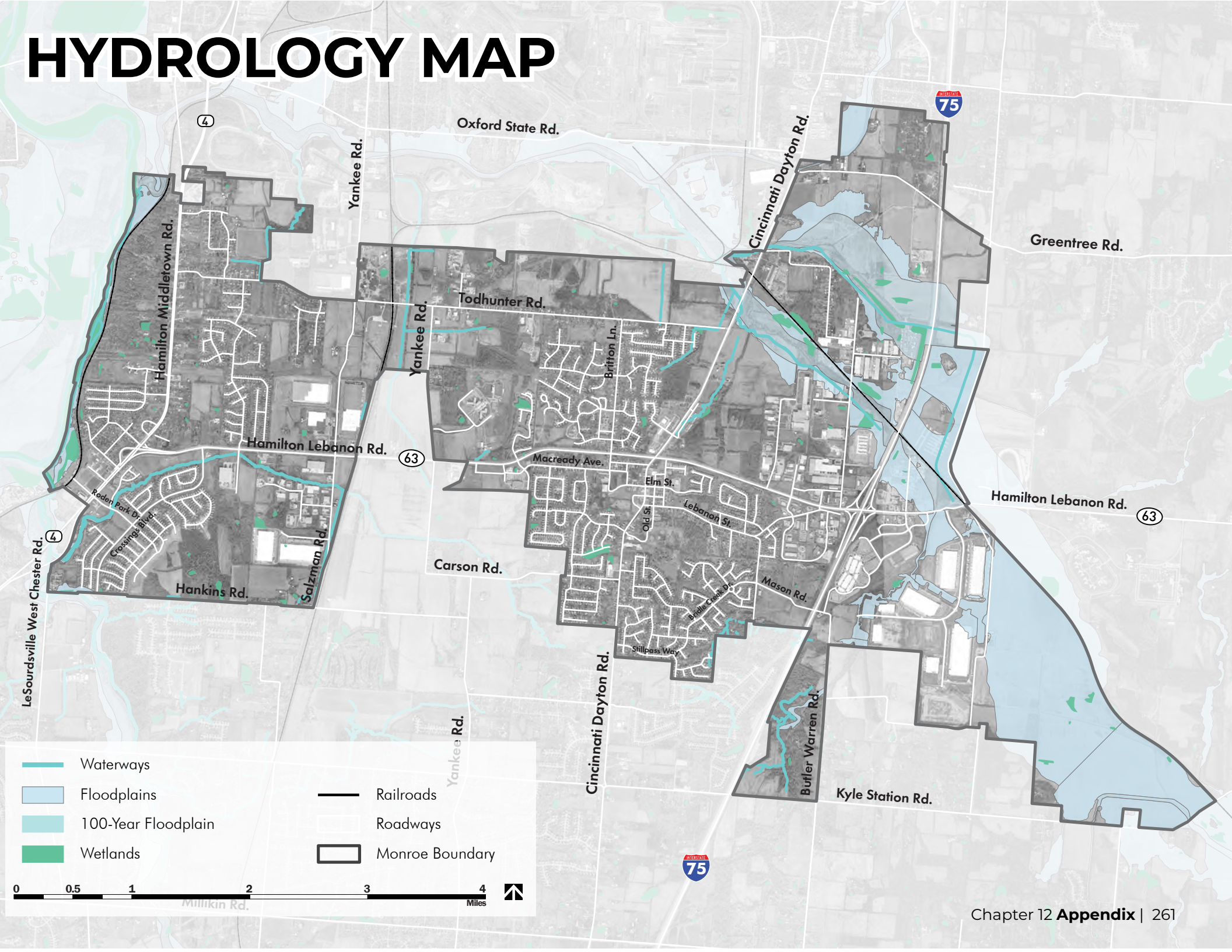
Electric

Electric service for Monroe is provided by Duke Energy.



Duke Energy provides electric services to the City.

HYDROLOGY MAP



Gas

Gas is provided to Monroe through Duke Energy. Monroe has the heaviest density of gas transmission pipelines and hazardous waste pipelines in all of Butler County. Oil and natural gas lines run throughout all of Monroe: along the northern City boundary running west-east, a diagonal line crossing near SR 4 and SR 63 going northeast, a north-south line from Kyle Station Road crossing Carson Road, and a line in the southeast portion of the City coming from the intersection of Kyle Station Road that continues northeast to Warren County.

Cable and Telecommunications Service Providers

The City of Monroe has cable services provided by Time Warner, and telecommunications (internet and cellular towers) are serviced mainly by AT&T and Cincinnati Bell.

City Services

City Hall and Government Facilities

City Hall (Monroe City Building) was built in 1999 and is located on Main Street. City Hall contains meeting rooms, city offices, and is the former location of the Monroe Police Station. City Hall is home to the Mayor and Council, the City Manager’s office, development office, finance office, holds boards and commissions meetings in the meeting spaces, and the Mayor’s Court. City Hall looks over other departments as well, such as public works, fire and emergency medical services, and the police.

Monroe has two public libraries; the Monroe Public Lending Library & Community Center in the downtown, and Mid-Pointe Public Library located next to the Mount Pleasant Retirement Community off Britton Lane.

The Public Works Department holds a variety of responsibilities for taking care of the City of Monroe, and their office is located along Holman Avenue. They are in charge of the two cemeteries in the City, infrastructure maintenance, parks, right-of-way inspections, storm water utilities, streets, water utilities, and other capital improvement projects.

Monroe does have a post office located on Main Street within the downtown area, adjacent to City Hall.



Monroe City Hall in Downtown



Monroe's police station that relocated from the basement of City Hall to it's own space further south along Main Street.



Monroe's fire station in Downtown

Police Station (Police)

Monroe’s Police Department recently moved locations. Previously located in the lower level of the Monroe City Building along Main Street, the department has moved into a new building along South Main Street, south of the City Building. The police outgrew their space at City Hall and in 2019 purchased a new building to house the department. The City renovated an old grocery store for the police department to move into. Monroe’s Police Department covers a large area in the City and engages in proactive safety initiatives and addresses a variety of issues including traffic violations and community policing.

Fire Stations and Emergency Medical Services (Fire and EMS)

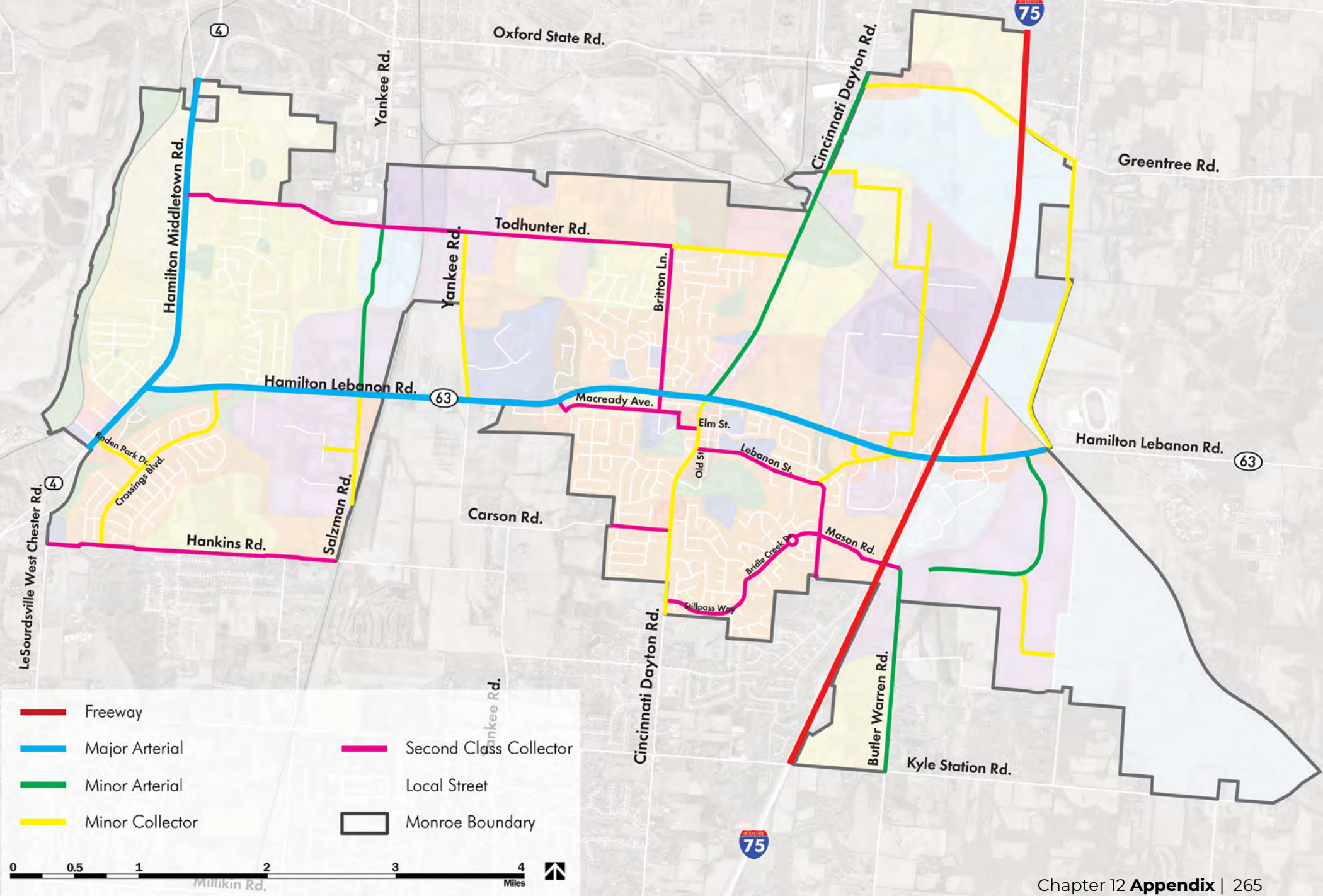
Monroe has two municipal fire stations; Fire Stations 61 and 62. Fire Station 61 is in the downtown on Main Street (Cincinnati Dayton Road), and Fire Station 62 is located in the west on Hamilton Middletown Road (SR 4). Monroe’s fire department is a full-service career department that provides a multitude of services from fire suppression to technical rescue and paramedic level emergency medical services. They also provide several public education programs such as CPR and First-Aid classes, fire safety lectures, home safety inspections, and more.

FUNCTIONAL CLASSIFICATION OF ROADWAYS

Roadway Type	Function and Characteristics	Existing Average Daily Traffic (ADT)
Freeway	- Carry high volumes of traffic at high speeds over long distances. - Serves interstate/intrastate/interregional/intracity travel. - No direct property access. - Median/grade separation of opposing traffic movements.	Over 20,000 vehicles per day
Major Arterial	- Provides access and mobility at moderate to high speeds/volumes/distances. - Serves interregional, intercity, and intracity travel. - Direct property access is not permitted or restricted.	9,000 - 20,000 vehicles per day
Minor Arterial	- Provides access and mobility at low to moderate speeds/volumes. - Serves intercity, intracity, and intracommunity travel. - Direct property access is restricted.	4,000 - 12,000 vehicles per day
Minor Collector	- Provides access and mobility at lower speeds, with equal priority assigned to access and mobility. - Connects local or second class collector streets to arterials. - Residential driveways not permitted; commercial driveways restricted by number/spacing/site distance.	3,000 - 6,000 vehicles per day
Second Class Collector	- Connects primary collectors to local streets. - Limited residential or commercial driveways based on volume/speed/sight distance/spacing.	1,000 - 4,000 vehicles per day
Local Street	- Provides local land access. - Carries traffic to and from local land developments and collectors. - Direct property access is permitted.	Less than 1,000 vehicles per day

Source: FHWA Functional Classification Guidelines and City of Monroe

FUNCTIONAL CLASSIFICATION MAP



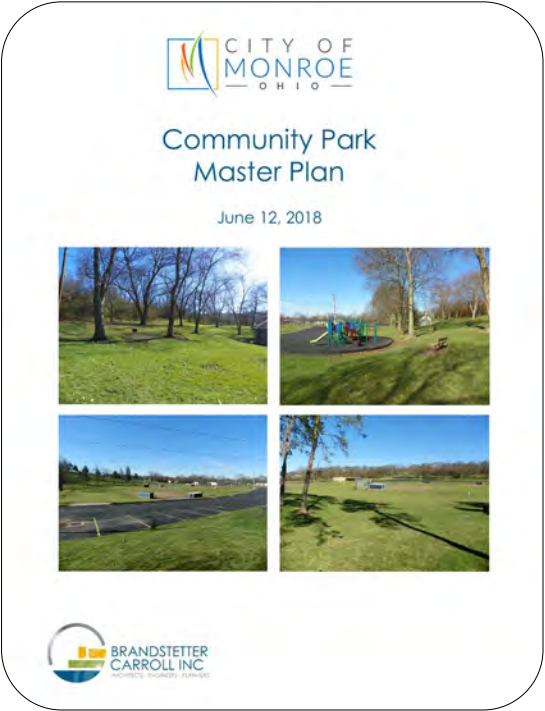
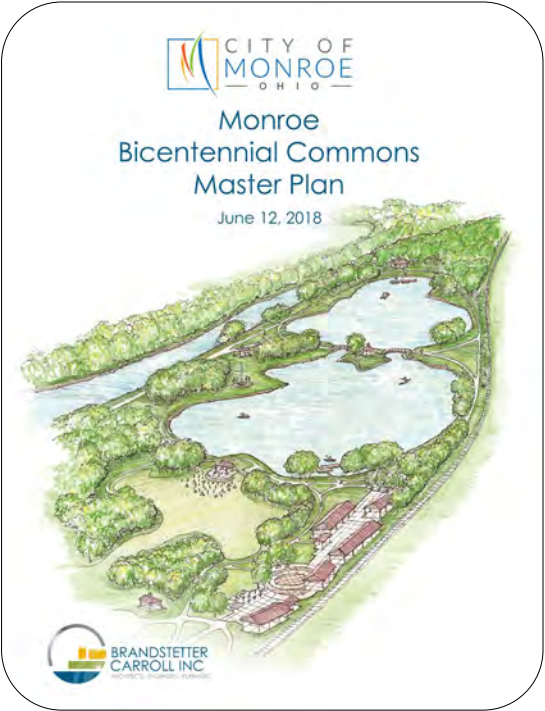
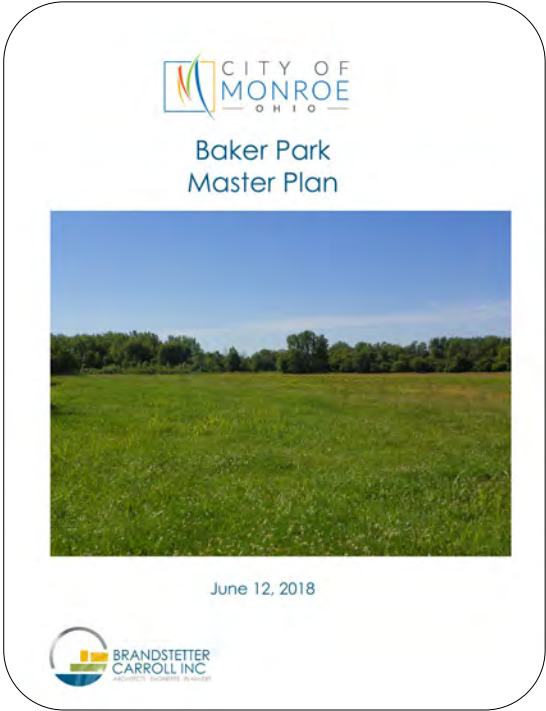
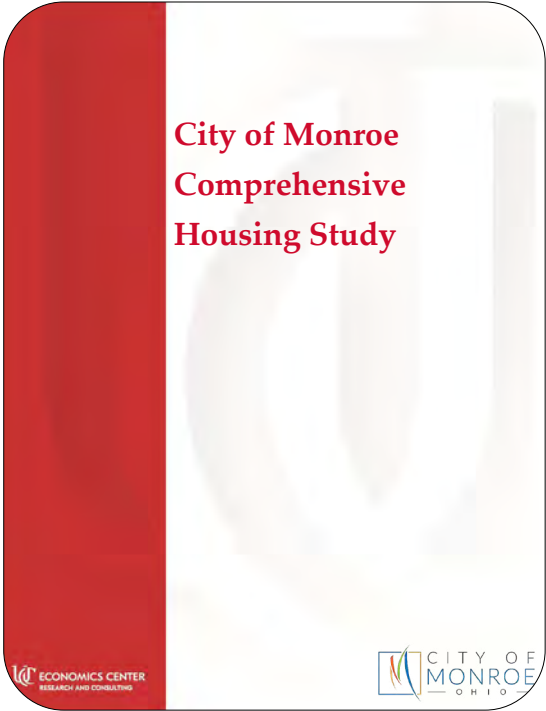
EXISTING PLANS

City of Monroe Comprehensive Housing Study

The City of Monroe completed a [comprehensive housing study in 2018](#), with assistance from the University of Cincinnati Economics Center, that was adopted in February of 2019. This study was to provide community leaders, stakeholders, and community members with an analysis of the City to help guide public policy and drive development of residential housing. This report presents the results of a comprehensive analysis of housing growth within Monroe and a look into the socioeconomic conditions that might influence trends within the City and surrounding areas in the coming years.

Sample communities were used to compare trends that Monroe was experiencing. These sample communities are Hamilton City, Lebanon, Mason, Middletown, Springboro, Trenton, and West Chester. The sample communities were based on two primary criteria categories and how well they satisfied them. One of the criteria was that the socioeconomic, demographic, employment, and/or housing profiles are similar to Monroe's and the second criteria was that the sample community had to be within a 30-minute drive of Monroe. This suggests that residents of the sample communities might work in other areas than which they live, replicating similarities to Monroe residents traveling to other communities for work as well.

The document provides in-depth analysis of the community over time and for the future, and outlines opportunities and challenges facing the City. Data was collected from multiple sources including Census data and estimates, City departments and county auditors in both Butler and Warren counties. Key takeaways are also addressed from all synthesized information and identified and discusses different growth strategies for Monroe.



Park Master Plans

Monroe has many existing and future plans for park facilities. Throughout a series of documents, Monroe has been developing master plans for the existing parks to explore opportunities for development and address the needs and concerns of residents in Monroe.

Baker Park

This project started following the completion of the Monroe Parks and Recreation Master Plan in April 2016. During the public input of that project, Monroe residents supported more improvements for existing parks including [Baker Park](#). Baker Park, located north of the downtown along Cincinnati Dayton Road near the railroads, was supposed to be used for recreational purposes, specifically sports fields, but its location in a floodplain makes this an unsuitable site for development. Instead, recommendations for the park include a dog park, trails, nature restoration, a nature playground, community gardens, a disc golf course, and improvements to the entrance road and parking, as well as utilities such as water and electric services be provided. Additional features to address later after the master plan is complete include signage at the entrance and for wayfinding, picnic shelters and restrooms to encourage visitors to stay longer.

Monroe Bicentennial Commons

A future planned park that is currently under construction, [Monroe Bicentennial Commons](#) is located at the old LeSourdsville Amusement Park site along the east side of the Great Miami River. During the planning and development process, public input was collected to help guide the plan. The most common comment received by community member stated they wanted the lake that used to be on the site to come back. The accepted proposal for the new park incorporates many of the old elements from the amusement park, as well as newer elements such as water based recreation, new playground equipment, an extension of the Great Miami River Valley Recreation Bike Trail, an amphitheater and lawn, and the reconstruction of 7.5 acres of the LeSourdsville Pond.

Community Park

Published in June of 2018, this plan discusses the scope and future steps for park improvements of [Community Park](#) located south of downtown. This plan was created after the Monroe Parks and Recreation Master Plan was completed in April of 2016. This master plan shows the current conditions of Community Park and the future plans for development including layout that shows the location of a splash pad (sprayground), playground, outdoor fitness equipment space, baseball fields and complex, trails, parking areas, and access points.

DEVELOPMENT FEATURES & CHARACTERISTICS

Single-Family Detached Housing

Design features for housing include the use of various materials (such as the stone veneer seen on the home to the right) with complimentary and contrasting features, colors, and materials. The housing layout and design creates a depth when viewing the front of the house (garage is set further back and creates a longer driveway for vehicles to park). Additionally, some neighborhoods are designed to have garage access from the rear of the housing structures. An alleyway provides access to the garage units which would help keep vehicles away from the primary street and hidden from a person's direct line of sight.

Landscape design can add interest to a property. Landscape design can be done during the construction phase by a developer or by the owner after purchase and move in. Some benefits of landscaping elements include stormwater management, shade, and beautification of the property.

More elements that should be designed within future subdivisions and housing projects include open space, access to parks either within or nearby the neighborhood, sidewalks, and access to trails. Future neighborhoods should be safe and accessible for pedestrians, bicyclists, and drivers.



Townhomes in Saxony Village Neighborhood, Fishers, Indiana



Single-Family Attached Housing

Like single-family detached housing units, the use of various construction materials and use of color should be encouraged in future development designs. Attached housing structures help increase housing density in an area and may contribute to housing product diversity and affordability in the community.

Garage locations are encouraged to be located on the rear or side of a housing unit. Access to parking should be through an alleyway and not directly from the frontage road. Additional parking may be provided through on-street parking on a case-by-case basis depending on location and overall parking demands.

Attached housing is important for a community and can be used as starter housing, temporary housing, or for those looking to downgrade in size. These housing developments should be located near areas that see high pedestrian activity and are easily accessible through various modes of transportation. These developments may also be integrated within neighborhoods that are made up of a mixture of lot sizes. If there is a commercial node near a neighborhood, attached housing options may be located nearby to act as a transitional buffer from commercial and mixed-use uses to single-family residential units.

Neighborhood Layout

Future neighborhood development should be thoughtful and well-connected. Limit the number of cul-de-sacs within a neighborhood to increase road connectivity, develop sidewalks along the roads, and provide access to nearby trails. Street trees should be planted to provide shade within the neighborhood, and open space and small parks (mini parks) should be planned into the overall development.



Multifamily Housing (Apartments & Condominiums)

Multifamily housing is great for supplying housing for various price points and stages of life. Many people use apartments for their first home, when they are moving and need a short-term residence, or when they are looking to downsize from a single family home. Condominiums also provide this opportunity, but the main difference between most apartment developments and condominiums is that condominiums are often bought and owned whereas apartments are rented.

Multifamily housing developments maximize space by creating density. To diversify the area and boost the local economy, the City should look towards diversifying the land use make up near these areas. By expanding nearby amenities and attractions such as restaurants, shops, cafes, and office spaces, a central hub can be created that stimulates the local economy and keeps money shuffling between businesses and rent prices. Locating jobs, shopping options, and eateries nearby dense, living developments helps to increase connectivity and encourage pedestrian activity.

These developments should include sidewalks, open space, and should be built with pedestrian, bicyclist, and vehicular access in mind. Apartments and condominiums should be designed with complimentary and contrasting elements and built facing the street.

Enclosed parking garages, underground parking, and first floor private garage units are encouraged to be developed to hide parking and reduce the amount of surface parking. Where surface parking is included within the development, it should be located in the back away from any street frontage. On-street parking in front of apartments or condominiums may be included but should be designed into the streetscape on a case-by-case basis depending on the development location (for example, the downtown along Main Street for visitors and not long-term overnight parking for residents).



Apartment development in Saxony Village Neighborhood, Fishers, Indiana



Multi-unit housing development in Carmel, Indiana in Sunrise on the Monon Neighborhood

Mixed-Use Development

Mixed-use development is a great way to increase density within a community and provide high activity uses in the same area. These developments should include sidewalks, trail access, open space and plazas, and high-quality architecture. Buildings should be developed close to the street to keep the area pedestrian friendly and encourage walkability. Apartments, condominiums, townhomes and rowhomes, restaurants, cafes, and shops are typically found within these developments and help keep the area pedestrian activated. Encouraging connectivity through sidewalks and access to trails helps attract more people by increasing the modes of transportation to get to the development and other nearby destinations.

Mixed-use development that is vertical in design will have multiple uses within the same building and should generally be two to five-stories in most locations. The first floor should be dedicated to activity generating uses such as retail and restaurants, and upper floors will typically be apartments or condominiums. Office space is encouraged and can be utilized on any floor of a multi-story development. Similarly, if a small apartment development were to be included here, the first floor should consist of the leasing office that is open to the public and hold the communal gathering spaces typically found in apartments such as a lounge, game room, fitness center, kitchenette, enclosed courtyard, and other amenities.

For mixed-use developments that are horizontal, they typically will not have multiple uses in the same building but have multiple uses within the same block. Singular use buildings that are clustered together with shared parking still creates the desired environment typical of vertical developments. It is encouraged that multi-family developments do not exceed three-stories, but the City may make exceptions to this in the future.



Mixed-use development in downtown Muncie, Indiana



Goose the Market in Indianapolis, Indiana



Other development standards include more windows on the first floor to allow views into retail, restaurant, and office spaces, using high quality building materials such as brick and stone, utilizing colors and other design elements to break up the façade, increasing the width of adjacent sidewalks, and limited building setbacks to allow for outdoor seating and displays, landscape elements, and lighting.

On-street parking for short periods of time (either metered or time-limited), parking garages, and additional surface parking nearby should be thought about for visitors. For residents living within the mixed-use developments, personal parking garages, a separate, enclosed parking garage for residents of the development, and reserved parking space with parking passes in a public parking garage are encouraged to shelter vehicles but also keep them away from pedestrian activities. Surface parking lots can be used for shared purposes when nearby but are not specifically dedicated to the mixed-use development.



Commercial Development

Commercial development is critical in generating tax revenue for the City. Commercial developments should not be thought of as just shopping and restaurant opportunities, but employment, hospitality, and professional services as well. These uses attract people to an area and is where money is generated and spent, helping to boost the local economy and bring in more revenue from outside of Monroe.

Commercial developments can be built at a variety of scales, from small commercial nodes found near neighborhoods to regional districts which attract more people and will impact the transportation network.

Development strategies include locating the loading and unloading areas to the side or rear of the commercial building to avoid visual impacts to the streetscape. Dedicated on-street parking spaces for short amounts of time may be used in some cases for loading/unloading services and pickup or delivery spaces for customers and employees. Shared parking lots are encouraged to be used between businesses that are located within the same development or are nearby to one another. Parking should be located to the side or rear of primary buildings.



Neighborhood commercial node in Saxony Village Neighborhood in Fishers, Indiana



For neighborhood scale developments, the building should be located near the street and have access to a sidewalk. Outdoor seating may be included either to the front or side of the building. The design of the buildings should be complimentary to the surrounding development and contribute to neighborhood livability. Other amenities that may be designed into or near the area where a neighborhood commercial district would be created include open space, a plaza, and outdoor seating and lighting. Neighborhood commercial districts may include but are not limited to small boutiques, restaurants, cafes, personal service businesses (salon, dry cleaner), and small grocery stores.

Regional districts should be developed off a major roadway to avoid any negative impacts to local roads. Landscape plantings should be used to buffer the development near residential and industrial developments, create a more attractive development, and provide shade through the use of trees. The development of large parking lots is discouraged, but center medians, pedestrian islands, and landscaped islands with trees and lighting should be included where parking lots are large. Overall development of buildings should frame the street network to help keep parking located behind the development. Sidewalk access throughout the development and to nearby amenities and neighborhoods is encouraged to help create a safe pedestrian site.



Commercial development in the Village at West Clay in Carmel, Indiana



Employment & Small-Scale Industrial Developments

Employment and small-scale industrial development standards should follow similar development styles. While the public has been open about not wanting more industrial development near residential neighborhoods, it is unlikely that industrial uses will cease being developed in Monroe due to its location between Cincinnati and Dayton. However, development of industrial uses can be streamlined to include location preferences, development standards, and buffer requirements.

The employment areas are included to encourage more business and technology park developments. Corporate offices, offices with a small manufacturing component, and small-scale industrial uses that produce small manufacturing parts and components to be shipped to larger assembly warehouses are all compatible uses within this development type.

Buffer requirements may include an opaque fence with additional low maintenance landscaping such as evergreen trees and shrubbery at a minimum when located adjacent to any commercial or residential development. Setback requirements are to be followed in accordance with the zoning ordinance. The City may require more intense buffer requirements depending on the location and type of activities that occur within the building.



For any office component of a primarily industrial building, windows and high quality building materials should be included. Employee parking and entrances to any warehouse component should be located on the side of the building, with docking and loading stations located in the rear. Guest parking may be located near the front office component. The City will require that all roadways, turnarounds for trucks, and parking lots be paved and have proper drainage and stormwater runoff solutions on-site or within the development.

The development of any industrial or warehouse buildings, without and without an office component, should adhere to the development standards above when necessary. Roadways must be able to service truck traffic, and easy to navigate and turn around in. Sidewalk components, lighting, and proper landscaping should be included in the overall design. Roadways must be concrete and cannot be gravel.

As these future employment areas build out, additional uses that may be located nearby and within these developments include open space and some supporting convenience and restaurant uses. Additional workforce housing, such as apartments, may also be compatible with appropriate buffering.

Parks & Open Space

Parks and open space are important to the quality of life of residents within a community. The quality of life chapter breaks down the park gaps across Monroe and identifies those needs.

Monroe has done a great job focusing on park development, but additional opportunities include more open space across the City, upgraded playground equipment, a large public gathering space, outdoor theater/amphitheater, indoor sports facilities for year-round activities, upgraded sports fields and practice fields, and the development of more neighborhood parks.

Parks and open space should be easily accessible to pedestrians and bicyclists through sidewalks and trails. They should be integrated into the overall design of future parks and open spaces. Pedestrian scaled lighting, benches, tables, garbage cans, and public art should be included as well. Additional things to consider regarding park development include restrooms, water fountains, and dog-friendly amenities such as fenced in spaces, ramps, water fountains, and disposal areas for pet waste.

Existing park upgrade needs should be determined through future parks and recreation master planning efforts.



Flat Fork Creek’s open space is used year-round for a number of activities which makes it a popular destination for people of all ages.



Switchyard Park in Bloomington, Indiana provides a number of spaces for activities including multiple courts for sports, skate park, playground, and space for events.

Transportation & Quality of Life Improvements

The transportation network is very important for Monroe. Roadways must be accessible and easy to navigate for all users in order to get around the community safely. Pedestrian and bicyclist access is limited, even within some neighborhoods, which has made connectivity across the City difficult.

Sidewalks are encouraged to be developed at a minimum on both sides of the street. For all future developments, sidewalks should be included on both sides of a roadway and have street trees planted along them to increase shade coverage for people, especially in future residential developments.



Sidewalk with a greenstrip and street trees within a neighborhood enhance the appearance and make it more walkable.



Monon Urban Trail in Carmel, Indiana - Complete Street design with roadways, bike lanes, and sidewalks. A number of elements including a gateway and playground provide access to restaurants, shops, and housing.

Sidewalks and trails can be integrated along the same path or separate of one another. Similarly, dedicated bike lanes within roadways next to sidewalks will help avoid pedestrian/bicyclist collisions by offering a specific space for both modes. A trails network should be incorporated throughout the road network and within parks to connect to neighborhoods, schools, and other local amenities and destinations.

Bike lanes should be a minimum of five feet wide and trails should be a minimum of 12 feet wide; both should be designed using asphalt pavement. Pavers may also be used in place of asphalt. Separation of bike lanes and trails from the roadway are not necessary but highly encouraged through the use of wide green strips, medians, or reflective bollards/delineators accompanied with a zebra painted median space. Pedestrian scaled lighting, crossing signals, benches, garbage cans, public art, and bicycle parking spots should be incorporated into the overall development of a connected trails and sidewalk system and at appropriate locations (i.e. parks, schools, shops, and restaurants).

Public art may include but is not limited to a mural/painting on a wall or building, sculptures, painted crosswalks, and memorials.



Neighborhood commercial node in Saxony Village Neighborhood in Fishers, Indiana provides ample on street parking, outdoor seating, and bicycle parking.

Gateway Design Elements

Gateways are important in creating an entrance and can be used as a wayfinding tool to help people navigate the community. Gateways should be unique to a community and reflect the character of it.

Major gateways are primary entrances into a community and should be larger in scale to make an impact. Depending on the location, some gateways may have to be significantly larger in scale to complement the surroundings. For example, a gateway along the existing I-75 interchange and State Route 63 may be scaled differently that one located south of the outlet mall near Mason Road and Butler Warren Road.

Design recommendations for both major and minor gateways include appropriate use of lighting, color, art elements, and landscape features such as bushes and flowers. It is important to note that the main difference between major and minor gateways will be the size and scale of the signage. A major gateway tends to be located along a major corridor that sees large amounts of traffic every day. Minor gateways are smaller and are used as entrances into the City. The size of the gateway should be complimentary of the surrounding context and development types nearby.

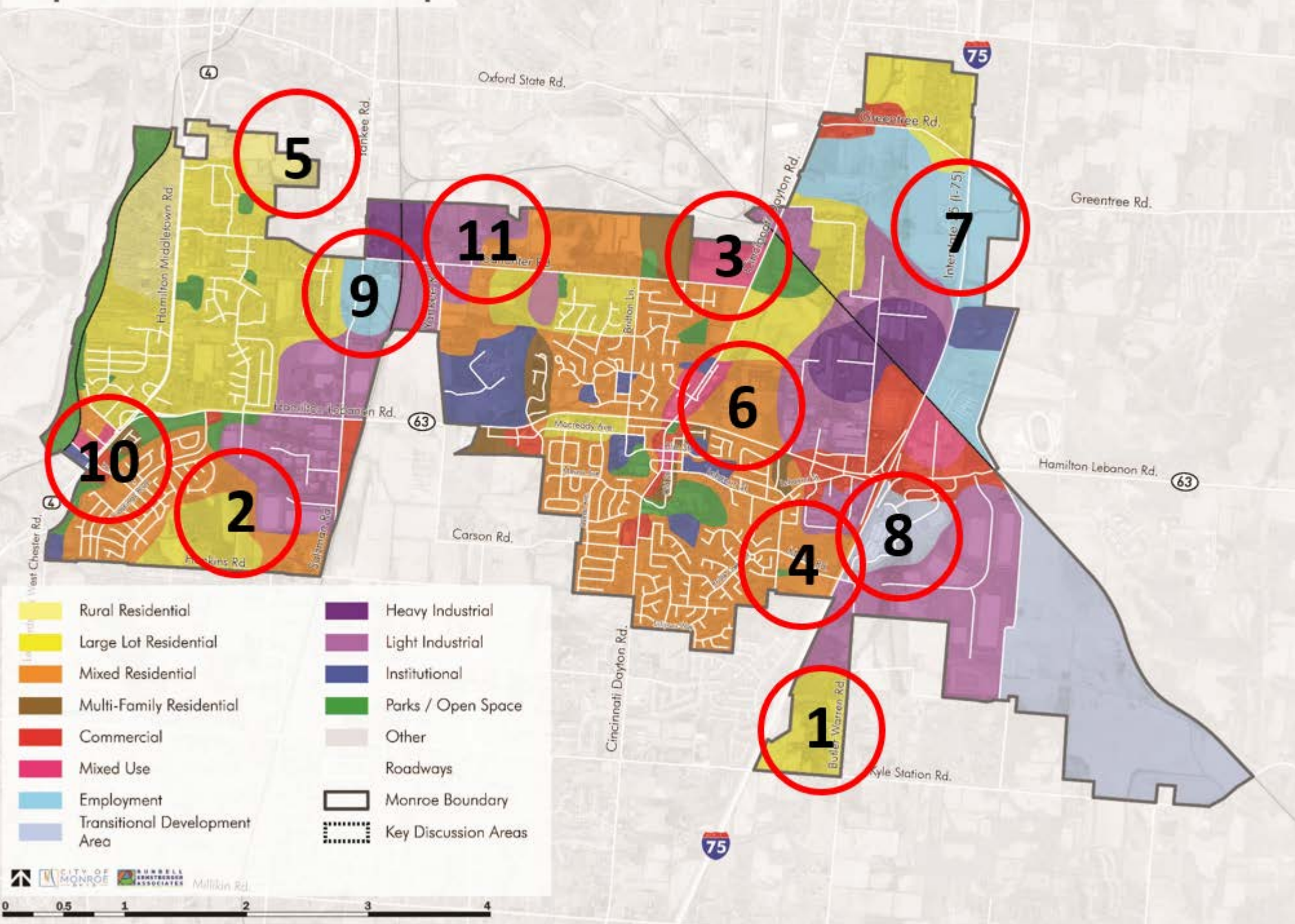
Gateways should not be completely uniform in design and reflect the surrounding context and nearby destinations. It is recommended that a variety of elements be used to create a unique entrance such as stone, brick, colored pavers, lighting on and within the gateway structure or sign, and some type of art element that is reflective of Monroe. Carrying a common element from gateway to gateway is acceptable, but complete replication of the gateway is discouraged.

Pedestrian and bicyclist facilities may also be incorporated into the development of a gateway. Trails and sidewalks may be developed near a gateway to improve access and connectivity throughout the City. The City should anticipate these improvements when determining location and design of the gateway.



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Proposed Future Land Use Map



COMPREHENSIVE PLAN- FUTURE LAND USE MAP- AREAS OF DISCUSSION								
MAP #	PROPERTY	PROPERTY OWNER	PRESENT ZONING	CURRENT COMP PLAN (2010)	ADVANCE MONROE	AFFECTED PARTY	NAME	FEEDBACK
1	Millan Farm	Millan Family	B-P	Office-Business Park	Large Lot Residential	Property Owner	Christopher Goforth, Millan Family representative	Via email, property owner stated they are really happy with things and are in a "sit and wait" mode.
						Adjacent Property Owner, Developer	Lenny Robinson, Corridor 75 Park	Concerned that a residential designation south of property Corridor 75 Park owns would lead to loss of developable land due to buffer and setback requirements.
2	South of Penske	SK Realty	L-1	Light Industrial	Large Lot Residential/ Mixed Residential	Property Owner	Amanda King, SK Realty	Property owner stated they are in contract with an owner for development of industrial, but would still like to retain the L-1 zoning designation if the plans were to fall through. Property owner stated the industrial use is the highest and best use of the property and would add tax revenue for the city.
3	Atrium Property	Atrium Medical Center Foundation	C-2 PUD	Commercial	Mixed Use	Property Owner	Atrium Medical Center Foundation and representatives	Though the Comprehensive Plan does not change zoning, the property owner wishes to retain existing C-2 PUD agreement which allows for commercial uses as well as some light industrial uses. The property owner believes a Mixed Use designation is not consistent with the adjacent uses and will reduce the value and development timeframe for the property.
4	Bishop Farm	Darlene Bishop	B-P	Office-Business Park	Mixed Residential	Property Owner	Doron Kim, son-in-law of property owner	Over several conversations, the son-in-law of the property owner had indicated interest in industrial based on feedback from realtors. The property owner appears to be receptive to the possibility of different uses, as well as a mix of uses, should the property be split (i.e. north half of Mason vs south half of Mason)
5	Zecher Farm	Zecher Family	A-1	Agricultural	Rural Residential	Property Owner	Barbara Hoffman, Zecher Family	Property owner has expressed a desire to split the property in terms of use, with rural residential to the west and industrial to the east.
						Adjacent and nearby residents	Various	Nearby residents emailed with the City regarding concerns about the potential for industrial use in this area. The property owner is not supportive of any industrial land use in this area as proposed by the Zecher Farm property owners. The property owner, who says she also speaks on behalf of other nearby residents, has stated they would prefer "some homes" on the agricultural land and referenced the nearby uses in Middletown.
6	Ratterman Property	Tom Ratterman	C-2/L-1	Commercial/Light Industrial	Mixed Residential	Property Owner	Tom Ratterman	The property owner has expressed interest in developing the property for industrial purposes. The property owner has also expressed a willingness to develop a portion of the property for commercial use in areas closer to State Route 63.
7	Berns Property	Berns Family	L-1	Commercial/Office-Business Park	Employment	Property Owner	Mike Berns and representatives	Property owner has stated the Employment designation as there is no demand and would render the property useless. Also objects to buffering standards, asks about City funding sewer extension to the property, states smaller scale buildings are not consistent with market demands, believes larger industrial users should be closer to the highway.
8	Cincinnati Premium Outlets	Simon Property Group	C-2 PUD	Commercial	Transitional	Property Owner	Simon Property Group	Property owner has stated they wish to know more detail of the "Transitional" designation and how it impacts CPO and the other property they own. Because they have a developer interested in one of the outparcels for multifamily development (Metropolitan Holdings), they have also expressed support for that type of use for their property as was part of the informal discussion/presentation at Planning Commission.

9	McKinley Farm	Salzman Farms LLC	L-1	Light Industrial	Large Lot Residential/Employment	Property Owner	Salzman Farms LLC	Current property owner/developer has expressed to the City in the past that the intent is to develop this property for an industrial type use. It is the City's understanding at this time that there are no concrete plans for a specific project.	
						General Residents	Various	Staff has heard from the community in general as well as property owners in this specific area of Monroe that there is a significant concern with industrial development locating adjacent to residential property.	
10	Shops of Monroe Crossings	Multiple	C-4 PUD	Commercial/Agricultural-Transitional	Commercial/Mixed Residential/Parks-Open Space	Potential Developer	Robert Krumdieck	Potential developer has expressed the desire to develop the western portion of the Shops of Monroe Crossings commercial area for a self-storage facility, which is only permitted in the L-1 Light Industrial zoning district. While this interested party has not expressed objection to this plan, the area they wish to develop is currently recommended for commercial and parks/open space on the Future Land Use Map, which would be in conflict with their desires.	
		Multiple	C-4 PUD	Commercial/Agricultural-Transitional	Commercial/Mixed Residential/Parks-Open Space	Developer	JoJo Schwarz and representatives	Developer has expressed interest and will likely soon make application regarding an attached higher density concept on a portion of this development area. The developer has not expressed any specific objection to this plan and the area they wish to develop is currently recommended for a mixed residential, which in part aligns with their desires. In part, however, their proposal does not align with the connectivity, design, and density goals of the Mixed Residential recommendations.	
11	860 Holman Avenue Property	Tom Miller	A-1	Agricultural	Light Industrial	Property Owner	Tom Miller and representatives	Property owner has expressed support for the future land use designation of this particular property, designated currently for a light industrial use, as it aligns with their desires for development of the site. The property owner has applied for a rezoning from the current agricultural zoning designation to light industrial and received a positive recommendation from Planning Commission. It went for a first hearing at City Council this month. There has been objection to this particular rezoning from the public who does not wish to see additional industrial development	

From: [Lenny Robinson](#)
To: [Kameryn Jones](#)
Cc: [Kevin Chesar](#); [Cynthia Bowen](#)
Subject: Re: Monroe Comprehensive Plan- Online Public Engagement Opportunity
Date: Friday, May 21, 2021 1:03:28 PM
Attachments: [image001.jpg](#)
[image002.jpg](#)
[image003.png](#)
[image004.png](#)
[image005.jpg](#)
[image006.png](#)
[image007.png](#)

Hi Kameryn –

Thank you for the information. I guess I am surprised that creating spot zoning would be considered, especially in light of the reasons it was rejected originally by the city, much having to do with safety services, but that is the city's concern and not ours. As for Corridor 75 Park, our biggest concern would be the loss of sale of developable land based upon the current zoning code. In reality, we can build to within 10' of the Milan Farm today. If zoning were to occur to allow residential, then we lose a 200' wide strip of land that is required to be a buffer zone next to residential and would look at this as a taking. The buffer one scenario is one that we look at as a serious item and would object to should the issue of rezoning come into play with the city down the road.

Curious though why those folks doing the comprehensive study ever talked with us about thoughts on residential. Also, have they altered their thinking from pre Covid to post since, for example, office and retail real estate markets are now very weak while industrial and rental housing is strong?

Thanks!

Lenny

From: Kameryn Jones <jonesk@monroeohio.org>

Date: Friday, May 21, 2021 at 8:26 AM

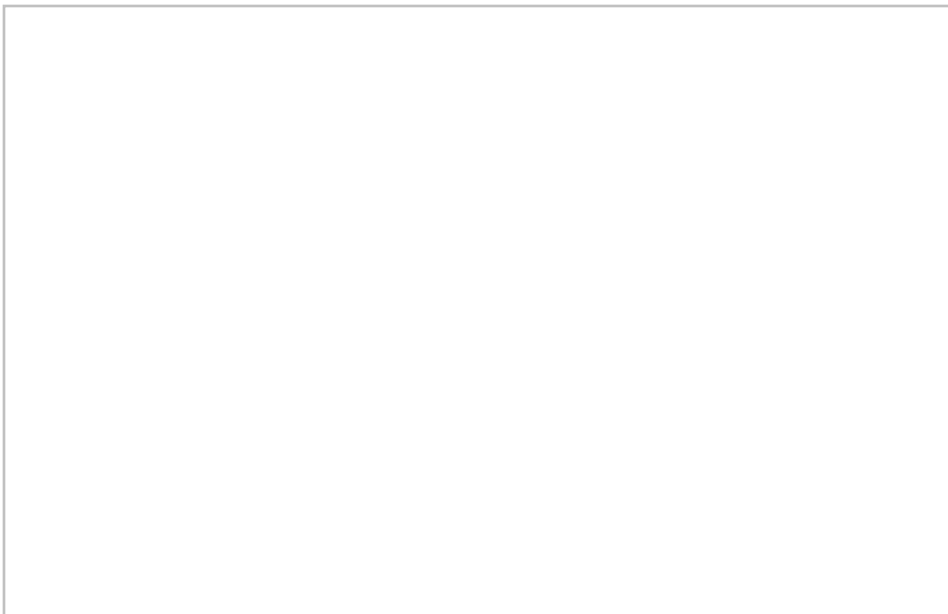
To: Media Computer <lrobinson@robinsonsites.com>

Cc: Kevin Chesar <chesark@monroeohio.org>, Cynthia Bowen <cbowen@reasite.com>

Subject: RE: Monroe Comprehensive Plan- Online Public Engagement Opportunity

Hi Lenny!

You're right that the draft map is curved in that area.



The Millan Farm property is recommended for a larger lot residential, a designation that does curve upward towards the Corridor 75 property. It seems the direction has changed over the years, through the comp plan process with the Steering Committee, and really including the Housing Study at the end of 2018. These “blobs”, as we’ve been calling them, are done with purpose as the Comprehensive Plan is a policy document to provide guidance and does not take the place of actual zoning. Being a conceptual map, instead of following specific property boundaries, the land uses are more generalized for easier interpretation. The intent is for your property to remain light industrial, but we will present/keep your request in mind understanding your concern. When the plan is (hopefully) formally adopted, the rezoning process to align our zoning with the intent of this plan will still generally call for industrial for your land. The blobs leave room for future discussion of uses if conditions change. Regarding actual zoning, our general rule is to follow parcel lines to avoid confusion over uses on a specific property.

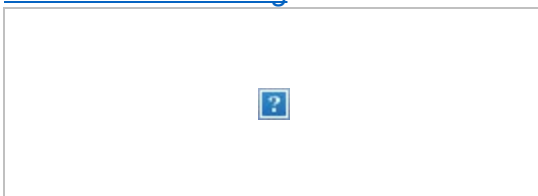
Thank you!

Kameryn Jones

Planner

Office: 513.539.7374 ext.1020

www.monroeohio.org



From: Lenny Robinson <lrobinson@robinsonsites.com>

Sent: Tuesday, May 11, 2021 9:18 PM

To: Kameryn Jones <jonesk@monroeohio.org>

Subject: Re: Monroe Comprehensive Plan- Online Public Engagement Opportunity

Good evening Kameryn –

I couldn’t get to the Contact page as it was freezing up on me. Looking, though, at Corridor 75 park, the Future Use Plan shows some of our land along I-75 being residential and I am hoping this is a graphics’ error and not something the city plans on changing our land to in its plan. It does show the

Millan farm as rural residential but I know several year back when they tried to zone their land from Agricultural to Residentail, the city turned them down as this was considered spot zoning which the city, at the time, didn't approve of.

Can you let me know if the map is correct as shown or can we simply leave our land in its present zoning?

Thanks!

Lenny

From: Kameryn Jones <jonesk@monroeohio.org>

Date: Tuesday, May 11, 2021 at 3:17 PM

Cc: Kevin Chesar <chesark@monroeohio.org>, Cynthia Bowen <cbowen@reasite.com>, Catherine Kazmierczak <ckazmierczak@reasite.com>

Subject: Monroe Comprehensive Plan- Online Public Engagement Opportunity

Good afternoon,

You are receiving this email as a part of the communications for the Advance Monroe Comprehensive Plan 2020-2040 process. After several months of working with our consultant, Rundell Ernstberger and Associates following our last Steering Committee meeting, the Advance Monroe website, www.AdvanceMonroe.com has been updated to include all of the recommendations of the Steering Committee into draft versions of the following:

- Vision Statement
- Goal Statements
- Future Land Use Map
- Land Use Description Handout
- Future Transportation Map
- Future Recreation Map

We encourage you to explore the new website and submit any feedback through the home page, the "About the Plan" page, or the "Contact" page where you can send us comments and questions. Please share this with family, friends, neighbors, and coworkers. We will be using this as an opportunity to continue to refine the plan recommendations and ultimately present a final draft document at a public hearing, which is anticipated at the June 15th Planning Commission meeting. Additional public input will also occur during the City Council process which we hope to occur the following month in July.

In addition to maintaining communication with you via email, future updates and announcements will be posted to the website, including future meetings and events, as this project concludes. We will send out email updates every time a new announcement or document is posted.

We appreciate your interest in the Monroe community!

Thank you

Kameryn Jones

Planner

Office: 513.539.7374 ext.1020

www.monroeohio.org





From: [Christopher Goforth](#)
To: [Kameryn Jones](#)
Cc: christopher.go4th@gmail.com; [Kevin Chesar](#)
Subject: Re: Millan Family Farm
Date: Wednesday, June 23, 2021 7:12:58 AM

Kameryn,

We are really happy with things and they are in a “sit and wait” mode now. I am currently working on the next phase of our long term plan. We appreciate the input you all allowed us to have and understand things may change in the future. Let’s plan to meet this fall.

Chris

Sent from my iPhone

> On Jun 21, 2021, at 4:40 PM, Kameryn Jones <jonesk@monroeohio.org> wrote:

>

> Good afternoon Chris

>

> Following up, please let us know if you would still like to schedule a call to review the draft recommendations for the Comprehensive Plan. We can probably make something work for later this week.

>

>

> Thanks again!

> Kameryn Jones

> Planner

> Office: 513.539.7374 ext.1020

> www.monroeohio.org

>

>

> This message may contain privileged or confidential information and is only intended for the use of the intended recipient. If you are NOT the intended recipient, dissemination is strictly prohibited

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>

>

> -----Original Message-----

> From: Christopher Goforth <christopher.go4th@gmail.com>

> Sent: Friday, June 18, 2021 5:20 PM

> To: Kevin Chesar <chesark@monroeohio.org>

> Subject: Re: Millan Family Farm

>

> Yes, I got it. Ok, just checking on a rumor. They are in a wait and see mode right now.

>

> Thanks!

> Chris

>

> Sent from my iPhone

>

>> On Jun 17, 2021, at 12:18 PM, Kevin Chesar <chesark@monroeohio.org> wrote:

>> Hi Chris,

>> I am not sure of the proposals that is being referred to on Lenny's property (we do not have applications). I reached out via phone on April 19th at the number provided and left a message (513-257-4447) to discuss the Comprehensive Plan, etc. and we would gladly meet to discuss further.

>> Can you confirm receipt of this message? I want to ensure that we are not getting stuck in your spam folder, etc.
>> Best Regards,
>> Kevin P. Chesar
>> Director of Development
>> Office: 513.539.7374
>> www.monroeohio.org
>> This message may contain privileged or confidential information and is only intended for the use of the intended recipient. If you are NOT the intended recipient, dissemination is strictly prohibited
>> -----Original Message-----
>> From: Christopher Goforth <christopher.go4th@gmail.com>
>> Sent: Thursday, June 17, 2021 10:33 AM
>> To: Kameryn Jones <jonesk@monroeohio.org>; Kevin Chesar <chesark@monroeohio.org>
>> Subject: Millan Family Farm
>> Hi Kevin and Kameryn,
>> I was just seeing if you could get me any information on proposals with Lenny's property? Just trying to stay on top of things for my family. Could we set up a meeting to review things?
>> Chris
>> Sent from my iPhone



July 1, 2021

City of Monroe Proposed Comprehensive Plan Update

Public Comment

Mr. Kevin Chesar,

The purpose of this letter is to provide public comment to the proposed Comprehensive Plan Update for the City of Monroe. As owners of the land parcels C1800017000002 and C1800017000002T, we would specifically like to comment on the proposed Future Land Use Map, which contemplates rezoning these land parcels from Light Industrial Use to Large Lot and Mixed Residential.

We as owners have been working to develop these parcels for light industrial since 2016 when we purchased the land. At this time, we are in contract with an owner with plans to develop industrial on the site in order to meet the demand of the logistics market in Southwest Ohio. This project is poised to benefit the City of Monroe with added real estate tax revenue and job creation.

If, for some reason, this current project did not come to fruition, we believe that maintaining the Light Industrial designation is still the highest and best use of these parcels. They abut other industrial uses including Blue Buffalo, McGraw/Kokosing, and the new Penske development.

Further, the Light Industrial use would allow Monroe to realize new property tax revenue for the school district to complement the City's plan to significantly add residential units and thus grow its school population.

SK Realty along with our real estate brokerage partner have investigated the residential use of the parcels during our ownership. However, we found that residential development on this site was cost-prohibitive and there was virtually no interest for well-seasoned residential developers to take on the site.

While we strongly feel that the existing industrial zoning on these parcels remain in place, we do see an opportunity to partner with the City on retaining some land along State Route 63 for open spaces and would be interested in exploring that further.

Thank you for your time in reviewing our comments and we sincerely hope they will be strongly considered as you move forward in the Comprehensive Plan Update process. Please do not hesitate to reach out to me directly if there is any further information about these parcels or our



development plans that would be helpful during the Plan Update process. I can be reached at amanda.king@skrealtymgmt.com or by phone at 330.398.1278.

Sincerely,

Amanda King
Monroe Property LLC/SK Realty

Cc: Kameryn Jones, City of Monroe
Sam Kirschenbaum, Monroe Property LLC/SK Realty

June 11, 2021

VIA EMAIL (jonesk@monroehio.org)

Kameryn Jones
Planner - City of Monroe
233 S. Main Street
Monroe, Ohio 45050

Re: Advance Monroe 2040 Comprehensive Plan Update

Dear Ms. Jones:

On behalf of Atrium Medical Center Foundation, formerly known as Mid-Miami Healthcare Foundation (the "Foundation"), this letter is written to formalize our opposition to the Advance Monroe 2040 Comprehensive Plan. The Plan is not consistent with existing adjacent uses and will reduce the value, and extend the timing of development, of our property. Please note that our opposition is based solely on the information on the City of Monroe website, and without the benefit of discussions with City Planners or other stakeholders.

The Foundation is the owner of an approximately 80.49 acre parcel of land located at the northwest corner of Todhunter Road and Main Street in the City of Monroe. The Foundation's history with this property, and its past and future plans for the development and sale of the property, are described below.

The property was acquired by gift from the Compton family, with the goal that the property be developed for its highest and best use in order that the proceeds could be used for the enhancement of medical services at Atrium Medical Center. The donor intended that the property be used in a manner consistent with that of a good corporate citizen, and the Foundation desires to honor that intent.

Shortly after the property was acquired, the Foundation conducted an investigation of the site conditions and worked with the City to establish a plan for its future development. Several key factors went into this analysis. One is that the property to the north, located in the City of Middletown, is a heavy industrial area. In contrast, the properties to the south and west are mostly residential. The Foundation envisioned a transition between these very different uses, and proposed a plan that centered on commercial/retail and light industrial uses with ample buffering to protect the residential neighborhoods.

In 2005, to lay the groundwork for the future development of the property, the Foundation applied for and obtained approval of a Stage II PUD Preliminary Development Plan by the Monroe City Council. The approved plan includes a site plan that contemplates commercial/retail uses on the east side of the property and light industrial uses on the west side of the property (see attached). The terms and conditions of the plan were memorialized in a recorded Planned Unit Development Agreement dated January 9, 2006, a copy of which is attached to this letter. Some of the elements of the recorded Agreement are as follows:

- Sets forth certain "prohibited uses."
- Establishes landscaping and buffer yard requirements.

4817-6301-4382.1

Kameryn Jones
June 11, 2021
Page 2

- Identifies areas in which Light Industrial uses would be permitted and defining the types of uses that would constitute permitted uses.
- Establishes height and setback limitations.
- Mandates certain on-site and off-site improvements related to development, including a turn lane.

Although much has happened in the world of commercial real estate in the last 15 years, the Foundation remains convinced that the plan set forth in this Stage II PUD remains the best future use of this property.

The documents published by the City relating to the Comprehensive Plan Update create uncertainty regarding the City's vision for the future use of the Foundation's property. The map entitled "Proposed Future Land Use Map" shows this property as light pink, which is identified as "Mixed Use." Because the existing zoning Stage II PUD combines commercial/retail with light industrial uses, it is a mixed use zoning. However, the proposed Comprehensive Plan Update contains the following "Land Use Description" for mixed-use:

- Provide a diverse combination of high activity uses within a connected and walkable block layout.
- Mixed-use development may include restaurants, small-scale retail and professional services, offices, single family attached housing, multifamily apartments, townhomes, and recreational amenities.
- Mixed-use centers should have coordinated development patterns at a pedestrian scale with pedestrian and bicycle amenities.

This general description of mixed use seems quite different from the mixed uses in the existing Stage II PUD for the Foundation's property. For example, there is no mention of light industrial uses. More importantly, the Foundation feels that a mixed-use center as described above – with high activity uses and walkable block layout, with a mix of retail, restaurant and office uses and a pedestrian scale – is not appropriate or economically feasible for the Foundation's property. This type of development is more in line with Liberty Center, Austin Landing and similar upscale developments located near interstates. The 80 acres of land comprising the Foundation's property – less a significant proportion that will need to be set aside for drainage and detention uses – is not on a scale that would accommodate such a use, and would be an island among incompatible uses.

We recognize that the Comprehensive Plan paints with a broad brush and the general description of "mixed use" for one property may not fit another property. However, the Land Use Description for mixed use raises a question whether the City is proposing a major departure from the uses permitted by the existing PUD. If the city planners are contemplating a new vision for this property, this vision has never been communicated to the Foundation. If this were to result in a rezoning of the property from its current

Kameryn Jones
June 11, 2021
Page 3

PUD to a mixed-use as described in the Comprehensive Plan, the Foundation believes that the property could not be developed and would materially decline in value.

As stated above, the Foundation intends to be a good corporate citizen and would like to proceed with its development under the PUD that already exists when the time is right and the right developer comes to the forefront. The recession of 2009 and COVID period of 2020 have certainly delayed the development plans. However, while retail properties like Liberty Center are facing significant challenges, commercial and light industrial developments are beginning to flourish in the post-COVID economy. The Foundation feels strongly that its existing plan is sound and that development opportunities will arise in the near future.

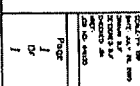
The Foundation hopes that the Comprehensive Plan will be supportive of, rather than a hinderance to, that success. To that end, the Foundation respectfully requests a clarification that allows mixed uses of the nature contemplated by the existing Stage II PUD.

Thank you for your consideration.

Very truly yours,

A handwritten signature in blue ink that reads "Bob Curry". The signature is written in a cursive, flowing style.

Robert M. Curry





BK: 7690 PG: 395

200600004695
Filed for Record in
BUTLER COUNTY, OHIO
DANNY N CRANK
01-23-2006 At 10:23:44 am.
AGREEMENT 60.00
OR Book 7690 Page 395 - 400

**MID-MIAMI HEALTHCARE FOUNDATION
PLANNED UNIT DEVELOPMENT AGREEMENT**

THIS PLANNED UNIT DEVELOPMENT AGREEMENT (the "Agreement") is made and entered into as of this 9th day of January, 2006, by and between Mid-Miami Healthcare Foundation, an Ohio non-profit corporation ("Mid-Miami Healthcare Foundation") and THE CITY OF MONROE, OHIO (the "City").

1. Recitals. ^{see exhibit A} Mid-Miami Healthcare Foundation has proposed to develop commercial and light industrial lots (the "Project") on property located at the corner of Todhunter Road and Main Street and being further described in the Stage II PUD Preliminary Development Plan as submitted to the Monroe City Council. Mid-Miami Healthcare Foundation has further agreed to develop the Project according to the guidelines set forth in Monroe Zoning Ordinance Chapter 1272 "Planned Unit Development Procedures." Mid-Miami Healthcare Foundation is requesting a rezone from A-1 Agricultural to C-2 General Commercial Planned Unit Development (PUD) for the subject 80.49 acres. The parties desire to enter into this agreement to memorialize the substantive conditions attached to this planned unit development.
2. Scope of Application for this Agreement. This Agreement is applicable to any and all new development occurring upon the Project property as described on the Stage II PUD Preliminary Development Plan approved by Monroe City Council. This Agreement shall also apply to any future reconstruction or expansion to existing structures located upon the Project property.

This Agreement applies to the approved Stage III final development plans for all structures located on the Project property. The final development plans for each structure located on the Project property shall follow the site plan standards as set forth in Monroe Zoning Code Chapter 1232.13 "Site Plan Standards" and all other applicable chapters contained within the Zoning Code unless any such site plan standards or other applicable zoning code regulations have been modified by the Stage II Plan Approvals by City Council.

3. General Conditions Relating to the Overall Project.

A. The following uses are expressly prohibited from being located upon the Project property:

- a) Sexually oriented business uses as defined in the Monroe Zoning Ordinance Chapter 1206.01.

TRANSFER NOT NECESSARY
KAY ROGERS
BY 1-23-06 DEPT.
AUDITOR, BUTLER CO., OHIO

b) New or used automotive sales.

c) Funeral homes.

d) Marine sales and service.

e) Beverage drive-thru establishments.



BK: 7690 PG: 396

B. The landscaping for all new development on the Project property shall, at a minimum, strictly conform to all applicable landscaping and bufferyard requirements as set forth in Monroe Zoning Ordinance Chapter 1274 and be implemented as specifically provided for in the Landscaping Plan submitted with the Stage II PUD materials to City Council and subsequent Stage III site plan submittals to the Planning Commission. The installation of the mounding and plantings along Todhunter Road shall be completed prior to any Zoning Certificates being issued to any user in the "Light Industrial" portion of the Project area.

C. Mid-Miami Healthcare Foundation and any respective successors and assigns agree to strictly conform to the sign standards set forth in Monroe Zoning Ordinance Chapter 1282.12 unless modified by waiver in this Agreement or in the Stage II Plan Approvals by City Council.

D. Sign detail and elevations shall be included in the final site plan submissions for all structures located within the Project property and the Monroe Planning Commission shall retain the authority to accept or reject said sign designs. Ground mounted signs shall be the only permitted ("stand-alone") identification signs utilized by any user located in the Project Area. No freestanding (identification) signs shall be permitted on the project.

E. No use located upon the Project property shall be permitted to maintain or display outside bulk storage of inventory, materials, merchandise, or other items related to the business or personal use of the property unless approved by the Zoning Enforcement Officer.

F. Any automotive or truck service related use shall not be permitted any service garage door facing Main Street or Todhunter Road.

G. Both parties expressly agree that the 10.4 acre and 24.8 acre areas identified as "Light Industrial" on the Stage II PUD Plan shall be exclusively reserved for land uses that are appropriate to and non-objectionable with the surrounding residential neighborhood areas. Therefore, the following land uses shall be permitted in this "Light Industrial" area in addition to the permitted uses set forth in Chapter 1252 "C-2 General Commercial Zoning District" and Chapter 1256 "B-P Business Park Zoning District":

a) Warehouse uses are permitted provided no dock doors or other loading / unloading area is facing Todhunter Road.

- b) Wholesale Business uses are permitted provided no dock doors or other loading / unloading area is facing Todhunter Road.

Any other land use not expressly provided for in this paragraph may be considered on a case-by-case basis through a Minor PUD Amendment. In no case shall manufacturing, assembly or truck terminal uses be permitted in the identified "Light Industrial" areas.

H. The maximum height of any structure located in the Project shall be 40 feet. A subsequent Stage III site plan applicant may request a waiver for additional height during the Stage III site plan review process. The Planning Commission shall retain the authority to issue a height waiver under this Agreement to the Stage III applicant on a case-by-case basis.

I. The minimum building setback for any structure located in the Project Area designated as Light Industrial on the Stage II Plan shall be 125 feet from the property line abutting the residential property lines along Todhunter Road.

4. **Infrastructure Improvements**

A. Mid-Miami Healthcare Foundation shall construct all (on-site) public and/or private infrastructure improvements as indicated on the approved Stage II PUD Preliminary Development Plan and incorporating any modifications, additions and conditions set forth in future PUD Stage III construction drawing approvals.

B. Mid-Miami Healthcare Foundation agrees to construct all (off-site) improvements as indicated on the PUD Stage II Preliminary Development Plan and incorporating any modifications, additions and conditions set forth in the Stage III PUD construction drawing approvals. The primary off-site improvements shall include, but not be limited to: All applicable turn lane improvements to Main Street and Todhunter Road and the half-width road improvements to Todhunter Road. All off-site improvements shall be completed during the first phase of the development of the Project. Both parties agree that a traffic signal located at the intersection of Todhunter Road and Main Street shall be installed only if the appropriate traffic warrants are satisfied and approved by the City Engineer. It is further stated that the cost of any traffic signal improvements to the intersection of Todhunter Road and Main Street shall be borne by the developer and/or user(s) creating the demand. In no instance shall the City of Monroe maintain any financial responsibility for the installation of a traffic signal at the intersection of Todhunter Road and Main Street.

5. **Waivers.** The following Zoning Code waivers shall be provided as a condition of the approved Stage II PUD Preliminary Development Plan:

- a) Sidewalks shall be provided as indicated on the approved Stage II PUD Preliminary Development Plan. However, both parties agree that the inclusion of sidewalks along the access road from Main Street may be required by Planning Commission when the type of land uses are better defined at a subsequent Stage III plan review.



BK: 7690 PG: 398

6. Miscellaneous. This Agreement shall bind and inure to the benefit of the parties hereto and their respective successors and assigns. The parties agree that the specific conditions set forth in this Agreement shall be wholly enforceable against all subsequent purchasers and/or users of the Project or any portion thereof. Compliance with the approved PUD final development plan shall be controlled by Monroe Zoning Ordinance Chapter 1272.17 "Compliance With Approved Plan." Failure to comply with the Stage II Preliminary Development Plan or subsequently approved final development plans (i.e. site plans) shall initiate the enforcement actions set forth in Monroe Zoning Ordinance Chapter 1272.18 "Permit Revocation" in addition to any other non-performance penalty provided for in this Agreement.

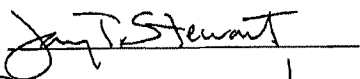
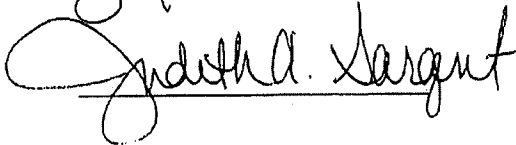
It is further agreed that Mid-Miami Healthcare Foundation shall cause this Agreement to be properly recorded with the Butler County Records Office within 14 days after the issuance of the PUD permit by the Monroe City Council.

If one or more of the provisions contained in this Agreement is held by a court of competent jurisdiction to be invalid, illegal, unconstitutional, or unenforceable in any respect, that invalidity, illegality, unconstitutionality or unenforceability shall not affect any other provision. This Agreement shall be construed as if the invalid, illegal, unconstitutional, or unenforceable provision had never been contained herein.

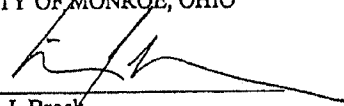
This Agreement constitutes the sole and entire agreement between the parties, their successors, and assigns and no modification hereof shall be binding unless set forth in writing signed by the parties. This agreement shall be governed under the laws of the State of Ohio.

IN WITNESS WHEREOF, the parties have caused this agreement to be executed in their names by their respective duly authorized representatives on the date first written above.

Signed in the presence of:

THE CITY OF MONROE, OHIO

By: 
William J. Brock



BK: 7690 PG: 399

MID-MIAMI HEALTHCARE
FOUNDATION

Deputy J. Hillman

By: Linda C. Baxter

Name: LINDA C. BAXTER

Linda Bell

Title: Executive Director

STATE OF OHIO)
)SS:
COUNTY OF BUTLER)

SWORN to and SUBSCRIBED in my presence by the said William J. Brock,
City Manager of the City of Monroe on this 17th day of JANUARY, 2006.

Jay T. Stewart
Notary Public

STATE OF OHIO)
)SS:
COUNTY OF BUTLER)



JAY TODD STEWART
ATTORNEY AT LAW
Notary Public, State of Ohio
My Commission Has No Expiration
Section 147.03 R.C.

SWORN to and SUBSCRIBED in my presence by the said
Linda Baxter, Executive Director of Mid-Miami Healthcare
Foundation, on this 9th day of January, 2006.

Rose Mary Overholtz
Notary Public

ROSE MARY OVERHOLTZ
Notary Public, State of Ohio
My Commission Expires May 3, 2010

THIS INSTRUMENT PREPARED BY: The City of Monroe, 233 South Main Street, Monroe,
Ohio 45050. 513-539-7374.

EXHIBIT A

68582-2315



BK: 7690 PG: 400

2
800800067970
Filed for Record
BUTLER COUNTY, OHIO
DEED BOOK 68582
ON 2002 12:07:52 PM
14.00
ON Book 6872 Page 2315 - 2316

DEED OF TRUSTEE

CANDICE DECLARK PEACE, TRUSTEE, whose tax mailing address is 160 N. Breiel Boulevard, Middletown, Ohio 45042, hereby grants, with fiduciary covenants, to MID-MIAMI HEALTHCARE FOUNDATION, an Ohio Non-Profit Corporation, whose tax mailing address is 105 McKnight Drive, Middletown, Ohio 45044, the following real property:

Lot Number Six Hundred (600) as the same is known and designated on the recorded plat of the City of Monroe, County of Butler and State of Ohio.

Subject, however, to all building, use, planning, urban renewal, and zoning restrictions and limitations, and all easements, rights-of-way and protective covenants heretofore created, which are now applicable to and effective against said real estate.

Prior Instrument Reference: Volume 6858, Page 699 of the Butler County, Ohio Official Records.

Witness her hand this 12th day of August, 2002.

2002
TRANSFERRED
DATE 8-14-02 MB
CONVEYANCE #
FEE \$
EXEMPT 3941

Candice Declark Peace TRUSTEE
CANDICE DECLARK PEACE, TRUSTEE

Ray Rogers, Butler Co. Auditor
This conveyance has been examined and the grantor has complied with Section 319.222 of the revised code.

Butler County, ss:

BE IT REMEMBERED, that on this 12th day of August, 2002, before me, the subscriber, a Notary Public in and for said State, personally came, CANDICE DECLARK

Thank you

Kameryn Jones

Planner

Office: 513.539.7374 ext.1020

www.monroeohio.org



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From: Doron Kim <dk@mobilemotion.com>

Sent: Wednesday, July 28, 2021 12:34:52 PM

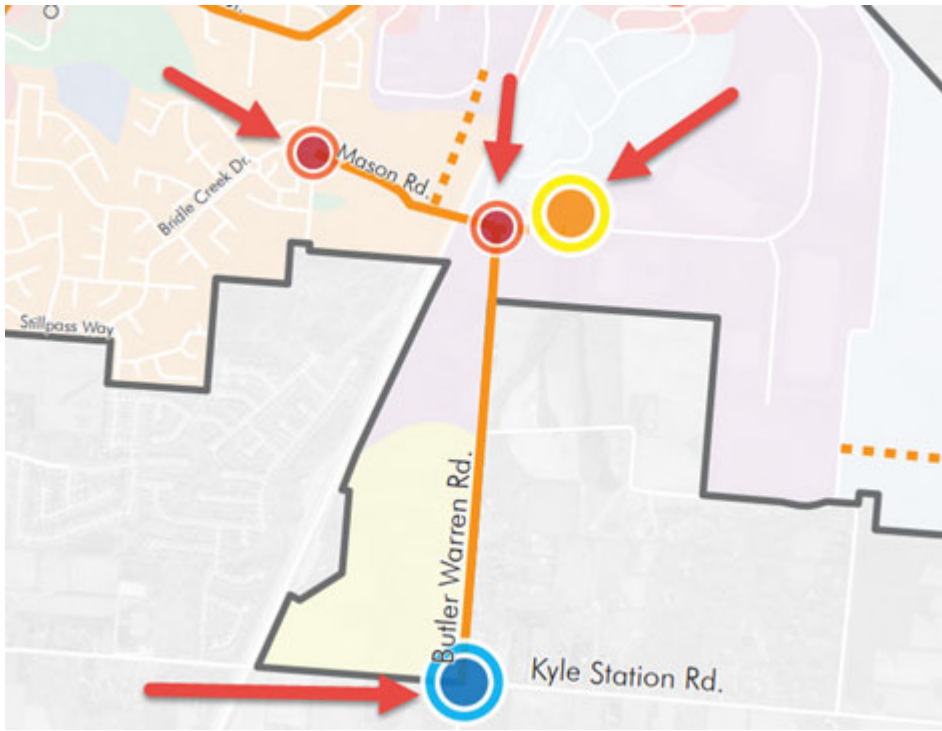
To: Kevin Chesar <chesark@monroeohio.org>; Jennifer Patterson <pattersonj@monroeohio.org>; Kameryn Jones <jonesk@monroeohio.org>

Cc: Lenny Robinson <lrobinson@robinsonsites.com>; Darlene Bishop <darlene@solidrockchurch.org>; Cynthia Bowen <cbowen@reasite.com>; Catherine Kazmierczak <ckazmierczak@reasite.com>

Subject: Re: 2020 Bishop Farm

Kevin,

This appears new. Can you please provide us with some details or insight on these recent developments?



Thank you

Doron

On Mon, Jun 7, 2021 at 11:58 PM Doron Kim <dk@mobilemotion.com> wrote:

Hi Kevin,

I'm just following up with my meeting request to discuss the proposed future land use for LB Ranch.

Please let me know when you might be available to talk.

Thank you,

Doron

On Thu, May 27, 2021 at 10:48 AM Doron Kim <dk@mobilemotion.com> wrote:

Hi Kevin,

I just discovered the Comprehensive Plan update and website. I found a general Plan communications email from Kameryn in my spam folder thankfully. I'm very glad to hear that things are in motion and that things are being updated.

We are disappointed to see that major zoning changes are being proposed for the LB Ranch property without anyone reaching out to us. I had asked previously that we be notified if there were to be changes made and I have not had any kind of contact from anyone.



I am requesting a meeting to please discuss the proposed future land use and see what we can do to make it the best fit for Monroe.

Thank you,

Doron

From: Doron Kim [mailto:dk@mobilemotion.com]
Sent: Monday, November 16, 2020 8:50 AM
To: 'Kevin Chesar'; 'Jennifer Patterson'; 'Kameryn Jones'
Cc: 'Lenny Robinson'; 'Darlene Bishop'; 'Cynthia Bowen'; 'Catherine Kazmierczak'
Subject: RE: 2020 Bishop Farm

Thank you so much Kevin for the update. This is great news and we look forward to seeing those insights on the website. Perhaps you could give us a heads up on this thread when its live.

I'll be in Monroe over Christmas but we of course can do a virtual meeting when it's convenient for you.

Thank you again and hope everyone continues to be healthy and safe. Good news is forthcoming on many levels ☺

Doron

From: Kevin Chesar [mailto:chesark@monroeohio.org]
Sent: Monday, November 16, 2020 8:22 AM
To: Doron Kim; Jennifer Patterson; Kameryn Jones
Cc: 'Lenny Robinson'; 'Darlene Bishop'; 'Cynthia Bowen'; 'Catherine Kazmierczak'
Subject: RE: 2020 Bishop Farm

Good Morning Doron,

We are finally able to move forward with a steering committee meeting late this week and the intent will be to get any last insights from the committee prior to making the draft maps, proposed policies and general goals public. Our hope is that we will have everything up on the website soon after for review.

Typically we would then have open house(s) to engage the public about the draft but due to the lack of in person public meetings we anticipate having information available digitally during the holiday/winter months for interested parties to comment and review. Additionally we will also be scheduling virtual meetings with interested parties that desire to have further dialogue and give direct feedback during that time.

While, the timeline can change, we hope to conclude the final public meetings, have the complete draft text for review, and start the approval process by early spring with it hopefully concluding by early summer.

Best Regards,

Kevin P. Chesar

Director of Development

Office: 513.539.7374

www.monroeohio.org



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From: Doron Kim <dk@mobilemotion.com>

Sent: Wednesday, October 14, 2020 7:52 PM

To: Kevin Chesar <chesark@monroeohio.org>; Jennifer Patterson <pattersonj@monroeohio.org>; Kameryn Jones <jonesk@monroeohio.org>

Cc: 'Lenny Robinson' <lrobinson@robinsonsites.com>; 'Darlene Bishop' <darlene@solidrockchurch.org>; 'Cynthia Bowen' <cbowen@reasite.com>; 'Catherine Kazmierczak' <ckazmierczak@reasite.com>

Subject: RE: 2020 Bishop Farm

Hi Kevin,

Any new information on the Comprehensive Plan?

Thanks and hope everyone is healthy and doing well ☺

Doron

From: Doron Kim [<mailto:dk@mobilemotion.com>]
Sent: Thursday, September 17, 2020 4:29 PM
To: 'Kevin Chesar'; 'Jennifer Patterson'; 'Kameryn Jones'
Cc: 'Lenny Robinson'; 'Darlene Bishop'; 'Cynthia Bowen'; 'Catherine Kazmierczak'
Subject: RE: 2020 Bishop Farm

Hi Kevin,

Just checking in again to see if you had a date when the new comprehensive plan would be done.

That was the most important step in moving forward at this point and per our previous discussions it was supposed to be done by now.

Thanks,

Doron

From: Doron Kim [<mailto:dk@mobilemotion.com>]
Sent: Monday, July 27, 2020 3:50 PM
To: 'Kevin Chesar'; 'Jennifer Patterson'; 'Kameryn Jones'
Cc: 'Lenny Robinson'; 'Darlene Bishop'; 'Cynthia Bowen'; 'Catherine Kazmierczak'
Subject: RE: 2020 Bishop Farm

Hi Kevin,

Thank you for the detailed response. I apologize for the delay in my reply as we have been doing our best to move things forward on our end. I hope everyone is healthy and staying safe in this difficult time.

Has there been any meeting of the steering committee and open public engagement meetings? If not, is there a virtual option (e.g. Zoom) to do so?

We are open to discussion regarding a residential option. We are open to *all* options especially if they help the City of Monroe ultimately prosper and grow cohesively.

I appreciate you reaching out to the Bishop family and your interest in keeping us informed.

Best Regards,

Doron Kim

From: Kevin Chesar [<mailto:chesark@monroeohio.org>]
Sent: Tuesday, June 23, 2020 11:37 AM
To: 'Doron Kim'; 'Jennifer Patterson'; 'Kameryn Jones'
Cc: 'Lenny Robinson'; 'Darlene Bishop'; 'Cynthia Bowen'; 'Catherine Kazmierczak'
Subject: RE: 2020 Bishop Farm

Good Afternoon Doron,

I hope all is well. Unfortunately, the current COVID-19 situation continues to delay the Comprehensive Plan progress. In part the delay is due to the requirements to host the steering committee and open public engagement meetings. Our inability to meet in person may be for a prolonged period and we currently working with our consultant to host appropriate online alternatives to gather public input.

As a recap to our conversation a few months ago, the Comprehensive Plan is a policy document that set the growth goals and objectives for the city for the next 20+ years including transportation, housing, public facilities, recreation, economic development, health, energy, and land use. For example, the last plan (2010) designated the farm for more commercial and office type development due to the visibility/proximity to the highway and interchange, which was a change from the previous residential use.

While we do not have a draft document or concept plan to presently share until the steering committee can meet to vet for public input, I do recall that the draft may discuss options for residential uses on the property as a change from the previous commercial/office. In the past, we have heard from various family members about options such as industrial. However, access and topography issues combined with the City's concerns regarding big box industrial saturation has resulted in discussions around allowing for increased mixed residential densities that did not previously exist in the 2010 plan. This may be a possibility for the Bishop farm.

I want to emphasize that no drafts have been released or fully vetted internally or externally with public input. We will definitely keep you informed about the progress and invite you to public meetings (whatever form they may end up taking), but in the meantime, please feel free to check out the information on the www.advancemonroe.com site which is our project website. Ultimately, our goal is to create a plan that balances growth city wide and in the interim, we would encourage the Bishop family to forward any vision/comments that they may have for the future of the property.

Best Regards,

Kevin P. Chesar

Director of Development

Office: 513.539.7374

www.monroeohio.org



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From: Doron Kim <dk@mobilemotion.com>

Sent: Friday, June 19, 2020 6:56 PM

To: Jennifer Patterson <pattersonj@monroeohio.org>; Kameryn Jones <jonesk@monroeohio.org>; Kevin Chesar <chesark@monroeohio.org>

Cc: 'Lenny Robinson' <lrobinson@robinsonsites.com>; 'Darlene Bishop' <darlene@solidrockchurch.org>

Subject: RE: 2020 Bishop Farm

Hi Jennifer,

Glad to hear that everyone is ok and that things are starting to open again. Best of luck with your plans and strategy in the upcoming weeks.

Kevin or Kameryn can you please comment on the comprehensive assessment? That is something that of course is very important for us and how we can proceed.

Yes everyone is healthy and doing great. I really hope your families and loved ones are as well.

Please fill me in on any info that can help us with the sale of the ranch property if you have any.

Thanks

Doron

From: Jennifer Patterson [<mailto:pattersonj@monroeohio.org>]

Sent: Tuesday, June 9, 2020 6:39 AM

To: Doron Kim; Kameryn Jones; Kevin Chesar

Cc: Lenny Robinson; 'Darlene Bishop'

Subject: RE: 2020 Bishop Farm

Hi Doron,

I believe I can speak for all of us when I say we're doing fine. The City Building is still closed to visitors as we plan on how to safely open, and many of us are working from home through June. We'll see what July brings!

I'll leave the update on the Comp Plan to Kevin/Kameryn. On the economic development side, I don't have much for you. We're hearing that deals can still be done, but everyone is cautious about what the fall looks like. Ohio is pivoting to a slightly different economic development focus for the foreseeable future, so that change will trickle down to communities as well with an emphasis on growing/maintaining existing businesses. Retail certainly didn't get any stronger through this – we'll see what happens on that front and what shoppers are willing to accept in the future.

I hope your family (both in CA and OH) are doing well too!

Jen

From: Doron Kim <dk@mobilemotion.com>

Sent: Monday, June 8, 2020 12:57 PM

To: Kameryn Jones <jonesk@monroeohio.org>; Kevin Chesar <chesark@monroeohio.org>

Cc: Jennifer Patterson <pattersonj@monroeohio.org>; Lenny Robinson <lrobinson@robinsonsites.com>;

'Darlene Bishop' <darlene@solidrockchurch.org>

Subject: RE: 2020 Bishop Farm

Hi Kevin, Kameryn and Jennifer,

I hope everyone is healthy and safe now that we have apparently gotten through the worst of it. A lot has happened since we last spoke and I pray you all have healthy families and positive spirits.

I just wanted to check and see if the Steering Committee has made their comprehensive assessment yet. You mentioned it would be done by latest May but I understand if there has been some delay of course.

Please let me know if the assessment is complete and if there is anything else I may need to know. Ill be there in Ohio in a few weeks if you are interested in meeting and discussing anything in person.

Thank you,

Doron

From: Kameryn Jones [<mailto:jonesk@monroeohio.org>]

Sent: Thursday, March 12, 2020 8:02 AM

To: Doron Kim; Kevin Chesar

Cc: Jennifer Patterson

Subject: RE: 2020 Bishop Farm

Hi Doron

We are running just a few minutes behind but anticipate we will be calling here shortly.

Thank you!

Kameryn Jones

Planner

Office: 513.539.7374 ext.1020

www.monroeohio.org



From: Doron Kim <dk@mobilemotion.com>

Sent: Tuesday, March 10, 2020 6:46 PM

To: Kevin Chesar <chesark@monroeohio.org>
Cc: Kameryn Jones <jonesk@monroeohio.org>; Jennifer Patterson <pattersonj@monroeohio.org>
Subject: RE: 2020 Bishop Farm

Hi Kevin,

I'm sorry if there was some miscommunication from my voicemail message but I have not yet signed with a specific engineering firm. The goal is to find the right fit for us but we have already used Kleingers in the past. Once I can get a sense of what the City of Monroe would like to see from a master plan, at that point I can relay this information to whomever we go with. Or of course we can revisit in more detail with that engineering firm.

Looking forward to speaking with you Thursday.

Doron

From: Kevin Chesar [<mailto:chesark@monroeohio.org>]
Sent: Tuesday, March 10, 2020 2:09 PM
To: 'Doron Kim'
Cc: Kameryn Jones; Jennifer Patterson
Subject: RE: 2020 Bishop Farm

Hi Doron,

We can gladly call your cell phone number as we do not have a conference number. Also, can you provide the number of your engineering firm as we should be able to conference them as well?

Best Regards,

Kevin P. Chesar

Director of Development

Office: 513.539.7374

www.monroeohio.org



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From: Doron Kim <dk@mobilemotion.com>
Sent: Tuesday, March 10, 2020 3:03 PM
To: Kevin Chesar <chesark@monroehio.org>
Cc: Kameryn Jones <jonesk@monroehio.org>; Jennifer Patterson <pattersonj@monroehio.org>
Subject: RE: 2020 Bishop Farm

Hi Kevin,

Yes I just got your voicemail and tried following up with a return call. Im sorry I missed your call.

I can be available at 11am EST on Thursday. Is there a call in number or do you just want to call my cell? Its 323-394-7533.

Im glad the timing is well suited and that we can go over some details regarding development. I look forward to speaking to you all.

Thanks,

Doron

From: Kevin Chesar [<mailto:chesark@monroehio.org>]
Sent: Tuesday, March 10, 2020 11:46 AM
To: 'dk@mobilemotion.com'
Cc: Kameryn Jones; Jennifer Patterson
Subject: 2020 Bishop Farm

Hi Doron,

I left a voicemail and wanted to follow up via email. Currently, we have Thursday, March 12th available at 11:00 a.m. Please feel free to coordinate with your engineering firm and if that time does not work we also have Friday at 10:30 a.m. presently available.

The timing for a discussion is well suited so that we can talk about our ongoing Comprehensive Plan Update status and what possibilities may be for the property. A link to the planning process can be found here: advancemonroe.com

Best Regards,

Kevin P. Chesar

Director of Development

Office: 513.539.7374

www.monroehio.org

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-----Original Message-----

From: Doron Kim <dk@mobilemotion.com>

Sent: Tuesday, May 21, 2019 7:07 PM
To: Jennifer Patterson <pattersonj@monroeohio.org>
Cc: Kevin Chesar <chesark@monroeohio.org>
Subject: RE: 2019

Thanks for your response Jen. That's fine I understand. I appreciate the information.

I just reached out to Lenny and Louis to see if we can do a call sometime this week. Ill let you know if there is anything I can learn on my end.

Have a great evening,

Doron

-----Original Message-----

From: Jennifer Patterson [<mailto:pattersonj@monroeohio.org>]

Sent: Tuesday, May 21, 2019 1:07 PM

To: Doron Kim

Cc: Kevin Chesar

Subject: RE: 2019

Hi Doron,

No update on the connection to Butler-Warren. I've heard rumors of an interested party for the Guttman property, but I asked for specifics on the investment to evaluate if we could potentially leverage it for grant funding for the road connection, and I haven't received a response. That was probably about a month ago.

I'm not aware of a deal for the property on the west side of Butler Warren next to I-75. Again, we'd heard rumors - Lenny had mentioned it a time or two - but we haven't received anything official or any updates since that meeting.

Sorry I can't help more!

Jen

-----Original Message-----

From: Doron Kim <dk@mobilemotion.com>

Sent: Sunday, May 19, 2019 2:50 PM

To: Jennifer Patterson <pattersonj@monroeohio.org>

Subject: RE: 2019

Hi Jen,

Have there been any changes to the status of the connection over Millers Creek to Butler Warren / Mason?
Any activity regarding a sale of the Guttman property?

Also, what ever happened to the deal for the property on the west side of Butler Warren next to 75?

Thanks for any information you might be able to provide.

Have a great week!

Doron

-----Original Message-----

From: Jennifer Patterson [mailto:pattersonj@monroeohio.org]

Sent: Friday, April 26, 2019 10:40 AM

To: Doron Kim

Subject: RE: 2019

You too!

-----Original Message-----

From: Doron Kim <dk@mobilemotion.com>

Sent: Friday, April 26, 2019 1:24 PM

To: Jennifer Patterson <pattersonj@monroeohio.org>

Cc: Kevin Chesar <chesark@monroeohio.org>; 'Darlene Bishop'

<darlene@solidrockchurch.org>

Subject: RE: 2019

Thank you for the update Jen. I appreciate it.

Have a fantastic weekend!

Doron

-----Original Message-----

From: Jennifer Patterson [mailto:pattersonj@monroeohio.org]

Sent: Friday, April 26, 2019 10:18 AM

To: Doron Kim

Cc: Kevin Chesar; 'Darlene Bishop'

Subject: RE: 2019

At this point, we're focused on the launch of Amazon this summer and the opening of Bed Bath and Beyond's distribution center later this year.

Kroger/Ocado are still in our approval process for a heavily-automated (robotic) warehouse.

<https://www.journal-news.com/news/kroger-robot-powered-warehouse-create-over-400-jobs-monroe/TrfZKLpMGn33MR3LgG7v1M/>

That's all we can share at this point!

Jen

-----Original Message-----

From: Doron Kim <dk@mobilemotion.com>

Sent: Friday, April 26, 2019 1:16 PM

To: Jennifer Patterson <pattersonj@monroeohio.org>

Cc: Kevin Chesar <chesark@monroeohio.org>; 'Darlene Bishop' <darlene@solidrockchurch.org>

Subject: RE: 2019

Great thank you so much Jen. Any developments that you may be able to share?

-----Original Message-----

From: Jennifer Patterson [mailto:pattersonj@monroeohio.org]

Sent: Friday, April 26, 2019 10:03 AM

To: Doron Kim

Cc: Kevin Chesar; 'Darlene Bishop'

Subject: RE: 2019

Hi Doron,

I will let Kevin respond on the study and approval discussion, but yes, I did see the article. I know the family has wanted to sell for a while.

Hopefully the market exposure helps! Various people have mentioned the article to me, so it's definitely getting out there.

Best,

Jen

-----Original Message-----

From: Doron Kim <dk@mobilemotion.com>

Sent: Friday, April 26, 2019 12:20 PM

To: Jennifer Patterson <pattersonj@monroeohio.org>

Cc: Kevin Chesar <chesark@monroeohio.org>; 'Darlene Bishop'

<darlene@solidrockchurch.org>

Subject: RE: 2019

Hi Jen,

Just following up on the study and approval discussion.

Also, Im assuming you've seen this. Any thoughts?

<https://www.wlwt.com/article/iconic-monroe-horse-farm-worth-tens-of-millions-of-dollars-up-for-sale/27245342>

thanks,

Doron

-----Original Message-----

From: Jennifer Patterson [mailto:pattersonj@monroeohio.org]

Sent: Thursday, April 4, 2019 1:15 PM

To: Doron Kim

Cc: Kevin Chesar; 'Darlene Bishop'

Subject: RE: 2019

Hi Doron,

Kevin is going to get these to you.

Thanks!

Jen

-----Original Message-----

From: Doron Kim <dk@mobilemotion.com>

Sent: Thursday, April 4, 2019 3:35 PM

To: Jennifer Patterson <pattersonj@monroeohio.org>

Cc: Kevin Chesar <chesark@monroeohio.org>; 'Darlene Bishop'

<darlene@solidrockchurch.org>

Subject: RE: 2019

Hi Jen,

Hope all is well! Was wondering if I could get the copy of that study?

Also, has the process started regarding approval of expenditures? We would like to be included as you mentioned.

Thank you!

Doron

-----Original Message-----

From: Jennifer Patterson [mailto:pattersonj@monroeohio.org]

Sent: Tuesday, February 26, 2019 4:14 PM

To: Doron Kim

Cc: Kevin Chesar; 'Darlene Bishop'

Subject: Re: 2019

Hi Doron,

Thanks for your patience!

The City can't recommend any brokers but I could certainly tell you how familiar I am with anyone that you are considering. That conversation might give you some insight into who you would work best with.

Just as a general update on the city....we recently adopted the Comprehensive Housing Study conducted by University of Cincinnati. Council just adopted it a few minutes ago, so I will need to get you a digital copy.

Also, City Council passed the first reading approving the expenditure for a new Comprehensive Plan. This requires two readings. If fully approved, this process will begin this spring. Stakeholders, including major property owners such as yourselves, will definitely be included in the process.

Kevin Chesar and Kameryn Jones in the planning department are good contacts for you on that process.

Please let me know if you have any questions!

Jen

On Feb 23, 2019 2:13 PM, Doron Kim <dk@mobilemotion.com> wrote:

Hi Jennifer,

I just wanted to let you know that we were no longer working with Norm and Ben with Colliers.

We are still exploring our options but will let you know what develops.

Do you have any suggestions on how we may be represented in 2019? I'm just going to continue with marketing the property myself but we are motivated to sell this year.

Thank you and hope you're having a wonderful weekend!

Doron

--

Doron Kim

Internet Marketing, Online Operations Director



M: (323) 394-7533

E: dk@mobilemotion.com

W: www.MobileMotion.com

Mobile Motion, Inc. | 20929 Ventura Blvd., Suite 47382 | Woodland Hills, CA, 91364

--

Doron Kim

Internet Marketing, Online Operations Director



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--

Doron Kim

Internet Marketing, Online Operations Director



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February 20, 2021

City of Monroe, Ohio
Comprehensive Plan Steering Committee
233 S. Main Street
P.O. Box 330
Monroe, OH 45050

To: Comprehensive Plan Steering Committee

This letter is in regard to 34 acres of property owned by our mother, Martha Jane Zecher at 6099 Niederlander Lane, Middletown, OH. Ruth Ann Young and Barbara Hoffman (daughters) are representing our mother in this letter and request.

We understand the City of Monroe is currently developing its Comprehensive Plan. With that in mind, we would like to make the wishes of the Martha Zecher family known, in regard to the property and future use and zoning of the farmland.

Due to the recent interest from an outside entity to purchase 34 acres of the Martha Zecher farmland, we are requesting you to consider the 34 acres of farmland in question to be rezoned from agricultural to industrial. The 34 acres in question was recently discussed on a Zoom call February 11th with Kevin Chesar, Kameryn Jones and a member of the Steering Committee.

- The 34 acres in question is situated at the back (east) of the farm property. This consists of 17 acres that is currently being farmed and 17 acres of adjoining wooded area.
- The parcel in question is completely bounded by industrial ground on all of its north, east, and south perimeters.
- Changing the zoning to industrial would square off that area and would create a straight boundary between the remainder of our property.
- We feel this parcel of land would not be conducive to residential housing due to the following reasons:
 - This area would be totally surrounded on 3 sides with industry.
 - SunCoke property has a very large building with a barbed-wire type fence/enclosure along the northern boundaries.
 - Local homeowners were very adamant against the building of SunCoke many years ago. We could not foresee any homeowners who would want to build a home and live next door to it.

- The remainder 51 acres of the property would eventually become residential if approved by your Comprehensive Plan & Zoning Commission.
- The natural contour of the land west of the 34 acres and the M.A.D.E. industrial ground would become a natural buffer between the industrial areas and current or future residential areas.

We sincerely hope you will consider our family's wishes with the finalizing of your Comprehensive Plan. Our family has been lifelong residents at this property. We would like to see this farmland utilized in the very best way possible while also providing both economical income and residential growth for the City of Monroe.

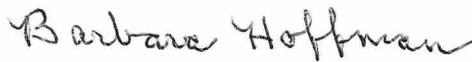
We would be more than happy to meet in person and provide an onsite inspection/tour of the 34 acres in question at your convenience.

Thank you very much.

Respectfully,



Ruth Ann Young



Barbara Hoffman

Ruth Ann Young
6648 Kalbfleisch Rd.
Middletown, OH 45042
Home: 513-424-3678

Barbara Hoffman
12352 Dustman Rd.
Van Wert, OH 45891
Cell: 419-203-2084
bahoffman61@icloud.com

Kameryn Jones

From: Lisa Frye <1lisafrye@gmail.com>
Sent: Thursday, June 24, 2021 7:30 AM
To: Bruce Taylor
Cc: Kevin Chesar; Bill Brock; Christina McElfresh; Jason Frentzel; Keith Funk; Todd Hickman; Anna Hale; Tom Callahan; Kameryn Jones
Subject: Re: Zecher property

Thank you, Bruce. I will forward to the neighborhood contact list today. I've also copied various individuals from the city here so that we ensure they see this as well.

Mr. Chesar - Do these comments need to be posted on the comprehensive plan feedback site for any official purpose? We want to ensure these comments are seen and reviewed by all of the parties included in any rezoning discussion since Mr. Taylor's two properties are abutting properties to the Zecher property.

Regards,

Lisa

On Thu, Jun 24, 2021 at 6:06 AM Bruce Taylor <willybt51@yahoo.com> wrote:

Good morning Mr. Chesar & Lisa,
I own 2 properties, one on Carol Ann and one on Niederlander that abut the Zecher property and have for 28 years been a personal friend of the Zecher family. We miss Martha & Glen very much.

I'm concerned about the talk going around the neighborhood that the comprehensive study is considering light industry or commercial proposal for all or part of the property in it's proposal. We've been cursed by Suncoke and it's facility for many years now and I don't want the extra noise and air pollution that additional commercial or industrial facilities would create. It's bad enough that I can hear the warning sirens, the railroad whistles, and even the squeaky wheels on the railroad cars at 3am. It's also annoying to watch the smoke and discharge from the plant float over my properties.

Concerning the proposed re-zoning:

First - I would prefer the property remain as agricultural, but I know that is not the daughters' wishes and I support their decision.

Second - if the property is to be re-zoned as rural residential, I would suggest keeping the eastern most portion of the property as a 'green space' or 'wildlife sanctuary' in order to separate the property from the industrial sites and maintain a small portion of the natural landscape.

Third - if the rural residential zoning is acquired - I strongly suggest that the property be divided into 2 sections with access for 1 from Deboard and the other access from Niederlander without any connecting streets. That would limit the traffic on Carol Ann and Niederlander to those accessing their properties in each section.

I have attached an aerial view of the property with my annotations showing my proposals for your review. Please feel free to review this with the Monroe officials and others you deem necessary.

Lisa - please feel free to share this with the neighbors on your contact list as you deem necessary.

Thank you for your attention to this matter.

GOD Bless America!
GOD Bless the Zecher family!

Bruce Taylor
6092 Niederlander Lane

--

Lisa Frye
Frye International Inc.
(513) 649-0489

Kameryn Jones

From: Lisa Frye <1lisafrye@gmail.com>
Sent: Thursday, May 27, 2021 12:28 AM
To: Kevin Chesar
Cc: Bill Brock; Jason Frentzel; Keith Funk; Anna Hale; Christina McElfresh; Bob Routson; Todd Hickman; Tom Callahan; Kameryn Jones; Bill Burnside; kwagers64@gmail.com; Jordie Campbell; krekejoe@gmail.com; Karl and Pam Knake; PERK8474@sbcglobal.net; Dale Cole; Peter Mengel; King, Amy; Karen Shaffer; Cynthia Bowen; Adam Peaper; Catherine Kazmierczak; Alaina Hagenseker
Subject: Re: Zecher Truth or Fiction?

A follow-up email was warranted following the City Council Meeting last night that I actually just finished watching on Facebook. I attended the meeting in person last night until 8:00 p.m., and then watched some of it on Facebook prior to having to get on a Zoom meeting at home. I unfortunately missed the Zecher conversation that ensued right after I had to leave the City Council Meeting.

I want to thank Ms. McElfresh for bringing this issue up based on concerns I brought to all of you on behalf of numerous neighbors. Since my initial email to you, I have had a large number of additional neighbors who want to stay in the loop on this topic. I didn't copy them on this email due to having to add them at this late hour; I will forward this to them.

Let me set the record straight personally - you can always use my name if I bring an issue to you.

Secondly, Mr. Callahan, it is totally unprofessional to throw Ms. McElfresh under the proverbial bus in a professional meeting when she was simply advocating for those of us who she represents in the city. Her role as a real estate agent had nothing to do with this. She has actually been one of the most responsive council members when I have brought concerns.

Lastly, the neighbors I have spoken to would welcome some homes on current agricultural land if rezoning is likely to happen after experiencing a multi-million dollar coking plant built next to all of us on the same. Homes seem like a really nice option after our last experience.

Regards,

Lisa Frye

On Fri, May 14, 2021 at 12:31 PM Kevin Chesar <chesark@monroeohio.org> wrote:

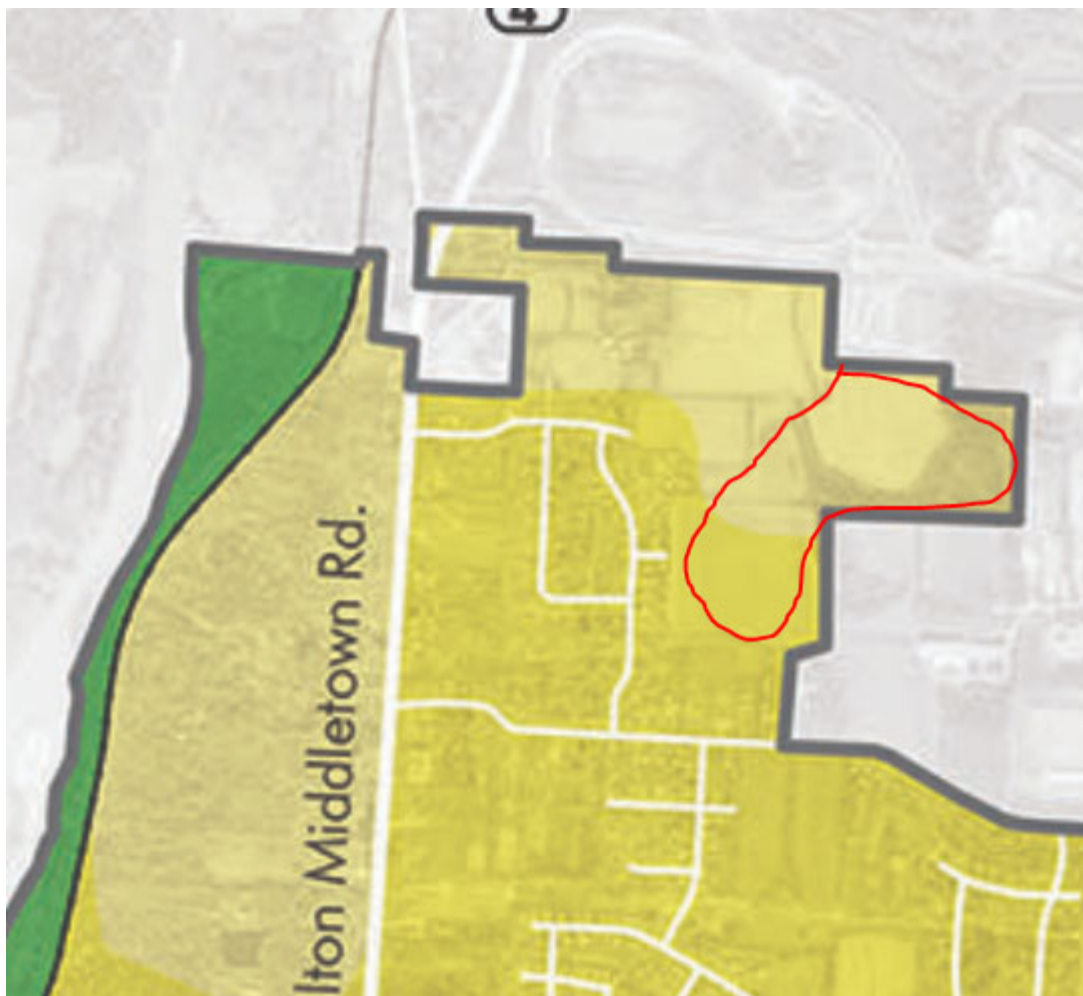
Good Afternoon All,

Thank you for the inquiry. To follow up on Bill's email, I also want to take the opportunity to provide additional understanding for everyone on the email.

The Comprehensive Plan is the tool that set the vision and goals for growth for a community over a 20-25 year period (the last time it was updated was 2010). Essentially it is the framework for how we want to grow and the goals for the areas to do so. **I want to point out that the Comprehensive Plan is not the same as zoning.** The Comprehensive Plan proposes potential recreational, transportation, quality of life, and land use recommendations, etc. for various areas of the city. These recommendations in part come from community input in the form of various public input

meetings (i.e. 4th of July, National Night out, and we even had a free Pizza+Plan party to get the community out to give feedback, etc.) which are then presented through a Steering Committee made up of City Council, Planning Commission, The Board of Zoning Appeals, School Representatives, and a few business and community member volunteers.

The draft plan proposals that come out of this process are then presented to Planning Commission for a recommendation and ultimately to City Council for approval and adoption. I want to note that the pandemic has delayed the planning process due to the public input component and general work involved, but a final recommendation is getting close for presentation to Planning Commission (anticipated at their next June 15th meeting at 6pm in City Council Chambers). This is subject to change as we are still trying to compile and work through all the formal aspects of the written plan with our consultant. These Planning Commission meetings and Council meetings will be another point for the community to bring up any concerns, comments, support, etc. regarding any aspect of the plan if they are not received beforehand. Within that context, the draft Future Land Use Plan portion of the Comprehensive Plan encompasses the views of our professional consultant, City staff, and the Steering Committee. As the draft exists, it shows a recommendation of **Rural/Large Lot Residential** for the area that you have discussed in the email (generally circled in red) and can also be found at www.AdvanceMonroe.com





After the Comprehensive Plan is adopted, the next stage typically is to update the zoning map and associated regulations to enact the goals and vision of the plan. Most often, the zoning is then changed to represent the a majority of the Comprehensive Plan recommendations. The City based (re)zoning process also entails public input and, at best, is a 6 month process of adoption and public hearings before both Planning Commission and City Council. However, as we are a small department and based on current workload, those zoning updates may be longer than 6 months after plan adoption. Separately , a property owner can request a rezoning at any time and would need to meet specific conditions as listed in the Planning and Zoning Code (one being, is it consistent with the Comprehensive Plan).

For example, one major concern that we have heard throughout the Comprehensive Plan process is that the City needs to have more pedestrian connectivity. I can envision that future code updates will require new developers to provide more sidewalk and/or multi-purpose trails. I would also envision a possible change to lot sizes in the new large lot/rural residential zoning district to 1-2+ acres per home if that is the community, Planning Commission and City Council desire, based on the Comprehensive Plan recommendation to have one dwelling per two acres.

Another example concern that has been loudly voiced in recent years is the impact of industrial areas adjacent to residential areas. For a number of years (prior to my almost 15 years here) the City has been “split” with industrial on the east and west side. The draft Future Land Use map has attempted to respect the current industrial areas as employment generators but at the same time also reduce or limit new areas that may impact adjacent residential. Again, for example, a future zoning update could also result in increased setbacks or buffer/landscaping requirements for industrial uses that are adjacent to residential, or in other cases, rezone them from industrial to another more compatible zone.

To circle back to the public input aspect of Comprehensive Plan, many of the developed areas (i.e. a current residential subdivision) are still proposed to remain relatively the same as is the case generally in your area. Often, however, it is usual as a part of the public involvement to hear from those that own large tracts of undeveloped property that may be concerned with the impacts of their future growth potential. As you can imagine from the examples above, the recommendations in this plan have specifically discussed that some properties are better suited for other uses than they are currently zoned. As is the case with any property owner, questions will arise. For instance, we have heard concerns from property owners that have industrial land that is recommended to possibly become residential (based on my previously mentioned example goal above). Similar to the general public meetings that we took public comments, the consultant and staff has attempted to meet with anyone interested or anyone requesting a specific meeting. Our role as City Staff is to then present the draft Plan to Planning Commission and City Council and to include any feedback from owners, etc. regarding their perspective. Again, citizens can also comment on the draft plan in writing, on the website, or at the upcoming hearings at Planning Commission or City Council.

The Zecher family members did request, as others have also done, a meeting to discuss their desires for the growth of their property from the Comprehensive Plan input aspect. The desires are listed in the draft letter (attached) to be considered by the City Leaders at the upcoming meetings. No application for rezoning has been presented to the City for consideration. Our role as staff, and my role as the Development Director, is to let the family members know that the community vision in this instance does not entail an industrial component on the Zecher property, specifically out of concern for the adjacent residential properties. We did hear from the family members about their perspective. Their request is to consider the eastern half of the farm property for industrial in order to buffer from the adjacent residential. Their wishes will be discussed during the recommendation/approval process and, as has been my experience, I would assume that not only written but in person at future meetings.

Throughout my career, community input has always been a challenge to receive, although evidently the popularity of free pizza did increase in person participation, which is something we will keep in mind once the struggles of the pandemic are over. I appreciate your questions and while I could get into more about the planning efforts, I do not want to overload with too much detail. I would encourage all to review the www.AdvanceMonroe.com website for more information/comments/and future updates.

As many of you are neighbors/friends and can appreciate this, I had the opportunity to talk with Mrs. Zecher directly in February virtually during our meeting with the family and appreciated her smile and kind words. During the 2008-2010 Comprehensive Plan Update, she personally attended meetings to give her feedback then and I always enjoyed our conversations. The family members have reached out to me as well recently as they deal with her affairs locally since she passed last month and have indicated that they are aware of conversations occurring.

I hope this email emphasizes that one role the Development Department is to listen to all community members feedback and we will do so via meetings, email, phone conversations, etc. if desired. If you have any further questions, please do not hesitate to contact us.

Best Regards,

Kevin P. Chesar

Director of Development

Office: 513.539.7374

www.monroeohio.org



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From: Lisa Frye <1lisafrye@gmail.com>

Sent: Thursday, May 13, 2021 8:31 PM

To: Bill Brock <brockb@monroeohio.org>

Cc: Kevin Chesar <chesark@monroeohio.org>; Jason Frentzel <frentzelj@monroeohio.org>; Keith Funk <funkk@monroeohio.org>; Anna Hale <halea@monroeohio.org>; Christina McElfresh <mcfreshc@monroeohio.org>; Bob Routson <RoutsonB@monroeohio.org>; Todd Hickman <hickmant@monroeohio.org>; Tom Callahan <CallahanT@monroeohio.org>; Kameryn Jones <jonesk@monroeohio.org>; Bill Burnside <Bburnside@cinci.rr.com>; kwagers64@gmail.com; Jordie Campbell <jordiek.campbell@gmail.com>; krekejoe@gmail.com; Karl and Pam Knake <khknake@yahoo.com>; PERK8474@sbcglobal.net; Dale Cole <dcole9@cinci.rr.com>; Peter Mengel <pmengel1@cinci.rr.com>; King, Amy <aking@sibcycline.com>; Karen Shaffer <shaffekk@miamioh.edu>
Subject: Re: Zecher Truth or Fiction?

Thank you so much!

Lisa

On Thu, May 13, 2021 at 8:27 PM Bill Brock <brockb@monroeohio.org> wrote:

I'll follow up with staff tomorrow

Get [Outlook for Android](#)

From: Lisa Frye <1lisafrye@gmail.com>

Sent: Thursday, May 13, 2021 8:20:37 PM

To: Bill Brock <brockb@monroeohio.org>

Cc: Kevin Chesar <chesark@monroeohio.org>; Jason Frentzel <frentzelj@monroeohio.org>; Keith Funk <funkk@monroeohio.org>; Anna Hale <halea@monroeohio.org>; Christina McElfresh <mcfreshc@monroeohio.org>; Bob Routson <RoutsonB@monroeohio.org>; Todd Hickman <hickmant@monroeohio.org>; Tom Callahan <CallahanT@monroeohio.org>; Kameryn Jones <jonesk@monroeohio.org>; Bill Burnside <Bburnside@cinci.rr.com>; kwagers64@gmail.com <kwagers64@gmail.com>; Jordie Campbell <jordiek.campbell@gmail.com>; krekejoe@gmail.com <krekejoe@gmail.com>; Karl and Pam Knake <khknake@yahoo.com>; PERK8474@sbcglobal.net <PERK8474@sbcglobal.net>; Dale Cole <dcole9@cinci.rr.com>; Peter Mengel <pmengel1@cinci.rr.com>; King, Amy <aking@sibcycline.com>; Karen Shaffer <shaffekk@miamioh.edu>

Subject: Re: Zecher Truth or Fiction?

Thanks, Bill. I will review, and get back to you with any questions I have.

How do I go about obtaining a copy of that letter?

Thank you.

Lisa

Sent from my iPhone

On May 13, 2021, at 8:12 PM, Bill Brock <brockb@monroeohio.org> wrote:

Lisa,

The truth is that the City has been engaged in a comprehensive plan process for some time and that process is nearing the end. We have been seeking input in many areas that will help us define our future. The proposed land use map has been published for review. I encourage everyone to be engaged in what the City is doing, take a look at it and give comments.

As a part of the planning process, we sought input directly from some of the larger land owners within the City. The letter received was a part of that conversation and provided input that was gathered to develop the proposed land use map.

You can view the map and give input at this link. <https://monroe.reasite.com/>

There has been no discussion at Planning Commission/BZA or Council about rezoning the Zecher Parcel. But as we go through this process, the parcel is likely to be discussed.

Advance Monroe – Monroe, Ohio

The City of Monroe, in partnership with Rundell Ernstberger Associates, has begun a process to update the City's Comprehensive Plan. This planning process will outline a vision and strategic framework for future development, redevelopment, and community capital projects within the City.

monroe.reasite.com

I hope that is helpful and everyone takes the time to review the information and provide their comments so we can provide that input to the steering committee, Planning Commission and Council, who will make the final decision.

William Brock, PE
City Manager/City Engineer
Office: 513.360.2200
www.monroeohio.org

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From: Lisa Frye <1lisafrye@gmail.com>

Sent: Thursday, May 13, 2021 7:22 PM

To: Kevin Chesar <chesark@monroeohio.org>; Bill Brock <brockb@monroeohio.org>; Jason Frentzel <frentzelj@monroeohio.org>; Keith Funk <funkk@monroeohio.org>; Anna Hale <halea@monroeohio.org>; Christina McElfresh <mcelfreshc@monroeohio.org>; Bob Routson <RoutsonB@monroeohio.org>; Todd Hickman <hickmant@monroeohio.org>; Tom Callahan <CallahanT@monroeohio.org>; Kameryn Jones <jonesk@monroeohio.org>

Cc: Bill Burnside <BBurnside@cinci.rr.com>; kwagers64@gmail.com <kwagers64@gmail.com>; Jordie Campbell <jordiek.campbell@gmail.com>; krekejoe@gmail.com <krekejoe@gmail.com>; Karl and

Pam Knake <khknake@yahoo.com>; PERK8474@sbcglobal.net <PERK8474@sbcglobal.net>; Dale Cole <dcole9@cinci.rr.com>; Peter Mengel <pmengel1@cinci.rr.com>; King, Amy <aking@sibcycline.com>; Karen Shaffer <shaffekk@miamioh.edu>

Subject: Zecher Truth or Fiction?

Good Evening!

The "word on the street" is that the Zecher land is being discussed at the City of Monroe in regards to potential rezoning, partly due to Martha Zecher passing recently. Prior to getting any deeper into this email, the information I have is second and third hand, but concerning, nonetheless, if the most concerning parts are based in truth. My friends and neighbors, some who are copied on this email, would rather have the correct information now than find out information down the road; I'd rather run the risk of being corrected by you on what I'm sharing, than sit idly by and take no action to receive clarity. We've been the City of Middletown's sacrificial residential lamb in past years, and would rather not be the same for Monroe. Many of us have little trust in zoning laws, but have lived the ramifications of those as many of you know first hand.

What we are hearing is that the entire Zecher parcel is being discussed to be rezoned as commercial. Has this occurred on any level - in planning or zoning meetings, city council meetings, amongst staff, etc.? Peggy Burnside who is copied on this email saw with her own eyes a letter sent to the City of Monroe with Kevin Chesar having been reportedly in receipt of this letter from the Zecher family. The two daughters of Mrs. Zecher showed this to her and stated it was sent to the City of Monroe about six months ago. They allegedly reported that they have not heard from Mr. Chesar. The letter reportedly stated their desire to have the back section of the land rezoned commercial that is sandwiched between SunCoke and the Made area, and the front area that abuts Carol Ann Lane to be residential for future land use purposes. As stated, this is all hearsay to me personally, but being reported to me from someone with first hand knowledge. Entire commercial v. their alleged request are two totally different scenarios.

What is actually going on, if anything?

I'd also like to make a formal document request to get a copy of this letter reported above or any corresponding communication regarding the potential rezoning of this land. If this email does not suffice, please let me know the process for doing so.

Please let us know if this topic is slated for any Board of Zoning Appeals or City Council meetings.

I also wanted to copy those on the Board of Zoning Appeals, but their emails are not on the website, so please ensure they see this as well.

We just want the truth.

Thank you.

Lisa Frye

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Lisa Frye

5984 Niederlander Ln.

(513) 649-0489

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Lisa Frye

Frye International Inc.

(513) 649-0489

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Lisa Frye

Frye International Inc.

(513) 649-0489

Miami Valley Business Park

State Route 63 & Cincinnati-Dayton Rd, City of Monroe, Butler County, Ohio



Now is the time to acquire 111 acres of prime commercial land at a extraordinary value...

Asking Price Reduced to \$1,350,000!!!

Contact Information :

Coldwell Banker Commercial Reliant Realty
(513) 241-8725

Web Listings :

www.costar.com
www.loopnet.com
www.cbcworldwide.com



RELIANT REALTY

Miami Valley Business Park

State Route 63 & Cincinnati-Dayton Rd, City of Monroe, Butler County, Ohio

Parcel Details



Parcel #	Current Zoning	Acreage
A C1800006000044	L-1 Light Industrial	81.3170 acres
B C1800005000081	L-1 Light Industrial	5.7340 acres
C C1800006000017	L-1 Light Industrial	24.6060 acres
		111.6570 acres = Total Acreage

Contact Information :

Coldwell Banker Commercial Reliant Realty
(513) 241-8725

Web Listings :

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www.loopnet.com
www.cbcworldwide.com



RELIANT REALTY

Miami Valley Business Park

State Route 63 & Cincinnati-Dayton Rd, City of Monroe, Butler County, Ohio

Additional Site Features

Interstate 75 Interchange at Monroe Exit:

I-75 has been widened to accommodate additional lanes of traffic around the Monroe exit, and the Ohio Department of Transportation (ODOT) partnered with the City of Monroe in 2009-2010 to install a new Single-Point-Urban-Interchange (SPUI) at the I-75/SR 63 exit. SPUI interchanges are designed to allow high volumes of traffic to move quickly and safely. As part of the interchange redesign, the City of Monroe is leveraging \$750,000 in federal Transportation Enhancement (TE) funds for a comprehensive street-scaping project to beautify the City's gateway. The grant was awarded through the Ohio-Kentucky-Indiana Regional Council of Governments and is the largest TE grant awarded by OKI. The current streetscaping plans include brick piers that mimic Monroe's municipal buildings, substantial landscaping, and "Monroe" lettering across the SR 63 bridge that traverses I-75.



Topography: Existing land is a mix of wooded and cleared fields, gently rolling topography

Flood Plain: Designated Zone X—Areas of 500 year flood; areas of 100 year flood with less average depths of less than one (1) foot or width drainage areas less than one (1) square miles and areas protected by levees from 100 year flood (Community Panel #: 3900420005B 08-05-1991)

Utilities:

Electric service: Duke Energy (at site)
Natural gas: Duke Energy (at site)
Water: City of Monroe (at site)
Sewer: Butler Co. Environmental Services (at site)



Access: Right in/right out access off of State Route 63, with unrestricted access off of Cincinnati Dayton Road and third access point to Lawton Avenue (via recorded easement).

Frontage: Approximately 364 feet of direct frontage along State Route 63.

Incentives: Tax incentives may be available via the City of Monroe and the State of Ohio, with strong consideration given to end users that provide high employment opportunities.

Infrastructure: Complete plans for installation of roadways and utilities through the site were generated and permitted in 2006. Although the permit has expired, these plans may be considered for re-submittal to expedite development process.

Contact Information :

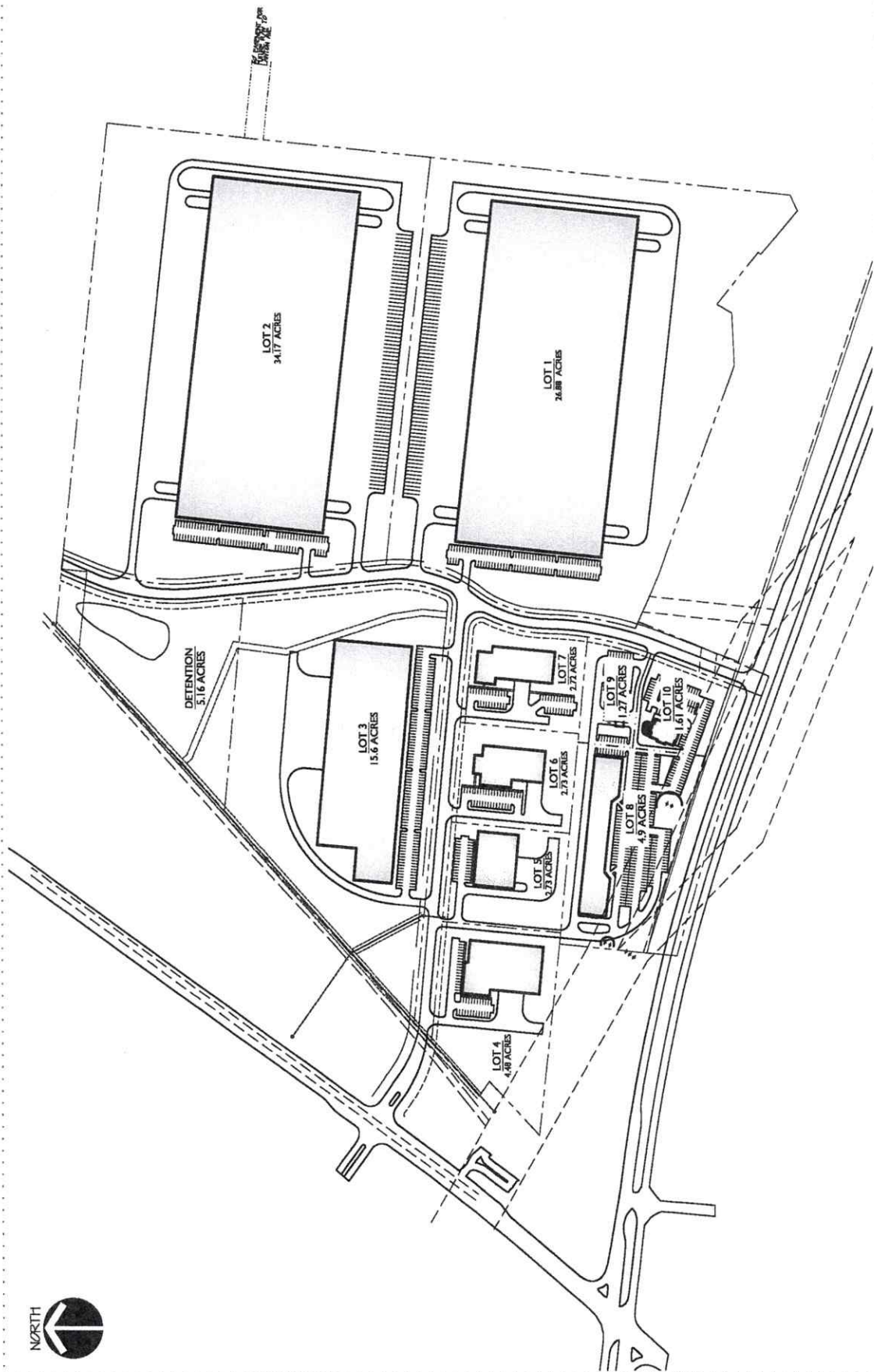
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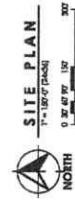
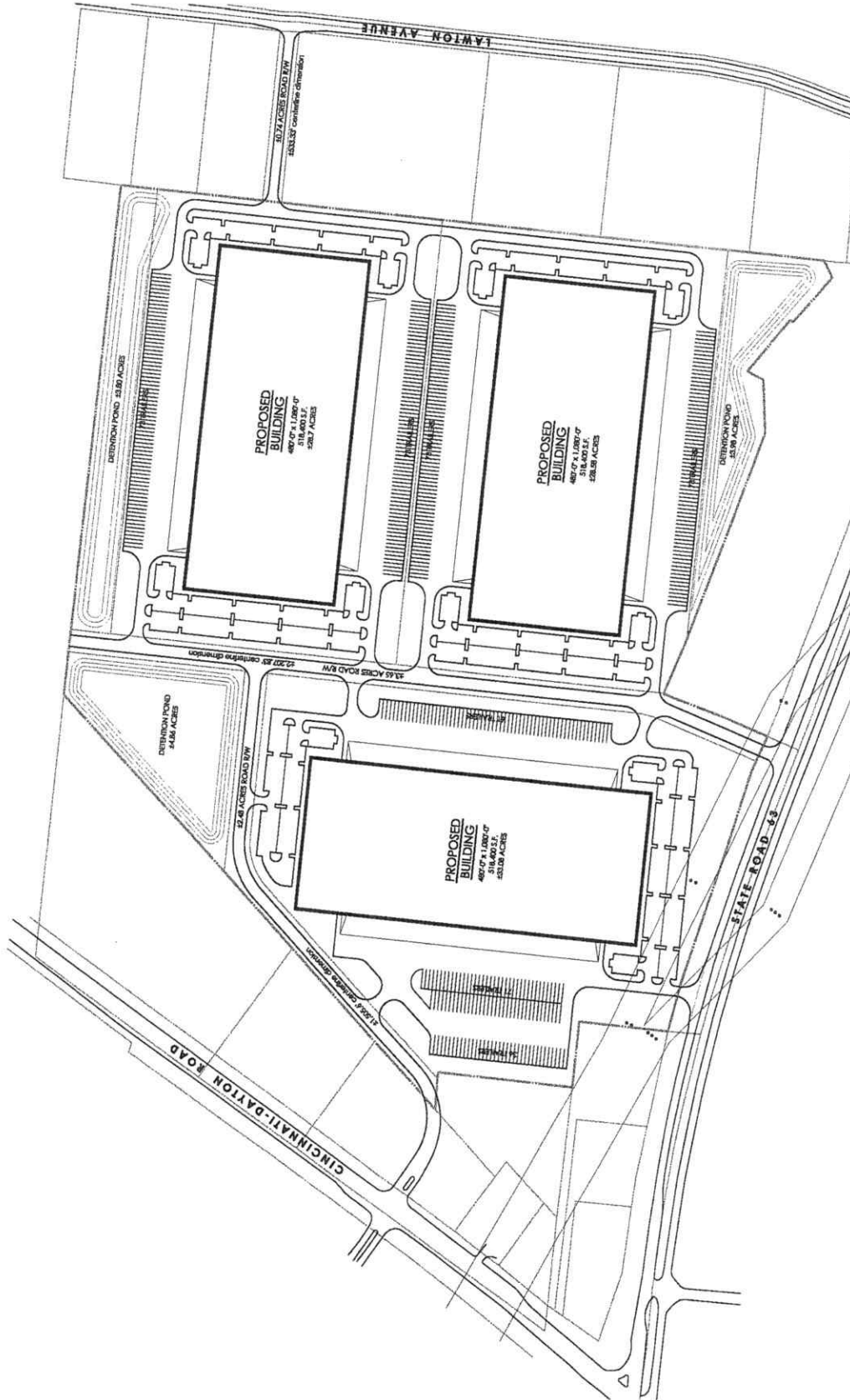


HEMMER

Miami Valley

SCALE: 1" = 300'

0 300 600 1200 2400



SITE AREA = 2109.15 Acres
 BUILDING AREA = 21,552,000 S.F.

AR CULP ASSOCIATES
 7320 North Shadeland Avenue, 4603
 Indianapolis, Indiana 46240
 317.286.1000
 FAX 317.286.1001
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Miami Valley Industrial Park STATE ROAD 63 & CINCINNATI-DAYTON ROAD - MONROE, OHIO

23 JULY 2018

TIMELINE

2012- At 59 years, old I sold most of my stock in order to purchase this investment land.

I realized that it might take some time to find the right industrial developer.

That same stock is up approximately 10 times. One stock, ABMD is up 2500%.

Perhaps this land value is up that much, too. But not if it is residential zoning.

2013 or 2014- Robert Beck & Company proposed a land swap in order to develop high-end residential. For me, it was commercial land for commercial land. An even trade that gave me more frontage on Route 63.

Monroe said absolutely not. They did not want more pressure on the school system.

2018- Worked out details with Strategic Capital for a three-building site. Needed to change the zoning from commercial to industrial on smaller parcels to make it work.

2019- After meeting with Monroe in spring, a hold was put on projects in order to allow for updates in zoning plan.

Our Request in 2019: Square up zoning to accommodate planning.

Strategic Request: Tax abatement or Tiff assistance.

WHY THIS NEEDS TO REMAIN INDUSTRIAL

1. The property is sandwiched between industrial and commercial.
2. Fronts on Route 63.
3. One entrance/exit off of Lawton Rd. Is through an industrial street and between two businesses.
4. Route 63- screams business; is noisy.
5. Cincinnati-Dayton Road also noisy &
6. Entrance passes businesses and also a water tower.
7. The entire parcel is surrounded by truck traffic.
8. Short distance to I-75 (trucks don't impact the town)
9. Least impactful of all properties.

OTHER POSITIVES FOR INDUSTRIAL USE

10. Visibility-not a visible eyesore from any road. The way it slopes.
11. No traffic through the town.
12. Self-contained with 2 or 3 commercially ordained entrances.
13. Tax dollars start immediately without tax incentives.

Saying you have enough industrial is not fair to us; we have waited and tried to cooperate. We paused our development plans for a cooperative forward movement with the town. i.e. Find a headquarters on something with not just warehouses. Forced residential is not what we were expecting. This is a shocking incursion!

This previously identified property, as the most developable piece of ground, has not changed.

WHAT IF

1. USCD gets to go ahead and...
 - a. Doesn't complete
 - b. Adjacent property-does it remain industrial?

DEADLINE TO DEVELOP BY

Puts us at a disadvantage.

USCD dropped offer off by 1/3

Residential would cut the value by another 1/2

Do we force a mini-storage through in order to meet a deadline?

HOW DO WE FIGHT THIS?

Attorney recommendation?

Filing deadlines?



Paul T. Saba
pts@sspfirm.com

Direct Dial: (513) 533-2703
Facsimile: (513) 533-2999

June 14, 2021

VIA EMAIL:

pcallahan@philcallahanlaw.com

Mr. Phil Callahan, Esq.
Phil Callahan Law
202 E. Central Avenue
Miamisburg, Ohio 45242

VIA EMAIL:

chesark@monreooohio.gov

Mr. Kevin Chesar, Development Director
City of Monroe
233 South Main Street
Monroe, Ohio 45050

Re: **Objection to City of Monroe's Proposed Comprehensive Plan**

Dear Phil:

As you probably know, this firm represents the Berns Development Group and Berns Greenhouse & Garden (collectively, "Berns"), which owns the real property located at 1401 N. Union Road and 6337 Greentree Road (collectively, the "Property"). As you may recall, in my correspondence dated June 4, 2020, we requested a meeting with you regarding the City of Monroe's (the "City") Proposed Comprehensive Plan so we could better understand it and possibly avoid litigation.

As you are already aware, the Property was the subject of a zoning meeting during 2019, and the outcome was that the Property was re-zoned back to the correct zoning classification—light industrial, which essentially has been the historical zoning of the Property and is consistent with its highest and best use.

Notwithstanding that recent determination that light industrial was the proper zoning classification for the Property, however, the City of Monroe's Proposed Comprehensive Plan indicates that the Property will again be re-zoned—this time to "Employment," a vague, newly-created category "designed to encourage economic growth and job creation through development of office, research and development, advanced manufacturing, and institutional uses." However, there is no pent-up demand for any of the foregoing in Monroe, while there is demand for light industrial, so imposing this vague new zoning code on my clients' Property is nothing more than a taking and an unfunded mandate to devalue and render the Property useless without just compensation.

As you may know, due to COVID, the office market is the worst it has ever been in this century—the need for office space has declined significantly, and it appears that trend will continue for several years. Moreover, regardless of COVID, the Property will never be well-suited for a general business or an office zoning classification for several reasons. Locating an

office in an area without any amenities (daycare, gyms or exercise facilities, pet care, restaurants) to support the needs of its workforce will never be successful, particularly after COVID when employers are struggling to get employees to come back to the office. Additionally, because locating an office in an area without public transportation creates workforce challenges, a lack of public transportation is a significant deterrent to employers that would otherwise locate in that area.

Moreover, since this Property is not serviced by public sewer, constructing an office building, a research and development building, an advanced manufacturing facility, or building(s) for some other institutional use is not really an option. After all, is the City going to pay the cost to extend the sewer to the Property so that these uses could become feasible rather than merely aspirational?

According to the Proposed Comprehensive Plan, buildings within the vague “Employment” zone “should be smaller scale,” but my clients’ Property is adjacent to I-75, where large owner operators’ large industrial users want to locate not just for expressway exposure and brand recognition but also because having industrial and light industrial users along I-75 is a great way for a municipality to manage noise pollution. Stated differently, smaller scale buildings along I-75 is not consistent with market needs or demands, and from a public policy perspective (as well as for the health and general welfare of the Citizens of Monroe), managing the noise pollution so that louder corporate citizens are located along I-75 is in everyone’s best interest.

The Proposed Comprehensive Plan also indicates that buffering is encouraged in the “Employment” zone, and yet my clients’ Property is adjacent to I-75, where buffering is not needed. Buffering is an attempt to solve the ever-present problem of incompatible land uses and to avoid or manage conflict between land uses, but that is not an issue or concern along I-75, where several industrial and light industrial users like to locate.

Additionally, the Proposed Comprehensive Plan indicates that “outdoor storage or operations” is strongly discouraged in the “Employment” zone, but again, this Property is adjacent to I-75, and why would outdoor storage or operations be a problem when there are numerous businesses conducting outdoor storage and operations along the I-75 corridor from Cincinnati to Toledo?

According to the website for the Proposed Comprehensive Plan, “the zoning is the type of development that could go on [a] piece of property.” For the foregoing reasons, and many more, changing the zoning will preclude economically viable and productive businesses that contribute greatly to the local economy from operating and create a blight for the subject area.

A zoning regulation that restricts a landowner’s use of their property without providing just compensation constitutes a “taking” in contravention of the Fifth Amendment to the United States Constitution.¹ Moreover, a regulatory taking need not deny a landowner of all

¹ *Pennsylvania Coal v. Mahon*, 260 U.S. 393 (1922); see also *Section 19, Article I, Ohio Constitution*.

economically viable uses of their property.² Both the United States Supreme Court and the Ohio Supreme Court have found that a partial regulatory taking exists where the regulation deprives a property of less than 100 percent of its economically viable use.³ Some factors to be considered in such a situation include: 1) the economic impact of the regulation on the landowner; 2) the extent to which the regulation has interfered with distinct investment-backed expectations; and 3) the character of the governmental action.⁴

The economic impact of the proposed zoning change to Berns would be substantial—indeed, it is our belief that the proposed zoning change would deprive Berns of not only all economically viable uses of the Property, but also their due process rights. And in addition to the negative economic impact on Berns, the City’s implementation of the Proposed Comprehensive Plan would interfere with Berns’ distinct investment-backed expectations.

Based on the above, we believe that the zoning change indicated by the Proposed Comprehensive Plan—should it be enacted—would be an unconstitutional regulatory taking of Berns’ Property, and by enacting it, the City would be voting for litigation.

Since the Proposed Comprehensive Plan includes modifications to the zoning text as well as the zoning map, we need to evaluate the criteria in Section 1203.03(E)—the Review Criteria:

1. Whether the proposed amendment corrects an error or meets the challenge of some changing condition, trend, or fact since the time that the original text or map designations were established—*we know of no error that exists or will be corrected by the proposed amendments*;
2. Whether, and the extent to which, the proposed amendment addresses a demonstrated community need—*as explained above, the proposed amendment to the Property’s zoning is contrary to the demonstrated community need*;
3. Whether the proposed amendment will protect the health, safety, morals, and general welfare of the public—*as explained above, the proposed amendment to the Property’s zoning is contrary to general health safety and welfare of the community*; and
4. Whether the proposed amendment will result in significant mitigation of adverse impacts on the natural environment, including air, water, noise, storm water management, wildlife, and vegetation—*as explained above, the proposed amendment to the Property’s zoning is contrary to the mitigation of noise pollution*.

² *State ex rel. Gilbert v. Cincinnati*, 2010-Ohio-1473, P 17; see also *Penn Cent. Transp. Co. v. New York City*, 438 U.S. 104 (1978); *State ex rel. Duncan v. Middlefield*, 2008-Ohio-6200, P 17-18; *State ex rel. Shelly Materials, Inc. v. Clark Cty. Bd. of Commrs.*, 2007-Ohio-5022, P. 19.

³ *Id.*

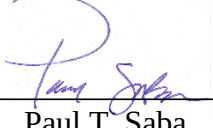
⁴ *Id.*

Phil Callahan, Esq.
Kevin Chesar, Development Director, City of Monroe
June 14, 2021
Page 4 of 4

We would like to avoid litigation if possible and hope the City will reevaluate the Proposed Comprehensive Plan before enactment. Obviously, Berns has strong objections to the proposed zoning change and desires that the zoning of the Property remain "Light Industrial." Should the City enact the proposed zoning change, Berns is prepared to aggressively pursue all legal rights and remedies, which include but are not limited to pursuing this matter in federal court. Moreover, as you probably know, under 42 U.S.C. 1983, the prevailing party is entitled to recover their attorneys' fees. Again, however, we hope that does not become necessary. Berns desires to maintain a non-adversarial relationship with the City, but without its procedural and substantive due process rights being infringed.

Sincerely,

STAGNARO, SABA
& PATTERSON CO., L.P.A.

By: 
Paul T. Saba

PTS/eak

cc: Mike Berns

Kameryn Jones

From: John Dionis <JDionis@simon.com>
Sent: Monday, June 14, 2021 3:30 PM
To: Dawn Lindquist; Kevin Chesar; Kameryn Jones
Cc: Mary Ann Mattscheck; Jennifer Patterson
Subject: Cincinnati Premium Outlets - Adjacent Residential
Attachments: 6-15-2021 Agenda.pdf

Hi Kevin, Kameryn and Jennifer,

I'm unable to attend tomorrow night's meeting but wanted to reiterate our support for the housing concept being brought forth. We are seeing more of our centers add residential across the country with great success and think this is a great fit here. Mary Ann will be attending as a show of support.

I also wanted to respond to the consideration being given to the proposed future land use map. We would like to understand more detail behind the "Transitional Development Area" designation shown on the map and how it would impact our center and adjacent land that we own. I know it was suggested to be a June 15 meeting item but am glad to not see it on the agenda as we want to understand what changes are anticipated before it starts moving through the city process. There isn't much detail on the website so any further documentation you can send would be appreciated. Thanks

John P. Dionis

Vice President, Development



60 Columbia Road
Building B, 3rd Floor
Morristown, NJ 07960
Office 973.364.6516
SIMON.COM

From: Dawn Lindquist <dlindqui@simon.com>
Sent: Friday, April 23, 2021 9:24 AM
To: Kevin Chesar <chesark@monroeohio.org>; Kameryn Jones <jonesk@monroeohio.org>
Cc: Mary Ann Mattscheck <mmattscheck@simon.com>; Jennifer Patterson <pattersonj@monroeohio.org>; John Dionis <JDionis@simon.com>
Subject: Cincinnati Premium Outlets

Good morning and happy Friday!

10:00 a.m. EST on May 13th works for everyone. We will be meeting at the clubhouse. Please let me know if you need the address.

Have a great day and weekend!

Dawn Lindquist

Vice President
Peripheral Development



225 West Washington Street
Indianapolis, IN 46204-3438 USA
T 317.263.2301
dlindqui@simon.com

Please visit our website @ www.simon.com

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From: Kevin Chesar <chesark@monroeohio.org>
Sent: Thursday, April 22, 2021 2:07 PM
To: Dawn Lindquist <dlindqui@simon.com>; Kameryn Jones <jonesk@monroeohio.org>
Cc: Mary Ann Mattscheck <mmattscheck@simon.com>; Jennifer Patterson <pattersonj@monroeohio.org>
Subject: [EXT] RE: Cincinnati Premium Outlets

Hi Dawn,

We have been working to schedule with Matt and have unfortunately had to cancel a few times due to unexpected scheduling issues.

It looks like we will not be available until the week of May 10th.

Presently,
Monday 10th - availability is between 10 am – 2 pm
Tuesday 11th – 10 am -1pm
Thursday 13th – 10 am -2pm

Matt had indicated after our discussions that they would like to possibly begin the process for a rezoning sooner than later. I want to note that as the property is currently zoned and from what we have seen regarding architectural and other code related items it will most likely be multiple months of working towards a concept that fit within current guidelines of Monroe. For example, a typical rezoning process takes a minimum of approximately 6 months to move through public hearings, Planning Commission and City Council approvals. I would envision that we would need adjustments or amendments specific to the project to be successful that could increase that time line. I believe we briefly covered the processes when we spoke and I am willing to get more into the details as their interest progresses.

We look forward to moving through the process with you and Metropolitan Holdings.

Best Regards,

Kevin P. Chesar
Director of Development
Office: 513.539.7374
www.monroeohio.org



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Meeting Minutes

July 28, 2021 at City of Monroe

In Attendance:

Kevin Chesar – City of Monroe, Director of Development
Kameryn Jones – City of Monroe, Planner
Scott & Gayle Willis
Etta Reed, PE - Bayer Becker

Re: Monroe Crossings Multi-Family

The following are meeting minutes from the Pre-Application meeting for the rezoning and Preliminary Development Plan submittal for the Monroe Crossings Multi-Family project.

- 1) Concept Plan was discussed and City staff provided the following feedback:
 - a. Would like the plan to be more pedestrian friendly. Consider a path on the east side of Roden Park – if 10' wide can be counted as active open space.
 - b. Do not like the garages in the front.
 - c. City Staff likes the Mason Oaks development.
 - d. All private roadways are required to be constructed to City standards (pavement section, curb & gutter, walk, etc.)
 - e. Vinyl is not a permitted material. Consider more brick & stone
- 2) Comprehensive Plan discussion.
 - a. Concept plan does not comply with current Comprehensive Plan. City Staff indicated that their review of the application will be based on current Comprehensive Plan, but they will acknowledge how it relates to the Proposed Comprehensive Plan.
 - b. Hope to have new Comprehensive Plan go before Planning Commission in August, then Council. Will be subject to 30 day referendum. A final draft of the Plan should be on line later this week.
 - c. New Comprehensive Plan allows for Multi Family (max 8 un/ac.) and Mixed Residential (max 4 un/ac)
 - d. While Housing Study recommended a diversity of housing stock, Council still desires large single family lots.
- 3) Will be owner occupied
- 4) Underlying zoning will need to be changed to R-4.
- 5) Items to be submitted to Planning Commission for the Rezoning and Preliminary Development Plan Applications:
 - a. Executed Applications
 - b. Signed applications from each of the property owners within the original Shops of Monroe Crossings PUD.
 - c. Fees
 - d. Rezoning Plat
 - e. Legal Description of the properties to be rezoned
 - f. Preliminary Development Plan
 - g. Details for Formal Open Space
 - h. Landscape Plan, including buffer areas.
 - i. Proposed Building Elevations showing the proposed materials to be used.

- j. Bayer Becker to follow up with Bill Brock to determine if a Traffic Impact Study will be required.
- 6) Proposed process/schedule:
 - a. August 9, 2021 – submit request to be placed on August 24th Council agenda for them to authorize the City Manager to sign the Rezoning and PUD applications.
 - b. August 24, 2021 – City Council mtg. to present the project and request them to authorize City Manager to sign the applications. Scott to present same presentation he did before Planning Commission.
 - c. September 21, 2021 – Submit Rezoning and Preliminary PUD request to Planning Commission
 - d. October 19, 2021 – Public Hearing before Planning Commission for the Rezoning and Preliminary PUD Plan.
 - e. November 23, 2021 – Public Hearing before City Council for the Rezoning and Preliminary PUD Plan.
 - f. December 14, 2021 – City Council vote for the Rezoning and Preliminary PUD Plan.
 - g. January 14, 2022 – 30 day Referendum period over.
- 7) Final PUD only requires Planning Commission approval.
- 8) Staff's discussion points in the staff report will focus on open space, buffer, building materials, how the plan meets the Comprehensive Plan and the design of the residential buildings.

The above documentation is believed to be an accurate record of what was discussed. If significant items have been omitted or misunderstood, please contact the writer and corrected notes will be issued.



2214 Greentree Rd

Lebanon, OH 45036

RE: 860 Holman Ave

513-238-7702

Monroe, OH 45050

To Kevin Chesar and Kameryn Jones,

This letter is to explain the history of and the affect the zoning changes have made on the value of this property.

In November of 1986 Thomas C Miller and now Candice Nixon bought the property known as 860 Holman Ave in Monroe Ohio. Bought as an investment opportunity this property was zoned light industrial. All the connecting parcels to this property were sold as light industrial lots and appropriate businesses were constructed on those parcels. Even the city of Monroe bought a parcel and built on it.

In and around 2014 the city of Monroe decided to arbitrarily rezone the remainder of this industrial park acreage as agricultural. In May of 2019 the owners contacted me to list and sell this property for them. As part of the marketing plan we decided to apply for a zoning change to return the property to its light industrial zoning. After meeting with the zoning department we were basically told to wait until the city revised their comprehensive plan for existing and future land uses. The thinking behind this we were told was that the planning commission would probably not want to do this in the middle of their planning. So we waited and then the Covid-19 arrives and everything comes to a halt. There is still not a completed land use plan. So the owners are still stuck with the current zoning.

I have said all of that to say that the change in zoning has drastically affected the value of 860 Holman Ave. The difference between the price of light industrial ground and that of agricultural is hugely significant.

What was an investment in an industrial park has turned out to be a savings account with very low interest and annual penalties (property taxes).

Sincerely,

Daryl Dunn

Broker/Owner

Greentree Realty



The attached letter was written on the behalf of Thomas Miller regarding the property at 860 Holman Ave. Monroe, OH 45050.



RUNDELL ERNSTBERGER ASSOCIATES

email | realindy@reasite.cominternet | www.reasite.com

online feedback summary

The Project Website for the Advance Monroe Comprehensive Plan was updated in May 2021. An email was sent out to a contact list of individuals who asked to be notified about upcoming meetings, events, and updates to the website throughout the process. Since the update in May, multiple feedback opportunities were available for residents to respond to directly through the website page.

The website feedback was specific to the draft versions of the Vision Statement, Goal Statements, three maps (future land use, future transportation, future recreation), and the Land Use Descriptions handout that is a tool for understanding the character of the Future Land Use map classifications.

Residents had opportunities to rate the Vision and Goal Statements and provide additional feedback. Similarly, the maps and land use descriptions supplied comment boxes where residents could submit their questions and comments.

The rating scale for the Vision and Goal statements followed:

1. Very Accurate
2. Somewhat Accurate
3. Accurate
4. Not Accurate

A summary of the responses received can be found in this handout. A total number of responses and the ratings will be provided for each of the feedback opportunities. Names and addresses provided throughout any of the feedback opportunities will be omitted to preserve the anonymity of those who responded.

The feedback collected was submitted from May 2021 through July 2021. Feedback and comments are no longer able to be submitted using those original forms from which most of this information was collected through. **However, since the release of the Draft Comprehensive Plan, an updated form has been posted for feedback and questions for the entire comprehensive plan.** Any comments received through July 31, 2021 have been recorded in this handout for you to review.

Additionally, on the website, www.advancemonroe.com, visitors can provide feedback or comments directly through the "Contact" page if they do not have detailed comments regarding the comprehensive plan draft. This has been available since the creation of the website at the beginning of the process.

Vision Statement

“Monroe is an economically diverse community with small town charm focused on quality growth and development, family-centered amenities, and creating a vibrant quality of life for all.”

How would you rate the Vision Statement? Do you have any additional feedback?

Total number of respondents: 57

Total “Very Accurate” responses: 11

Total “Somewhat Accurate” responses: 17

Total “Accurate” responses: 8

Total “Not Accurate” responses: 21

1. There is no central downtown/gathering place anymore. Downtown is not a draw. Parks are nice and people are friendly. There has been too much warehouse built over the past few years bringing low paying jobs.
2. Not many city amenities such as Rec center Most of the winter sports space is only available at the schools and churches. Not acceptable
3. The small town is being ruined by truck traffic. And there are not family centered amenities unfortunately.
4. Texas Roadhouse
Chik-fil-a
Starbucks
Fix drainage issue for backyards of houses on Davis Dr and Linn CT due to runoff from Sackett Dr.
Blacktop for Bridle Creek Dr
All good!
5. We have taken away many community centered connections. There needs to be a community center, program feeders for all sports, an active outwardly focused faith council, and a community pool
6. I don’t know what town you’re talking about but this isn’t Monroe. Mega warehouses are most important to city council. The small town feel left many years ago!!!
7. Need more land use for neighborhoods. Putting higher standards on the neighborhoods so we can get better quality of families . You build them we can develop for more of a destination of dining if it’s out by the interstate or downtown area keeping the small town feel. D.O.R.A would work if restaurants are locate with in walking distance from each other. Would make a more family destination. You build it or plan it and stick to it with a design. Inter connecting

bike paths thru out the city. More round a bout to help slow traffic plus saves us on energy and the city too.

8. Family centered amenities do not exist!
No longer small town more like warehouse /semi truck town
Too many drugs here ... I have had a murder... two overdoses within the past two years on my street ...Monroe doesn't like to cross over to RT 4
9. With the exception of renting in Middletown for a couple years and military, I have lived in Monroe most of my adult life. Monroe lost its small town charm a while ago. Now I feel like it's centered more around how many distribution warehouses we can pack in our over grown town.
10. Limited small businesses to shop from, large amounts of semi traffic, parking at community park horrible for large events
11. Not very much small town charm. More needs done to develop downtown Monroe area with small business shops and have a higher quality. Similar to Lebanon. I can walk around Monroe visiting shops like I can there.
12. A vision is supposed to be future oriented and geared toward what you want to become. This seems to be more about the present and what we currently are. In my opinion someone missed the boat on this.
13. It feels like a bunch of houses squeezed into places with nothing for families to do here except 2 parks.
14. There are a couple family centered amenities but not many.
15. There is hardly any family centered activity of any kind, the small town feel is gone, and the growth is not quality, it's industrial
16. I feel Monroe is more interested in factory's and industrial build up then they are for the community, home owner or the schools. Most of the business are not required to pay local taxes and don't service the community
17. I don't see many family-centered amenities.
18. We have become a town that has outgrown our school and have only added warehouses and trucks
19. We need to keep working towards the family centered amenities. A YMCA or family center with a pool would be very beneficial. Help for the school with over crowding and getting the School Fair Funding Bill passed would really help. I am all for residential building but the school cannot handle much more of it.
20. What family centered amenities does Monroe have ?
21. There is no small town charm and quality growth amongst all the warehouses. Monroe has already sent that ship sailing. The only thing they are consistently doing is running out the higher income households. We used to be able to see the stars at night time, now all we see is a Kroger warehouse lighting up the sky at night.
22. Monroe is the warehouse capital of Ohio. We have too much industrial land smack dab in the center of our city and it has created too much semi-truck traffic. Not only is this a nuisance and an eyesore, it has become DANGEROUS, even deadly. Many families don't want to stay here if

this continues to be an issue. We also have to leave town to enjoy anything...parks, dining, shopping (other than the outlet mall which we rarely visit). The decisions that have been made about what to allow in our community have been absolutely terrible and not at ALL family-friendly or family-focused.

23. I would hope to have the city on the higher end of economic incomes. It has a rare quiet feel, considering it is so close to the highway, making it ideal for commuters.
24. Monroe's vision is more warehousing and little residential living. Empty warehouses and or low paying warehouse jobs brings riffraf into this supposedly small town charm city. What quality? Those in charge making choices for Monroe residents that doesn't live in the Monroe area is very frightening per se!!!!
25. Keep it per above statement. We have ample warehouses and storage that many have set empty for long periods of time. Now we have residential streets that created hazards with trucks. ie: Todhunter
26. Monroe needs to not further encroach on existing neighborhoods with big buildings or it will threaten the existing "charm" of Monroe.
27. Little is being done to encourage diverse new growth. Our children are being drawn to other cities for new jobs since they live differently than we do - Monroe is great for families, but our children are single longer and more mobile than we were.

Land Use Goal Statement

"Monroe should achieve a more cohesive and balanced development pattern that strengthens residential neighborhoods and grows the job base while offering more diverse and unique places to enhance the character of Monroe, promote quality development, target strategic redevelopment, protect natural assets, responsibly grow the school district, and minimize impacts to City resources."

How would you rate the Land Use Goal Statement? Do you have any additional feedback?

Total number of respondents: 44

Total "Very Accurate" responses: 17

Total "Somewhat Accurate" responses: 9

Total "Accurate" responses: 10

Total "Not Accurate" responses: 8

1. Quality development is a subjective phrase. I do not think it is in the best interest of the city, schools and infrastructure to build any kind of high density housing. Annexing Lemon Township should be negotiated.
2. Texas Roadhouse
Chik-fil-a
Starbucks
Fix drainage issue for backyards of houses on Davis Dr and Linn CT due to runoff from Sackett Dr.
Blacktop for Bridle Creek Dr
3. Yes, we cannot add neighborhoods if we have not built or added to our school space. We are only hurting the families that currently live in monroe.
4. The jobs being created in Monroe are not able to support the current cost of housing.
5. School district is two separate entity we were told by Council in the past and they continued to give tax abatements to companies.
Why?
Who is responsible to pay for the growth of the school district?
6. Stop taxing your citizens and stop giving the big corporations tax breaks!!! I'm about to leave Monroe because the taxes are too high and I'm sure you're going to shove another school levy down our throats while Amazon gets away tax free!!
7. We have plenty of jobs in monroe use resources in other areas.
8. NO MORE WAREHOUSES AND SEMI TRAFFIC

9. Need to utilize the land on cin-Dayton road and green tree. For development and get I-75 access from Greentree rd. To help with St rt63 at I-75 congestion.
10. We need more small business && arts and less warehouses. Most people in Monroe work outside the city.
11. Lots of warehouse and industry, need to go a handle on current population size before growing school district. Would like to see more sidewalks to make the community as a whole more walkable.
12. The statement itself sounds great, but how will it happen when the whole town is spread out, with residential areas divided by industry, heavy use roadways, and a little farmland. My children have friends that they can't even walk or ride bikes to their house because neighborhoods are disconnected
13. There is no diversity. Everything is a wearhouse. This increases traffic on 63, in turn causing more accidents, which increases strain of our resources
14. They need to bring back our small community and provide more for the residents that live here
15. We have big ugly buildings that have tons of trucks. There is no charm left unfortunately
16. I wish this statement was true. I don't see this happening in the future because they allow industry to dictate the rules and development.
17. Again, it's one thing to be focused on business development, but not at the risk of sacrificing adjoining neighborhoods.
18. We need more mixed uses throughout the community - especially where they make sense. You could make more diverse areas in neighborhoods and areas that are not single family
19. Warehouses, warehouses, warehouses. Need I say more? We want and need more homes, parks, and family-friendly businesses.

Future Land Use Map

Please provide additional comments on the Future Land Use Map.

Total number of respondents: 18

1. It doesn't look like a lot of the charm, will remain after developing farmland into apartments and businesses. Part of the reason we chose Monroe is because it wasn't over developed. Now instead of looking across the street and seeing farmland I will see apartments/townhomes??? Low income I'm sure because it's back yard will be a steel plant.
2. I would need more detail son what transitional development means. There should be no warehouses etc built where they are visible to I75.
We should encourage tech businesses or higher paying employers to move in the are just N of 63 on Cincinnati Dayton Rd. This would bring in more restaurants which is something citizens have been asking for while increase tax revenue.
3. Still too much industry
4. Heavy industrial off of butler warren road scares me due to the small road and all directions going into nice neighborhoods.
5. Texas Roadhouse
Chik-fil-a
Starbucks
Fix drainage issue for backyards of houses on Davis Dr and Linn CT due to runoff from Sackett Dr.
Blacktop for Bridle Creek Dr
6. Make the City walkable. Sidewalks for crying out loud. How hard is it to make sidewalks where people can actually walk to town. Ever see Mason Ohio??? Learn from them.
7. How is Garver farm not within Monroe???
8. Please stop turning farm land into factories.
9. If any more warehouse and semi traffic is added, we will be moving from the district. No one wants to live near warehouses and traffic
10. no more subdivisions
11. Less industry. More commercial with support to small businesses. Offering them tax breaks instead of big companies.
12. Again looks like all houses and what's houses
13. Stop building wearhouses and creating more traffic on our main roads. Provide things that are for the community. More restaurants, shopping and parks. The small town I moved to 15 years ago no longer exist. My hope is that we can persevere what little is left. What ever business do come to the area need to support the community, youth and out school.

14. Take away heavy industrial close to our neighborhoods. Give us new baseball and soccer fields, a pool for our community. Something to be proud of
15. Definitely need a dog park. A space for smaller dogs. A separate space for large dogs.
16. Monroe should be actively trying to keep any future warehouses out of residential areas. The light blue tract of land marked "employment" on the west side of town is an example.
17. Your projected land plan for the Zecher land is rural residential on this map, although there is reported discussion about it being rezoned light manufacturing or commercial. As a resident of Neiderlander Ln, Lisa Frye, at 5984 Niederlander, I want to state how strongly I'm opposed to anything but agricultural or residential. Our neighborhood is very nice and unique. If you attempt to put any type of commercial, large buildings or business there, it will ruin the neighborhood - one that already abuts SunCoke. You fought for this type of thing not happening by Middletown with SunCoke. Doing so to your own citizens would be double minded. Down right wrong. Our neighborhood will actively oppose any attempt by the city to do this.
18. Its hard to know what "Transitional" is, but it should be a spot where a variety of smart uses can co-exist and change (Apartments? Senior Housing? Place to downsize? lofts over offices? co-working spaces?) . We should always try to stay relevant and up to date along the interstate - capturing dollars and opportunities along the corridor. The areas east of Monroe could have a more dense feeling and never impact the traditional way of life in the heart of Monroe.

Future Land Use Descriptions

Please provide additional comments on the Land Use Descriptions.

Total number of respondents: 6

1. 8 units an acre seems very low if you are trying to make a "main street"
2. There should be NO multi family units built. This stresses infrastructure and an already maxed out school system. We are running low on residential space to build. High end homes of \$375K or higher should be the target to increase tax revenue while putting less kids in the school system.
3. Texas Roadhouse
Chik-fil-a
Starbucks
Fix drainage issue for backyards of houses on Davis Dr and Linn CT due to runoff from Sackett Dr.
Blacktop for Bridle Creek Dr
4. I have lost all faith in our community government to have the citizens of the community best interest in mind. Continue on this process and people will get tired of it and move out But I am pretty sure that's what the people at the city want. Lots of factories and no people. The other concern are the roads and the high volume of trucks and traffic.
5. Would love a 2 acre lot
6. Too many warehouse not enough housing or better income making jobs.

Housing Goal Statement

"Monroe will encourage a wide range of quality housing including townhomes, apartments, condominiums, and single-family detached homes."

How would you rate the Housing Goal Statement? Do you have any additional feedback?

Total number of respondents: 27

Total "Very Accurate" responses: 8

Total "Somewhat Accurate" responses: 4

Total "Accurate" responses: 7

Total "Not Accurate" responses: 8

1. No apartments, condos, or townhomes should be built. There is plenty of low cost homes in Monroe already and higher density does not help in the school system in any way.
2. No apartments more large lot residential. We are badly missing the \$300-500 home.
3. Texas Roadhouse
Chik-fil-a
Starbucks
Fix drainage issue for backyards of houses on Davis Dr and Linn CT due to runoff from Sackett Dr.
Blacktop for Bridle Creek Dr
4. More single family housing would best suit the area.
5. You must be talking about all the Mega warehouses you approved. Looks terrible and has totally changed the town of Monroe.
6. Again, we have enough housing now. The schools are full, and adding more housing will only make that worse.
7. Monroe does not need anymore apartments or communities with homes on top of each other. This area needs more step up homes.
8. Apartments often bring unsavory people into the area. Obviously not all apartment renters are unsavory but plenty will be.
9. Please no apartments and town homes. Nice family homes only
10. Anything but single-family homes lose quality over time and bring down the city. They should be kept to the bare minimum.

Economic Development Goal Statement

“Monroe will be an economically sustainable City with a diverse tax base by retaining, attracting, and growing more businesses fostering a strong local economy and focusing investment into development and redevelopment opportunities in areas designated for employment, mixed use, industrial and heavy industrial.”

How would you rate the Economic Development Goal Statement? Do you have any additional feedback?

Total number of respondents: 26

Total “Very Accurate” responses: 6

Total “Somewhat Accurate” responses: 6

Total “Accurate” responses: 6

Total “Not Accurate” responses: 8

1. We have too many warehouse areas. A Tech Park or something should be developed.
2. Texas Roadhouse
Chik-fil-a
Starbucks
Fix drainage issue for backyards of houses on Davis Dr and Linn CT due to runoff from Sackett Dr.
Blacktop for Bridle Creek Dr
3. Less business and more residential. We are surrounded by commercial development with many options around the area. We don’t need to be self sustaining. Keep it small.
4. Not even close!!!
5. The only concern is been warehouse infrastructure. Would be nice to build up downtown with small business
6. You definitely have a diverse business base, but it does not seem suitable for a community that you are trying to promote as small town charming...
7. I think industrial and heavy industrial? We are a small town

Transportation Goal Statement

“Monroe shall have a safe, accessible, and well-connected multi-modal transportation system that addresses vehicular congestion, supports the desired land use pattern; promotes physical activity, health, and wellness; and serves the needs of Monroe’s residents, businesses, institutions, and industries.”

How would you rate the Transportation Goal Statement? Do you have any additional feedback?

Total number of respondents: 27

Total “Very Accurate” responses: 7

Total “Somewhat Accurate” responses: 2

Total “Accurate” responses: 6

Total “Not Accurate” responses: 12

1. This is not a reasonable goal in Monroe. This will not happen in 10 years. Larger cities around us do not have this and I think it is unrealistic to work on this when there are many other more pressing areas in the community.
2. When is Monroe park going to be completed by the Americana property?
3. 63 is controlled by semi traffic
4. Great job adding warehouses and giving them a 15 year abatement. Towns roads are getting beat up and the tax payers are paying for it. Roads are far far more dangerous. I wrote our state rep, And IG to investigate our city council and zoning board for kick backs. Plan on getting the news to look at you guys too.
5. Monroe doesn’t offer many sidewalks or bike paths. City and schools are growing too fast for city and schools to keep up with.
6. The streets here are terribly dangerous, as evidenced by a double fatality just a couple of days ago. Residents have been asking for something to be done about the traffic on route 63 for a while now, but nothing seems to be happening. Perhaps behind closed doors it is, but we need to see action at this point.
7. This city doesn't care about the people that live here, out roads or the dangerous conditions that our roads are with all of the traffic and trucks. . All the care about is how many businesses they bring here and the all mighty dollar
8. Monroe crossings is the largest neighborhood and you won't even consider stop signs and crosswalks. Now you are adding a park for more traffic. The statement above is 100% false on the safety part.
9. Roadways are not feasible in areas that were farm land roadways

Future Transportation Map

Please provide additional comments on the Future Transportation Map.

Total number of respondents: 7

1. Roadway improvements need to be improved in agriculture areas that roadways are too narrow.
2. Roadway improvement on Mason Rd, which will be zoned Transitional development, and by the report "will be difficult to develop" should not be done until a plan is more developed.
3. Decreased use of motion and sensor based lights along 63. Use of a timed system to improve traffic flow.
4. Not Like it. Just want to be able to get from Route 4 to Route 63 and vice versa without hitting every single light every single time! It takes so much time out of our day! Better signal timing! Also, the road coming out of the outlets (if you are leaving Wendy's, etc and turning left) that light takes forever to change during rush hour. It used to be a flashing red early in the morning. Can't we change it back when there is less traffic?
5. Now you have truck traffic and congestion to deal with. Clog the roads good job!!
6. should have a high priority
7. There should be something about how you plan to slow traffic on 63, and also there is nothing on the map about any changes at 63 and Britton, another area that needs attention to safety

Quality of Life Goal Statement

“Monroe will be a resilient place to live, build a career, do business, eat, shop, and recreate, making it the preferred place to call home in the region.”

How would you rate the Quality of Life Goal Statement? Do you have any additional feedback?

Total number of respondents: 29

Total “Very Accurate” responses: 8

Total “Somewhat Accurate” responses: 5

Total “Accurate” responses: 5

Total “Not Accurate” responses: 10

1. There are not good jobs in Monroe. There are VERY few dining restaurants and almost no where to shop.
2. Texas Roadhouse
Chik-fil-a
Starbucks
Fix drainage issue for backyards of houses on Davis Dr and Linn CT due to runoff from Sackett Dr.
Blacktop for Bridle Creek Dr
3. We have very few eating options other than fast food
4. Nope I don't think so. Tax the citizens so much that they are forced to leave. Many of my neighbors have had enough with all responsibility being out upon the shoulders of the citizens. I remember when I liked saying I live in Monroe. Not anymore. Too commercialized and residents take a back seat to big business.
5. Lack of restaurants, things to do
6. Love living here! Need more variety of restaurants and shopping. Not a mall.
7. Only if you're a warehouse
8. People seem very dissatisfied with the direction the city is going
9. Seems to be a very low income and low education level city. Need to clean up and demolish a lot of the buildings on main Street and 63.
10. I'm confused by the word 'resilient' in this context.
11. For whom? Those who live outside and work in Monroe?

Future Recreation Map

Please provide additional comments on the Future Recreation Map.

Total number of respondents: 5

1. A bike and walking path would be great! A dog park for small and large dogs would be amazing too
2. Definitely need sidewalks or running path along 63 to get to crossings park
3. We need more & better parking at our parks. It takes forever to get out during an event.
4. We need more parks and sidewalks!!! Dog park!!
5. No comment. More parks are always a plus, but seems all the focus tends to be on newer developed neighborhoods

Downtown Goal Statement

“Reinvigorate the downtown by strategically planning a genuine community gathering space that fosters public private partnerships for varied residential opportunities, creates jobs through business attraction and retention, and caters to a pedestrian-oriented environment with generation bridging activities.”

How would you rate the Downtown Goal Statement? Do you have any additional feedback?

Total number of respondents: 22

Total “Very Accurate” responses: 8

Total “Somewhat Accurate” responses: 4

Total “Accurate” responses: 2

Total “Not Accurate” responses: 7

1. Downtown should be moved to just N of 63. The area now is too close to the road and needs space to plan and grow which does not exist at that location.
2. Texas Roadhouse
Chik-fil-a
Starbucks
Fix drainage issue for backyards of houses on Davis Dr and Linn CT due to runoff from Sackett Dr.
Blacktop for Bridle Creek Dr
3. Excessive speed and our cops do nothing to control it. Walking there is a hazard.
4. Somewhat Accurate - This would be nice to see, as long as the historic aspect of monroe could be addressed in the choice of building or remodels of old ones

Other

Please provide additional comments.

This section is from the contact page on the website. **These responses are recorded from May 2021 – August 10, 2021.**

Total number of respondents: 1

1. Name: [REDACTED]
Email: [REDACTED]
Comment: My home abuts the Zecher Farm and I am highly concerned should this land be rezoned light manufacturing or refined anything other than large lot residential.

Draft Comprehensive Plan Comments

Provide feedback!

This section of comments applies **ONLY to comments received through the online form for the Draft Comprehensive Plan**. This form has been available since **August 3, 2021** for residents and City officials to provide comments through.

Total number of respondents: 1

1. Name: [REDACTED]
Email: [REDACTED]
i do not want housing behind my property ! It is zoned agricultural. leave it that way. please.
[REDACTED] next to the former hayneedle building